

Planning Committee

10.00am, Wednesday, 29 September 2021

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

Executive/routine Wards Council Commitments	Executive All 1, 2, 4, 10, 11, 12, 18, 26
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1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Approves the Proposed Plan, as set out in Appendix 1, for its statutory period of representation;
 - 1.1.2 Approves the technical and other supporting information which is statutorily required to be considered alongside the Proposed Plan (Appendices 2 – 13);
 - 1.1.3 Agrees that the Proposed Plan be published (subject to any minor typographical editorial changes) for its period of public representation (six weeks); and
 - 1.1.4 Approves the Development Plan Scheme and Programme of Engagement (Appendix 9).

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Report

City Plan 2030 – Approval of Proposed Plan for Representation Period

2. Executive Summary

- 2.1 The purpose of this report is to seek the Committee's approval of the Proposed Plan and its supporting documents as set out in the appendices to this report. Approval of the Proposed Plan is required so that the Local Development Plan (LDP) process can move to its next stage, the statutory period of representation, before it can be submitted to Scottish Ministers for Examination.

3. Background

- 3.1 Local authorities have to prepare LDPs for their areas and keep them up to date. LDPs should not be older than five years.
- 3.2 The City of Edinburgh Council adopted its first LDP in November 2016. The replacement LDP is to be called City Plan 2030.
- 3.3 The development of City Plan 2030 commenced in 2018. At its meeting of [30 May 2018](#), the Planning Committee received a report which set out an overview of the project and the overall objectives for the project, including alignment with the wider strategic context for the Council and its partners.
- 3.4 There are several other projects and strategies being progressed or implemented in parallel with the City Plan 2030. Work has been on-going since May 2018 to ensure that these projects inform and are informed by City Plan 2030.
- 3.5 The 2018 report also identified some of the main requirements and constraints on the development of the plan. These include statutory requirements, which must be met if the Council is to adopt City Plan 2030 and avoid a successful legal challenge.

4. Main report

- 4.1 The Proposed Plan follows on from the statutory consultation stage of the LDP process. The Main Issues Report, titled Choices for City Plan 2030 (Choices), was approved by Planning Committee in [January 2020](#) to go out for consultation. The

latter part of that consultation period was affected by the Covid-19 pandemic and therefore we accepted consultation responses to the end of April 2020.

- 4.2 Choices set out four outcomes based on national, regional, and local strategic and policy objectives to fulfil the statutory purpose of planning (which is to manage the development and use of land in the long-term public interest, including development which contributes to sustainable development, or achieves national outcomes (within the meaning of Part 1 of the Community Empowerment (Scotland) Act 2015)). This amends the provision of the 2006 Act that requires plans to contribute towards sustainable development, taking account of Scottish Planning Policy (SPP).
- 4.3 Choices for City Plan 2030 set out a preferred approach for development as well as reasonable alternatives, as required by statute.
- 4.4 The response to the Choices consultation was reported to Planning Committee in [August 2020](#). The Council's response to the comments made is now included in the Report of Conformity and Schedule of MIR Responses (Appendix 4) as part of the technical and other supporting information which is statutorily required to be considered alongside the Proposed Plan itself.
- 4.5 The Proposed Plan (Appendix 1) sets out the recommended strategy, sites, proposals and policies for development over the next 10 years. The written statement is also accompanied by the Proposals Map.
- 4.6 In preparing the Proposed Plan and supporting documentation, due consideration is given to the preferred approach and reasonable alternatives arising from the Choices consultation in the context of the responses received, assessment of the responses, and to the technical work carried out to inform the Proposed Plan and subsequent stages.

Strategy

- 4.7 The Proposed Plan carries forward the preferred approach of Choices and does not seek to allocate new greenfield sites.
- 4.8 As a review of the existing LDP 2016, it is recommended that City Plan 2030 carries forward the sites proposed in the 2016 plan which have not yet been substantially completed or where development has not yet commenced. Some of these sites are greenfield land considered appropriate for development through the LDP 2016.
- 4.9 Existing allocated sites are appropriate sites for development, as considered by the Council previously through that LDP process and through the representation, Examination, and Ministerial approval prior to the adoption of the LDP 2016 by the Council. None of the technical appraisal work carried out in respect of the Proposed Plan gives grounds to de-allocate those sites.
- 4.10 A requirement of LDPs is to ensure that sufficient land is allocated for housing, employment and other appropriate purposes.
- 4.11 In addition to the land supply provided by the existing LDP, other sites and from planning permissions, the Council must allocate sufficient land for future needs

within the lifetime of the plan and to ensure a continuing five year supply of housing land.

- 4.12 Requirements for this are normally set by the Strategic Development Plan for the area. However, as the Strategic Development Plan 2 (SDP2) was rejected by Scottish Ministers and plans over five years old are (in terms of Scottish Planning Policy) considered to be out of date, the Council has to consider an appropriate and reasonable land supply for City Plan 2030. This is covered in the strategy section of the Proposed Plan and in further detail in the Housing Technical Note [Appendix 7].
- 4.13 The principles of the strategy expect development to make the most efficient use of land, of existing and new infrastructure, of sustainable transport modes and to provide a range of uses to support 20-minute neighbourhoods. Use of brownfield land is key, as is ensuring that higher density, mixed use development is required for any greenfield sites also.
- 4.14 The strategy supports the strong direction of policy required by the Climate Change Act, the National Transport Strategy, Housing for 2040 and the emerging policy of the Position Statement National Planning Framework 4.

Sites

- 4.15 To fulfil these requirements it is recommended that, in addition to the existing land supply, the Proposed Plan allocates brownfield sites for new development, generally within the urban area but with the addition of the significant brownfield site of Crosswinds on land formerly part of the operational site of Edinburgh Airport. This reflects the preferred approach set out in the Choices document.
- 4.16 These sites are mapped in the strategy diagrams of the Proposed Plan and on the Proposals Map. Further details of the proposals, site briefs and mechanisms for further site brief and master plan requirements is found in the Place Policies section of the Plan.
- 4.17 The technical work which supports this approach explains the reasoning for why an alternative approach of utilising potential greenfield sites has not been included, particularly in terms of transport impacts.

Policies

- 4.18 Policies have been reviewed in the light of the emphasis of new and emerging national policy on sustainability, particularly from the Position Statement on National Planning Framework 4, National Transport Strategy, Strategic Transport Projects Review (STPR2).
- 4.19 New and amended policies cover a range of matters including:
- 4.19.1 New **Place policies** allocating sites for mixed-use housing-led development, alongside site briefs for:
- Edinburgh City Centre;
 - Edinburgh Waterfront;
 - West Edinburgh; and

- Seafield, Redford Barracks, Astley Ainslie, Edinburgh BioQuarter, Liberton Hospital, Bonnington, Fettes and other major sites across the city.

4.19.2 Suite of new and amended **Environment and Design** policies which:

- Mitigate against the impact of climate change, including carbon neutral buildings;
- Ensure future adaptation by embedding water management, biodiversity, and green and blue infrastructure within development;
- Deliver open space in all development to a new five hectare (ha) extra-large greenspace standard; and
- Deliver new housing at a density which supports sustainable transport, community services and 20-minute neighbourhoods.

4.19.3 Suite of new and amended **housing policies** to:

- Deliver 35% affordable housing as part of new development;
- Manage the loss of housing, including new policies on short term lets; and
- Deliver housing as part of all development sites.

4.19.4 New and updated **economy** policies to support jobs including:

- A new policy to promote inclusive growth – which supports development that contributes towards addressing poverty and inequality, Edinburgh City Centre Transformation, cultural festivals, events throughout the city, universities, colleges and life science research.

4.20 Some of these changes to policy anticipate emerging national policies, whilst others may be going further than anticipated national policy changes. The justification for this approach is the need to respond urgently to climate change impacts and to address these as quickly as possible.

Participation Statement

- 4.21 Appendix 9 (Development Plan Scheme) sets out a revised participation statement with engagement activities.
- 4.22 The impact of the current Coronavirus pandemic (Covid-19) on the period of public representations to the Proposed Plan is not known at this stage. Whilst lockdown measures have been removed, there are still recommendations/requirements for wearing masks and physical distancing which might compromise traditional, in person, engagement. Therefore, an update to this participation statement will be provided before the representation period starts.
- 4.23 The updated participation statement sets out plans for proposed engagement which take account of the Coronavirus requirements at the time of writing. Any further waves of the pandemic may result in further restrictions which will need to be taken into account in the process.

- 4.24 The participation statement sets out that the following activities will be maximised to raise awareness and encourage people to have their say on the proposed plan:
- 4.24.1 Launch of proposed plan;
 - 4.24.2 Publicity to raise awareness of proposed plan;
 - 4.24.3 Statutory neighbour notification;
 - 4.24.4 Notification to those groups and individuals on the project mailing list telling them how to make representations;
 - 4.24.5 Staffed exhibitions in public places to raise awareness, if possible;
 - 4.24.6 Drop-in sessions to allow opportunity to find out more about consultation proposals, if possible;
 - 4.24.7 Best practice online/digital engagement (as guided by the Scottish Government's digital planning programme) which could include virtual exhibitions, a planning engagement hub, webinars and online events; and
 - 4.24.8 Non-digital engagement - including opportunities to ask informal questions, telephone surgeries, printed newsletters, hard copies of documents, paper letters and engagement via other council services.

Period of Representation

- 4.25 If approved the Proposed Plan must then go out for a statutory minimum period of representation of six weeks.
- 4.26 The Proposed Plan and supporting documents would then be published on the Council's website and paper copies placed in libraries for a period of six weeks. To avoid an overlap with ongoing Council consultations it is intended this start on 7 November.

5. Next Steps

- 5.1 Once the representation period is closed, the representations received will be considered and recommendations reported to Planning Committee. If no amendments are made to the Proposed Plan in the light of representations, then it will be submitted for Examination along with its supporting documents and the required summaries of the representations (Schedule 4 documents). If amendments are required then there may need to be further technical work and consultation carried out depending on the significance of the changes and whether they had been part of the Choices considerations.
- 5.2 Subsequent stages of the process will be dependent on the length of the Examination period. It is expected that the minimum time taken for Examination will be six months, and while the time taken generally averages nine months, it is often longer before the outputs of the Examination report are known.
- 5.3 The Reporter's recommendations are 'largely binding' on the Council and the recommended modifications must be considered before resolving to adopt the Plan

and submitting this to Scottish Ministers as the Plan the Council wishes to adopt. If Ministers do not direct further change then the Council should be able to adopt the Plan when this is confirmed.

6. Financial impact

- 6.1 This Proposed Plan and the recommendations of the report have direct financial impacts. The likely financial implications of the Proposed Plan are set out in summary here and in the following supporting reports:
 - 6.1.1 Education Appraisal;
 - 6.1.2 Transport Assessment; and
 - 6.1.3 Healthcare Appraisal.
- 6.2 The Education Appraisal sets out the likely impact on the Education Estate, though this will be further determined after informal and formal consultation with schools and their communities so as to ensure all options to manage the impacts of City Plan development are considered fully and properly in the context of existing requirements from rising school rolls and the 2016 LDP. Provision of community facilities will be part of the implementation of education provision by the Council.
- 6.3 The Education Appraisal sets out the impacts of each of the above on each school and the likely costs in each case. These will be reviewed following the consultation processes described above and annually through the City Plan Action Programme.
- 6.4 The overall costs are currently assessed as circa £307M and developer contributions will be sought for the actions needed to mitigate the impacts of City Plan developments. These will be reported through supplementary planning guidance and future iterations of the Action Programme.
- 6.5 The Transport Assessment sets out the mitigations required to deal with City Plan growth including high level costings. The preference is that works will be carried out by developers wherever possible, however, for larger projects the Council will need to coordinate developer contributions and implementation to ensure comprehensive solutions are provided.
- 6.6 The transport mitigations and individual costings for the brownfield sites are set out in the Transport Assessment. These will be subject to developer provision for individual brownfield sites wherever appropriate, for clusters of sites and, in the case of Tram, relevant clusters of sites. For West Edinburgh, updated versions of the cumulative contributions models for Tram and the West Edinburgh Transport Appraisal (WETA) and West Edinburgh Transport Improvement Programme (WETIP) will be used to assess and apportion costs and contributions.
- 6.7 The cumulative high-level figure of £91.9M for transport contributions for brownfield sites as set out in the Transport Assessment will be addressed by developer contribution assessments. For West Edinburgh costings for the mitigating actions are being assessed. Whilst developer contributions will be a significant requirement

for this, the assessment needs to take account of the City Region Deal funding commitment for WETA related projects (£36M) and Bus Priority funding (£1.1 M), with proportionate requirements for developer contributions to be detailed in future supplementary planning guidance.

- 6.8 The current Healthcare Appraisal is high level and indicative in terms of capacity impacts and not costings at this time. There is a need to consult with GP practices and to assess the financial implications as well as capacity requirements. Given impact of the Covid-19 pandemic, there have been significant difficulties in forming detailed requirements and this will be reported in due course. Developer contributions will be required to fund capacity improvements as necessary and further requirements will be set out in supplementary planning guidance.

7. Stakeholder/Community Impact

- 7.1 Early engagement has informed the process of arriving at the Proposed Plan stage of the LDP process.
- 7.2 The formal consultation stage is set out in statute and focuses on the main issues report (Choices for City Plan 2030). The Proposed Plan stage includes for a statutory period of representation. All unresolved representations are considered at Examination of the Proposed Plan.
- 7.3 City Plan 2030 has a key role in delivering Edinburgh's vision and aligns with the Edinburgh Economy Strategy which is tailored towards delivering good growth for everyone.
- 7.4 An Integrated Impact Assessment (IIA) has been carried out as an integral part of the plan project and is reviewed and updated at each stage of the process and available as a public document. The IIA identifies potential negative impacts on business and urban communities resulting from providing housing land in existing urban areas.
- 7.5 The IIA assessment concludes that overall the Proposed City Plan 2030 will support equality, health and well-being and human rights and have positive socio-economic impacts overall. There are no expected negative impacts. Further IIAs will be carried out as the project progresses.
- 7.6 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority and in several of its other capacities.
- 7.7 Project governance arrangements include regular monitoring and management of identified risks.
- 7.8 Detailed project governance arrangements and controls have been informed by the findings of an internal audit. The recommendations of this audit were referenced in a report to the Governance, Risk and Best Value Committee on [16 January 2018](#).

- 7.9 The ability of the Council to successfully manage the impacts arising from the growth of the city through the proposed plan is critical to achieving sustainable development. The Proposed Plan has been formed in the context of existing and emerging national, regional and local strategies and policies as well as climate change and other legislation to support sustainable development alongside the Council's net-zero strategy.
- 7.10 A Strategic Environmental Assessment is being carried out as an integral part of the plan project. Its findings are set out in an Environmental Report (Appendix 11) which remains a draft document until the plan is adopted in its final form. The Environmental Report will be the subject of its own separate statutory consultation.

8. Background reading/external references

- 8.1 Development Plan Scheme, [December 2020](#)
- 8.2 [City Plan 2030](#)

9 Appendices

- 9.1 Appendix 1 – Proposed Plan Written Statement.
- 9.2 Appendix 2 – Proposals Map.
- 9.3 Appendix 3 – Action Programme.
- 9.4 Appendix 4 – Report of Conformity and Schedule of MIR Consultation Responses.
- 9.5 Appendix 5 – Transport Assessment.
- 9.6 Appendix 6 – Education Appraisal.
- 9.7 Appendix 7 - Housing Technical Note.
- 9.8 Appendix 8 - Healthcare Appraisal.
- 9.9 Appendix 9 - Development Plan Scheme September 2021.
- 9.10 Appendix 10 – draft Habitats Regulations Assessment.
- 9.11 Appendix 11 – draft Environmental Report – Strategic Environmental Assessment.
- 9.12 Appendix 12 – draft Integrated Impact Assessment.
- 9.13 Appendix 13 – Strategic Flood Risk Assessment.

City Plan 2030

Proposed plan

September 2021

This is the proposed City Plan 2030

City Plan 2030 sets out policies and proposals to guide development. The plan is supported by the following documents:

- The **Proposals Map** - This shows the policies and proposals on an Ordnance Survey map of Edinburgh.
- 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 Technical Note and Transport Appraisal** identifies transport actions to support the Plan.
- The **Education Appraisal** identifies new and expanded schools to support the Plan.
- The **Integrated 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 Technical Note** sets out the assumptions on need and demand for homes and housing land availability which inform the Plan
- See the documents at www.edinburgh.gov.uk/cityplan2030

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How to use this plan

Part 1 - Introduction

This sets out what City Plan does and how the plan works with national and council strategies.

Part 2 – Strategy

This sets out the City Plan 2030 strategy including the Spatial Strategy.

Part 3 – Policies

This sets out the policies which the Council will use to ensure that development will deliver the strategy. Planning applications will be assessed against relevant policies.

Part 4 - Proposals

This sets out the proposals to deliver the strategy and policies.

Part 5 - Technical appendices

This sets out the appendices to the plan as evidence for its strategy, proposals and policies.

Proposals Map

This shows the policies and proposals on an Ordnance Survey map of Edinburgh.

The Action Programme

This sets out actions to deliver the Plan.



Part one

Introduction



Part one - Introduction

- 1.1 With a great quality of life, a beautiful green environment, good connectivity, world recognised natural, cultural, and built heritage, and an innovative entrepreneurial economy, Edinburgh is one of the best cities in the world in which to live, work and study. However, Edinburgh, like other cities, is feeling the impacts of climate change, there are poverty and health inequalities in our communities, there is a demand for new homes and rising housing costs, and in some areas, traffic congestion and poor air quality.
- 1.2 We are committed to change. The City Vision for Edinburgh is working towards a city that is fair, pioneering, welcoming and thriving – a city that belongs to all of us, and where we all belong.
- 1.3 We want our city to lead the way in responding to climate change and the social inequalities felt by our residents. We have set a target for the city to be net zero by 2030. We have approved a programme to transform our City Centre and have approved our City Mobility Plan, to radically change how we move around our city. We are consulting on a proposed Low Emissions Zone for the city centre.
- 1.4 We are committed to eliminating poverty, ensuring residents have enough money to live on, have access to work, learning and training opportunities and have a good place to live. We are committed to building 20,000 affordable and low-cost homes over the next 10 years.
- 1.5 To meet our objectives, the future growth of our city must meet our ambitions to be a climate ready city where new homes are built to the highest emissions quality standards in resilient, connected neighbourhoods, in the right locations, with the right infrastructure. We need to support our businesses and promote an inclusive wellbeing economy. To help do this, City Plan 2030 sets out how we develop our city sustainably over the next ten years.
- 1.6 City Plan 2030 is our Local Development Plan for Edinburgh for the period 2022-2032. A Local Development Plan protects places of value, sets out locations for new homes and businesses, and ensures essentials for a good quality of life are in place - such as public transport, active travel, schools, healthcare and green space.
- 1.7 The plan sets out policies and proposals relating to the development and use of land in the Edinburgh area, and where new infrastructure and community facilities are required. The plan sets out where development should happen and where it should not. The policies in the plan will be used to determine future planning applications to meet our outcomes.



Part two

City Plan 2030 Strategy



Part two - City Plan 2030 Strategy

- 2.1 City Plan 2030 is ambitious. We want the future growth of our city to be sustainable and net-zero. The City Plan 2030 strategy sets out how we will deliver a place-based approach to future growth.

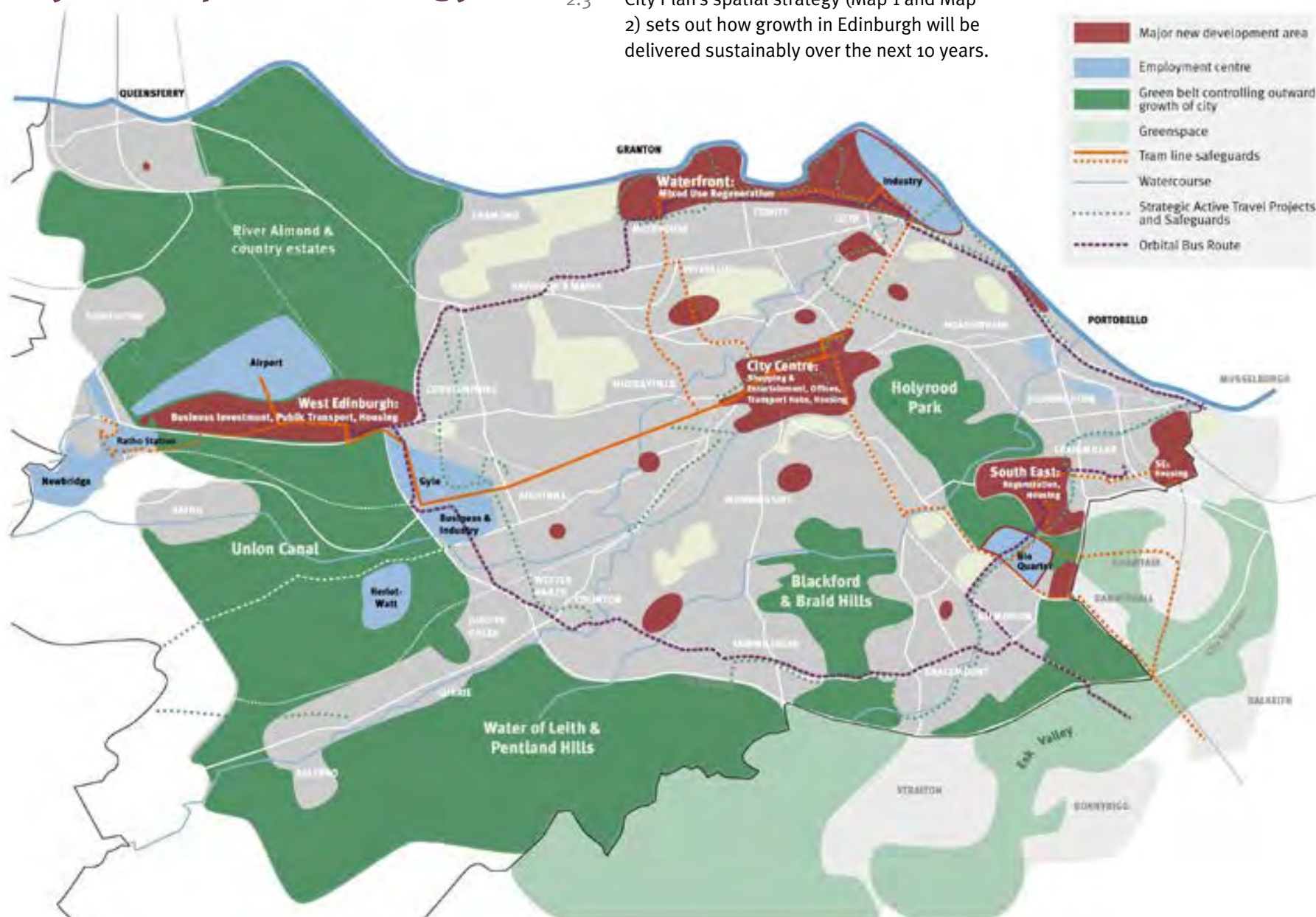
City Plan 2030 Aims

- 2.2 City Plan aims to ensure that the planning of housing, employment and services addresses the need for net-zero development, resilience to climate change, quality places and green spaces, delivery of community infrastructure and job opportunities where people live and embeds a 20-minute neighbourhood principle at the heart of all places in Edinburgh. The Plan will meet these aims through:

1. Delivering a network of **20-minute walkable neighbourhoods** and embedding a **'place-based' approach** to the creation of high quality, high density, mixed-use and walkable communities, linked by better active travel and public transport infrastructure, green and blue networks and bringing community services closer to homes.
2. Directing new development to, and maximising the use of, **brownfield land rather than greenfield land**, improving and re-imaging Edinburgh's neighbourhoods, rebuilding the city from within and delivering new communities in Edinburgh Waterfront, West Edinburgh and on other major development sites across the city.
3. Setting out **Place Policies, Development Principles** and preparing **Place Briefs** to guide development and to integrate new services and supporting **Local Place Plans** to help create sustainable communities.
4. Requiring **all new buildings to be net-zero** in their operational emissions through their fabric, design and the use of low and zero-carbon generating technologies and to be more resilient to climate change. City Plan supporting the delivery of **heat networks and energy infrastructure development**, including in mixed-tenure and heritage building settings, to help Edinburgh transition to net-zero.
5. Implementing environment policies to deal with **climate change mitigation and adaptation**, protect our beautiful green setting, increase biodiversity, physical and mental wellbeing, reduce flooding and other climate impacts, and improve air quality.
6. Delivering land to meet Edinburgh's housing needs over the next decade and securing a **minimum 35% affordable housing contribution** from new developments in Edinburgh.
7. Protecting the availability of housing and **protecting residential amenity by presuming against the loss of housing to other uses** and ensuring any uses in residential areas are appropriate.
8. Adopting an 'infrastructure first' approach, directing new development to where there is existing infrastructure. Where required to support new development, the Plan requires new and expanded community infrastructure including schools, healthcare, sustainable transport, energy, and waste to support our spatial strategy.
9. Where new infrastructure is required, we will take a consultative approach with communities to address future healthcare and education requirements alongside rising school rolls and the requirements of the Edinburgh Local Development Plan 2016.
10. Deliver Edinburgh's key economic land use needs, including supporting the city centre, Edinburgh Waterfront, West Edinburgh, the Edinburgh BioQuarter, local centres, retail and leisure, and land for modern business space as part of housing-led mixed-use development and deliver policies which support businesses to thrive.

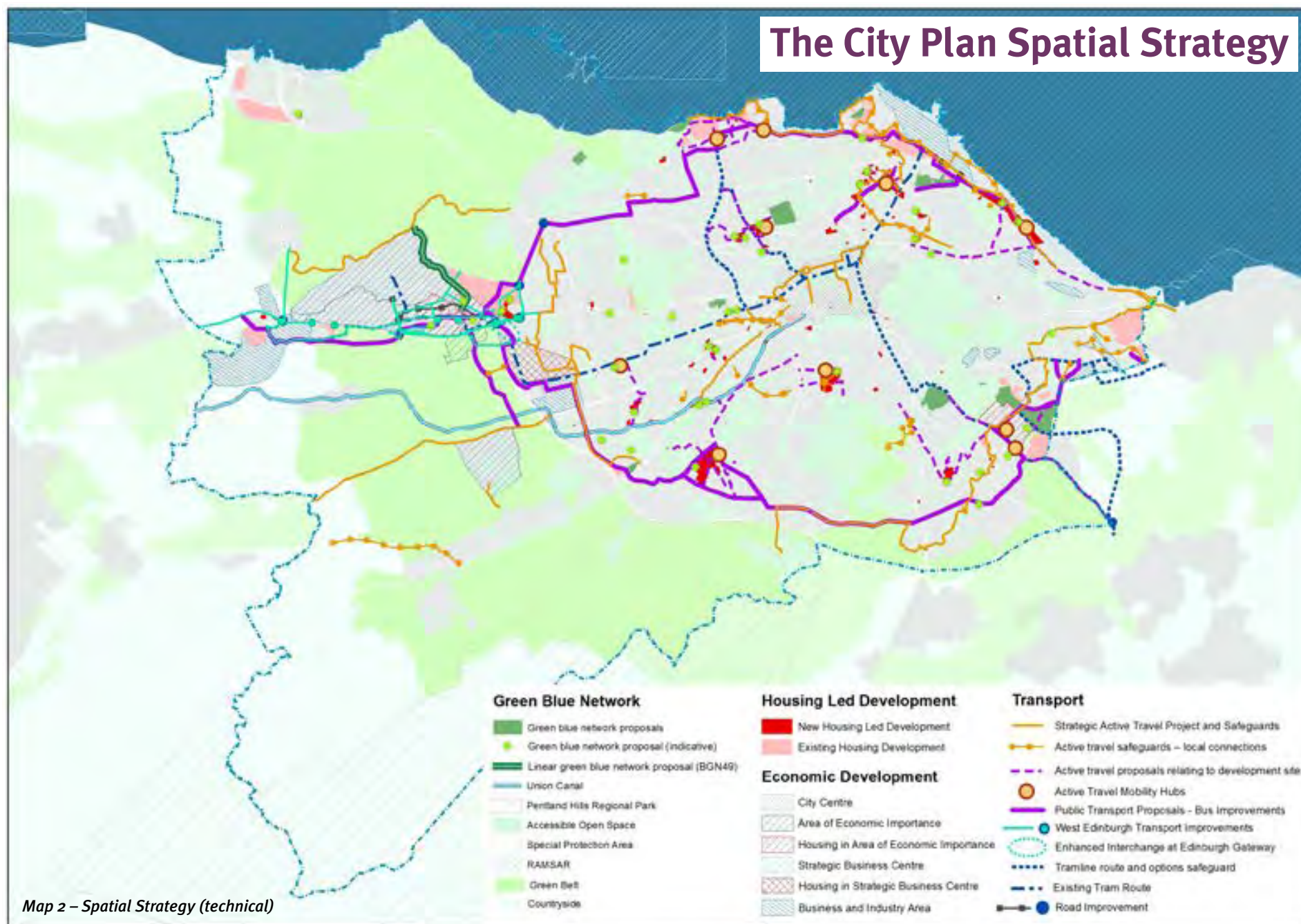
The City Plan Spatial Strategy

2.3 City Plan's spatial strategy (Map 1 and Map 2) sets out how growth in Edinburgh will be delivered sustainably over the next 10 years.



Map 1 – Spatial Strategy (illustrative)

The City Plan Spatial Strategy



How does the City Plan strategy work with national, regional and council strategies?

2.4 In preparing City Plan 2030 we have taken account of the following key policy frameworks and council programmes. City Plan must take account of the relevant provisions of the Scottish Government's National Planning Framework (NPF), Scottish Planning Policy (SPP), Planning Circulars and Planning Advice Notes (PANs) and must conform with the Strategic Development Plan (SDP) for the area.

National context

2.5 **The Planning (Scotland) Act 2019** sets out that the purpose of planning is to manage the development and use of land in the long-term public interest, including development which contributes to sustainable development, or achieves the national outcomes.

2.6 National outcomes are set out in the **National Performance Framework** so that everyone in Scotland works together to help achieve them. These focus on eleven joined up areas ranging from enhancing children's life chances to tackling poverty and hunger. They cover the need to plan to make communities pleasant places to live, that homes and other buildings are excellently and innovatively designed and have a commitment to sustainable planning and transport and in all of this recognise the needs of older people. The economy must be environmentally sustainable, be inclusive and benefit all people and communities and protect natural and built heritage.

2.7 The **Climate Change (Scotland) Act 2019 Act** sets targets of 75% reduction in emissions by 2030 and net-zero emissions by 2045. The Climate Change Plan 2018-2032: Securing a Green Recovery on a Path to Net Zero and Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024 set out key steps for achieving a reduction in greenhouse gas emissions across Scotland. The contribution of City Plan to greenhouse gas reduction is also considered in the context of the Council's commitment to net-zero by 2030.

2.8 **National Planning Framework 3** sets out the long-term development strategy for Scotland and identifies National Developments which should be included in development plans, with a focus on 4 key outcomes.

- Outcome 1: A successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.
- Outcome 2: A low carbon place – reducing our carbon emissions and adapting to climate change.
- Outcome 3: A natural, resilient place – helping to protect and enhance our natural and cultural assets and facilitating their sustainable use.
- Outcome 4: A more connected place – supporting better transport and digital connectivity.

2.9 As part of this, the Southeast Scotland region, including Edinburgh, should continue to be a key economic driver. This includes the need to deliver land for new homes and invest in infrastructure, within and across local authority boundaries, such as the trunk road network including the A720 city by-pass.

2.10 There is recognition in National Planning Framework 3 that infrastructure capacity is a significant issue but whilst in some cases new facilities will be needed, best use should be made of existing capacity first, with innovation and joint working needed to secure funding and delivery mechanisms for more capacity, with the longer-term spatial strategy needing to acknowledge regional infrastructure constraints.

2.11 Key economic sectors to be supported in the city region include financial services, life sciences and universities, food and drink, tourism and energy related development. Strategic enhancement of Edinburgh Airport, along with business and mixed-use development and a new National Showground facility and the Central Scotland Green Network are national developments particularly relevant to Edinburgh.

- 2.12 As part of its **Programme for Government** aimed at creating new, good and green jobs, promoting lifelong health and wellbeing and promoting equality and the opportunity for young people to grasp their potential, the Scottish Government sets out that the 4th National Planning Framework will be aimed at radically accelerating emissions reductions. It also sets out that it will work with local government to take forward ambitions for 20-minute neighbourhoods as a further step in work on the links between planning and public health held up as an example throughout the UK and globally and support Local Place Plans as set out in the Planning (Scotland) Act 2019.
- 2.13 The Planning (Scotland) Act 2019 changes the status of the National Planning Framework, requiring it to be approved by the Scottish Parliament and making it part of the statutory development plan, including a revised Scottish Planning Policy as part of it.
- 2.14 **Scotland's Fourth National Planning Framework Position Statement** was published in November 2020. In this, the Scottish Government sets out for consultation a range of responsibilities and measures for the planning system to take forward. The draft National Planning Framework 4 is expected to be published in the Autumn of 2021.
- 2.15 The Position Statement focuses on objectives for net-zero emissions, resilient communities, a wellbeing economy and better, greener places. National Transport Strategy 2 and 20-minute neighbourhoods are seen as being key to achieving those objectives and underpin the direction of policy set out in the statement.
- 2.16 A draft National Planning Framework 4 is due to be published to the Scottish Parliament in autumn 2021 with a finalised version intended to be approved by Parliament in summer 2022. As part of its engagement on National Planning Framework 4 the Scottish Government sought feedback on proposed default minimum housing land figures which would provide a land supply for each local authority area. The input to this from City of Edinburgh has been provided and is expected to form a part of the National Planning Framework. The relevant figures and how they inform the process form part of the **Housing Technical Note**.
- 2.17 **National Transport Strategy 2** sets out a new approach to how we move around the country and its settlements. This puts sustainable modes of movement at the heart of the transport hierarchy with walking, cycling and wheeling at the top and private car use at the bottom. **The Strategic Transport Projects Review 2** which follows this hierarchy is still underway. In its second stage it supports investment in sustainable public transport in Edinburgh as well as active travel.
- 2.18 **Scottish Planning Policy (2014)** has two main policies, covering 'sustainability' and 'placemaking', whilst due weight is expected to be given in planning decisions to net economic benefit. Scottish Planning Policy sets out that plans should be designed around local area characteristics, contribute towards the delivery of economic strategies and Single Outcome Agreements and complement the work of the Community Planning Partnership. Placemaking needs planning strategies to be linked to design policies and tools to enable decisions that result in high quality, design-led outcomes so that developments help create better places.
- 2.19 As well as supporting these key outcomes, Scottish Planning Policy also has relevant subject policies on natural and cultural heritage, rural development and coastal planning, town centres, business and employment and housing as well as energy, resources and infrastructure.
- 2.20 The **Infrastructure Investment Plan for Scotland 2021-2022 to 2025-2026** sets out the Scottish Government's infrastructure investment programme focused on delivering good outcomes for the people of Scotland and transitioning to net zero, driving inclusive economic growth and building resilient and sustainable places.
- 2.21 The national context is therefore a policy direction of net zero carbon and increasing requirements for sustainable development whilst providing for prosperity and wellbeing. This reflects the increasing weight of evidence on climate change and the need to act quickly to address it by building communities that support a mix of uses and sustainable public transport with the 20-minute neighbourhood approach.

Regional context and change

- 2.22 The national and regional context for Local Development Plans (LDPs) is changing. Some of this change will happen during City Plan's progress through its next stages, including the new National Planning Framework 4, Scottish Planning Policy and Regional Spatial Strategies.
- 2.23 The replacement Strategic Development Plan (SDP2) for the Edinburgh area was rejected by Scottish Ministers in 2019. Edinburgh's regional input to the National Planning Framework process have been made through an interim Regional Spatial Strategy approved by SESplan, the City Region Deal Directors and the constituent SESplan authorities. It has been a process of collaborative working with the Scottish Government and which continues towards the draft National Planning Framework 4.
- 2.24 The interim Regional Spatial Strategy is based on the Strategic Development Plan 2 spatial principles, City Region Deal projects, the latest Local Development Plan from each SESplan authority and recognition of the need for cross boundary sustainable transport initiatives and infrastructure to address long-standing connectivity and capacity issues which are too heavily dependent on private car usage.
- 2.25 The collaborative working with the Scottish Government and the context of the National Transport Strategy 2 and the Strategic Transport Projects Review 2 underpin the opportunities for progress to be made to support better connectivity and access to jobs across the region whilst also supporting transition to net carbon zero movement.
- 2.26 City Plan 2030, together with the Council's approved City Mobility Plan and related strategies will be major influences on the delivery of sustainable transport modes alongside national and regionally focused projects. So too will be progress in delivering committed City Region Deal funding for West Edinburgh Transport Appraisal (Refresh 2016) and West Edinburgh Transport Improvement Programme projects to address cross boundary transport issues in the West of Edinburgh.

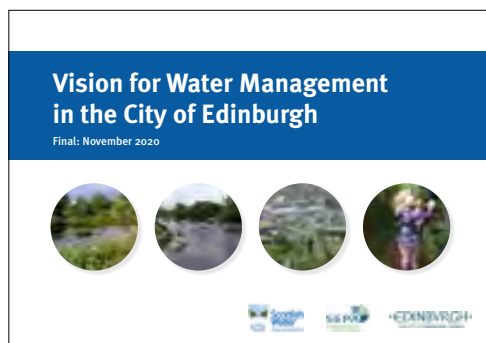
Edinburgh and local planning policy drivers

- 2.27 At an Edinburgh level, City Plan has taken account of the Council's three main areas for change – becoming a sustainable and net zero city, ending poverty by 2030, and delivering wellbeing and equalities.

Becoming a sustainable and net zero city

- 2.28 Addressing climate change is at the heart of City Plan 2030. Edinburgh must to become more resilient and adaptive to future climate shocks including managing the environmental impacts of climate change, particularly from more extreme weather events, sea level rise, flood risk and erosion. The City must also be part of a green recovery by being proactive in, reversing biodiversity loss, and, maximising the wider benefits of nature through improving greenspaces, and food growing opportunities as well as the accessibility of these spaces to enhance physical and mental wellbeing. The draft 2030 Climate Strategy is leading the actions for change across Edinburgh by identifying what actions the city needs to take to improve resilience as well as achieve a reduction in greenhouse gas emissions by 2030.
- 2.29 It is important for the city to play its part in reducing emissions and sequester carbon where possible to help meet targets set by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 for Scotland to achieve a 75% reduction in all greenhouse gas emissions by 2030 and net zero by 2045. City Plan aims to help deliver the Council's commitment to net-zero by 2030. The strategy and policies set out in City Plan 2030 are designed to design in climate resilience and biodiversity enhancement to deliver a 'climate ready city'.
- 2.30 The City Mobility Plan and our City Centre Transformation Strategy aim to change the future way we move around our city and our city centre. Proposals for Edinburgh's Low Emission Zone for the City Centre are being progressed and will be an important part of the drive of improving air quality. Together with City Plan 2030, our City Mobility Plan will widen travel choice and reinforce the national sustainable travel hierarchy that promotes walking, wheeling, cycling, public transport and car sharing in preference to single occupancy car use. This will enable us to meet our target for a reduction in car kilometres by 20% and for people to travel with zero emissions by net zero transport infrastructure.

- 2.31 The Vision for Water Management in the City of Edinburgh sets out key principles of how the city should manage its water environment, considering the increasing severity and complexity of challenges facing Edinburgh arising from the Climate Emergency. Work is ongoing with Edinburgh's Nature Network and the Green Blue Network project, with these showing the benefit of the City of Edinburgh and its new development being served by a coordinated network multifunctional green blue infrastructure.
- 2.32 Edinburgh's Open Space Strategy reviews the distribution, quality, types and accessibility of Edinburgh's open space and play areas as well as identifying opportunities to improve provision and access to these. The Edinburgh Biodiversity Action Plan raises awareness of the City's biodiversity and the opportunities for positive actions to protect and enhance this. These reflect national objectives set out in the Scottish Forestry Strategy 2019-2029, Scottish Biodiversity Strategy and 2017-2027 Pollinator Strategy.



Ending Poverty by 2030

- 2.33 Edinburgh has a great quality of life for many, but it is also a city of inequalities. There are still almost 80,000 Edinburgh residents living on incomes below the UK poverty threshold. The final report of the Edinburgh Poverty Commission was published in 2020 and set out 51 actions to end poverty in Edinburgh. The City Housing Strategy sets our priorities for delivering housing and related services across all tenures and types of housing, supported by key delivery plans including the Council's Housing Revenue Account (HRA) and the Strategic Housing Investment Plan (SHIP).
- 2.34 As part of a place-based approach, the strategy proposals and policies set out within City Plan 2030 will help achieve the actions, including delivering land to build affordable homes in mixed income neighbourhoods, with a minimum of 35% secured through new developments in Edinburgh.

Wellbeing and Equalities

- 2.35 Improving wellbeing and health outcomes is a vital part of ensuring sustainable communities, particularly in ensuring equality of these outcomes for different groups and spatially across the city. The Improvement Service and Public Health Scotland's document 'Place and wellbeing: integrating land use planning and public health in Scotland' places emphasis on the role of Local Development Plans working in partnership with public health practitioners. The strategy proposals and policies set out within City Plan 2030 take a place-based approach to deliver greater equality in health, wellbeing and sustainability outcomes through the delivery of 20-minute neighbourhoods.

City Plan 2030 outcomes

- 2.36 To help deliver the spatial strategy aims and national, regional and local policy drivers, City Plan 2030 has four outcomes, around which our strategy, proposals and policies are set out. These are.

By 2030, we want Edinburgh to be...

A sustainable city which supports everyone's physical and mental wellbeing

A city which everyone lives in a home they can afford

A city where you don't need to own a car to move around

A city where everyone shares in its economic success

A sustainable city which supports everyone's physical and mental wellbeing

- 2.37 Edinburgh needs to be resilient, adaptable and address the impacts of climate change, contributing to the delivery of a net zero city by 2030. We also want Edinburgh to be a sustainable and healthy city which protects and enhances its natural, historical and community assets.
- 2.38 Maintaining and enhancing Edinburgh's built and natural environment is a vital part of ensuring land use planning plays its part in improving the physical and mental wellbeing of residents. City Plan recognises the importance of this in the emphasis on creating a high-quality environment as well as recognising that land use planning must play a role in both climate change adaptation and delivering sustainable communities.
- 2.39 City Plan aims to ensure that everyone has access to a range of amenities in their area through the promotion of 20-minute neighbourhoods with a range of housing types and other buildings that are adaptable and can meet the changing needs of communities and individuals.
- 2.40 A Rapid Scoping Assessment Report of Edinburgh Local Development Plan scenarios undertaken by Public Health Scotland and involving City of Edinburgh Council played a significant role in how the City Plan has considered and embedded the 20-minute neighbourhoods into its strategy. In particular this work has underlined the importance of City Plan to reduce private car use and promote active and public transport to ensure the viability of 20-minute neighbourhoods and the sustainability of local amenities and communities.

- 2.41 Whilst City Plan supports the sustainable growth of the city, delivering new affordable homes, spaces for business and supporting infrastructure, City Plan's policies to mitigate against the impacts of climate change and protect and enhance the built and natural environment are an integral and important part of the overall strategy.
- 2.42 New development, through its design and contribution to place-making, should enhance not detract from the city's overall character and quality of environment and should help mitigate against, and adapt to, the impacts of climate change. 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, its density and mix of uses can define how people live, how much energy they use, how efficient transport systems are and whether businesses succeed.
- 2.43 The Place Policies in City Plan set out key design requirements to guide the development of new housing sites and other major development opportunities. Additionally, some development sites require Place Briefs to precede the planning application process to provide comprehensive stakeholder engagement and set out design principles to inform the development of proposals at an early stage.
- 2.44 All planning applications involving the construction or change of use of one or more buildings, must be accompanied by a Sustainability Statement. Where required by the plan or where appropriate, masterplans 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. Masterplans should also provide information on the mix of uses, how a development relates to and connects with the surrounding area and, where relevant, proposals on an adjacent site and development phasing.

The built environment

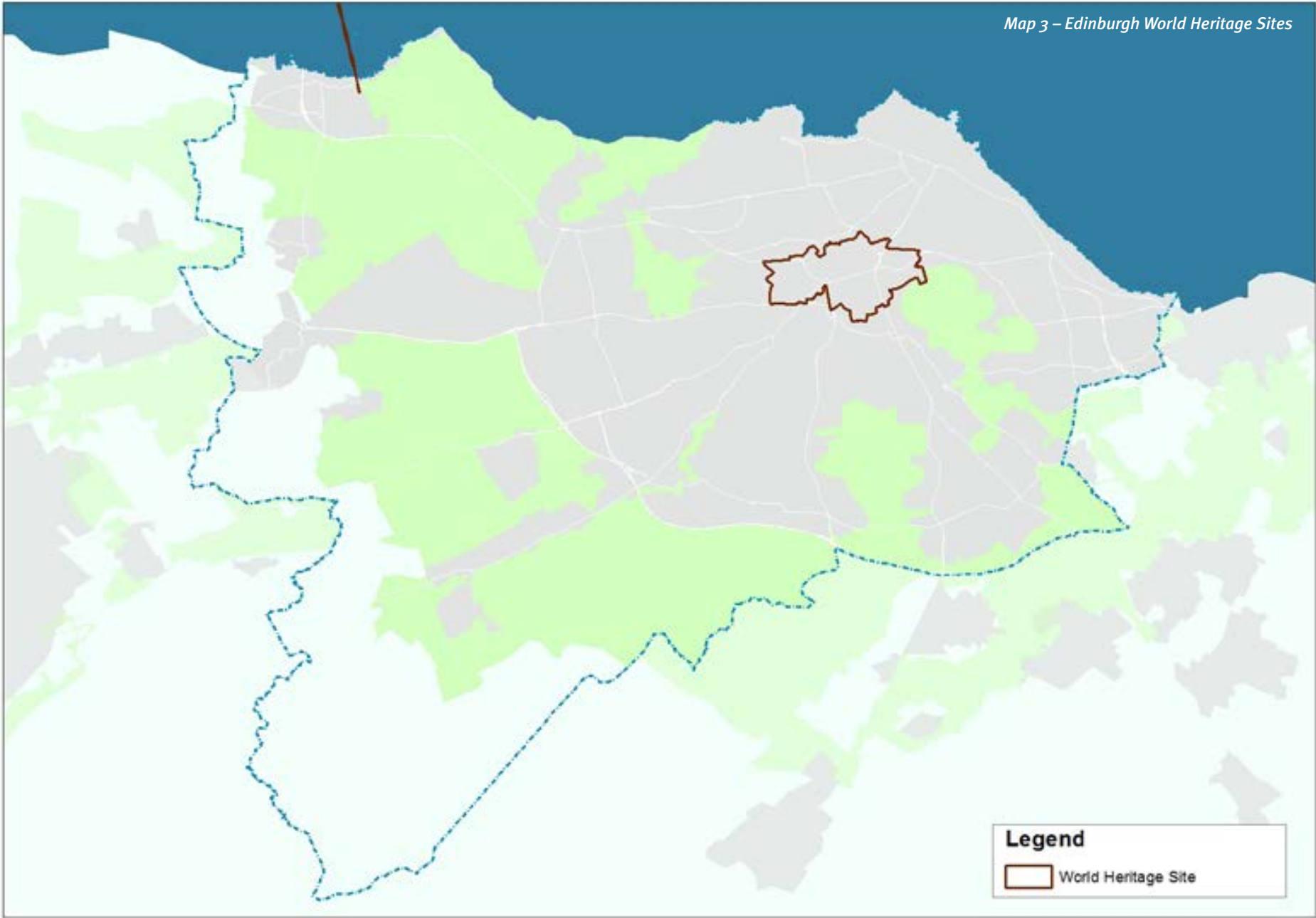
- 2.45 Edinburgh's built environment contributes to its distinctive character, local appeal and world-wide reputation. The city lies between the internationally important habitat of the Firth of Forth and the dramatic backdrop of the Pentland Hills Regional Park to the south and, to the east and west the city is bounded by the landscapes of rural west Edinburgh and East Lothian.

- 2.46 Edinburgh's topography and landscape have influenced its built form. Edinburgh's medieval, once walled Old Town and the Neo-Classical New Town is one of the best in Europe. This is in addition to the city's medieval villages, historic estates, ports and harbours. These unique qualities are recognised in the designation of two world heritage sites and fifty conservation areas that comprise architecturally significant neighbourhoods and villages, together with many individual listed buildings. These interact with the city's open hills and wooded river valleys and coastline, to create a unique and diverse townscape.

World Heritage sites

- 2.47 Two of Edinburgh's most widely acclaimed assets are its World Heritage Sites; 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. 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's World Heritage Sites their international importance.





- 2.48 The City of Edinburgh Council, Historic Environment Scotland and Edinburgh World Heritage Trust, are partners in the management of the Old and New Towns of Edinburgh World Heritage Site. Fife Council, the City of Edinburgh Council, VisitScotland, Network Rail and Transport Scotland are partners within The Forth Bridge Forum in the management of the Forth Bridge World Heritage Site. Together the World Heritage Site Management Plans 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 inform separate Action Plans and may be a material consideration for decisions on planning matters.

Listed buildings

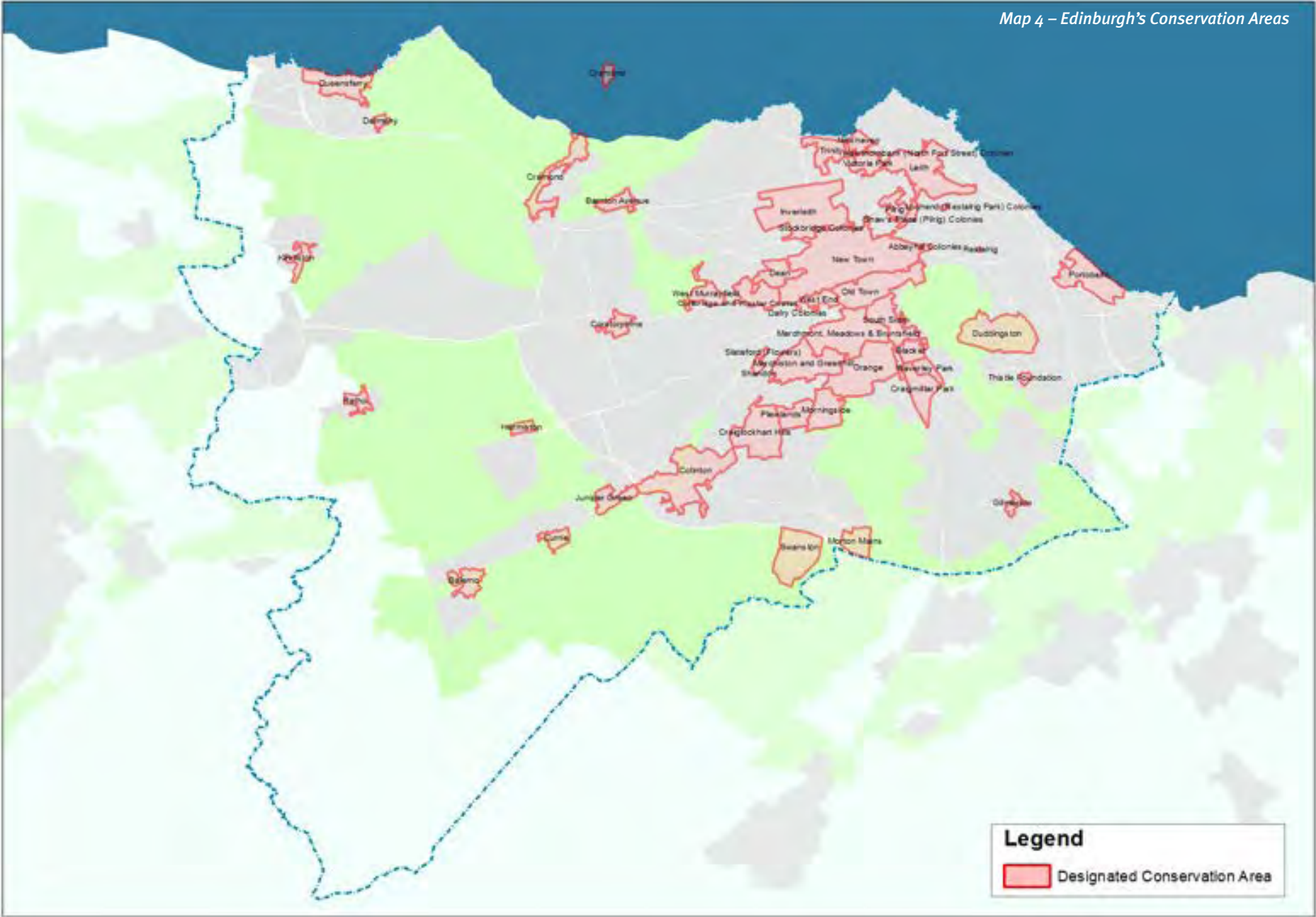
- 2.49 Listed Buildings are buildings of special architectural or historic interest. Edinburgh has the greatest concentration of listed buildings in Scotland - around 5,000 listed items comprising 31,500 individual buildings. 75% of buildings in the World Heritage Site are listed.
- 2.50 Listed buildings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

- 2.51 Across Edinburgh there are fifty 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.

- 2.52 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

- 2.53 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

- 2.54 Edinburgh has a wealth of archaeological resources covering over 10,000 years, from buildings to buried remains and marine wrecks, dating from early 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, wellbeing and tourism benefits. Care must be taken to ensure that these are not needlessly destroyed by development.
- 2.55 The Council maintains a Historic Environment Record (HER) of known designated and non-designated archaeological remains which in 2021 contains 63 nationally important scheduled monuments protected by the Ancient Monuments and Archaeological Areas Act 1979. There may also be many potentially important archaeological remains which have not yet been discovered.
- 2.56 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.

The natural environment

- 2.57 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

- 2.58 Edinburgh's green belt plays an important role in directing the planned growth of the city and supporting regeneration. 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.
- 2.59 City Plan defines green belt boundaries to meet these purposes, ensuring that growth requirements can be accommodated. The boundaries of the green belt shown on the Proposals Map are largely unchanged from previous local plans, with no new areas of green belt proposed for development in City Plan over those already set out in the Edinburgh Local Development Plan 2016, though amendment may need to be made if the Scottish Ministers grant planning permission in principle for the proposed development at Land East of Milburn Tower.
- 2.60 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, City Plan 2030 controls the types of development that will be allowed in the green belt. The Plan also promotes opportunities to enhance the appearance of the green belt and to increase countryside access.



Countryside

2.61 In addition to the Green Belt, Edinburgh has many areas designated as Countryside which fulfil many of the same objectives as the Green Belt and where City Plan 2030 controls the types of development that will be allowed. The boundaries of the countryside shown on the Proposals Map are largely unchanged from previous local plans, however some areas have been altered for the following reasons:

- A strip of land along the eastern side of the M90 has been brought into the Countryside to take it up the western edge of the built edge of the HSG 1 in Edinburgh's LDP (2016).
- Several strips of land have been added and removed from the Countryside at the southern edge of Kirkliston to reflect the actual built edge of properties at Masson Close, Swine Burn and King Edwards Way
- At the western edge of Ratho, a strip of land has been taken into the settlement boundary to align with the area of residential properties and associated streets and reflect the actual extent of residential development granted planning permission in application 13/02527/FUL.
- An area of land to the south-west of Newbridge (north of the M8) has been brought within the urban area as an extension to the settlement's Business and Industry Area.

Green Blue network

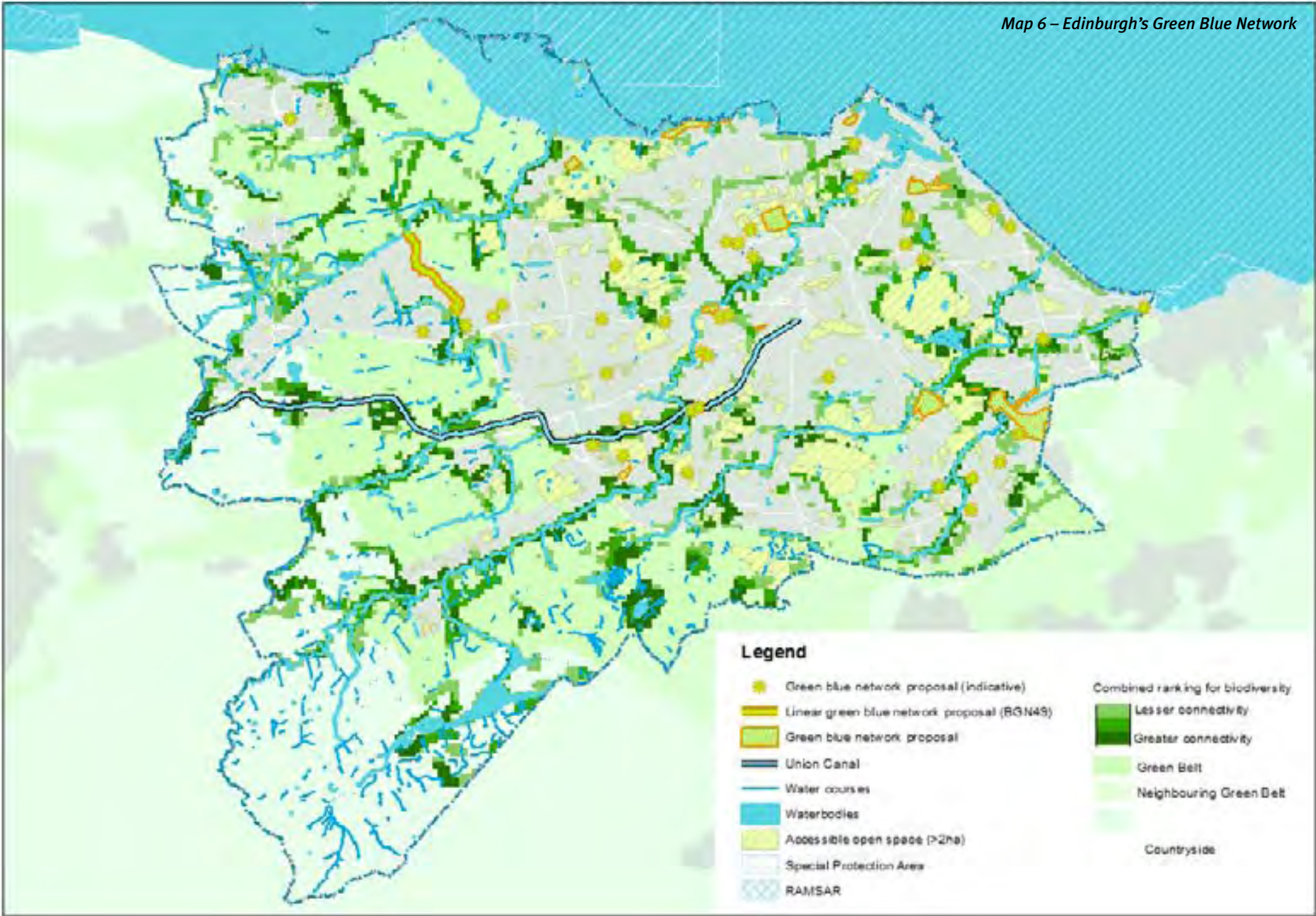
2.62 Edinburgh's existing green blue infrastructure, such as its greenspaces and watercourses, are significant assets to the city that contribute to its overall green blue network. Cityplan recognises the multifunctional value of green blue infrastructure in providing a wide range of multiple benefits such as:

- Having positive effects for biodiversity,
- Sustainably managing surface water and reduce flood risk,
- Capturing carbon emissions and improving air, water and soil quality,
- Lowering energy consumption in buildings and regulate urban heating,

- Enhancing the quality of places to improve wellbeing, health, social activity and interaction, and,
- Providing attractive, welcoming active travel routes and giving natural setting to these to promote walking and cycling

2.63 Map 6 shows Edinburgh's Strategic Green Blue Network, with this highlighting the key features and corridors in this network. There are many further features that exist at a local scale that are not shown in this map which nonetheless play a significant role in cumulatively and individually contributing to Edinburgh's green and blue network. City Plan provides a framework to ensure all new projects and developments protect this network as well as create linkages to it and enhance it. A new subject policy 'Env 6 - Green Blue Infrastructure' is key to this, however many other new and updated policies have been designed to support Env 6 to deliver on these aims. Cityplan also identifies many Green Blue Network proposals to link up and expand the city's green blue network. This will help to reverse the decline in biodiversity and adapt the city to climate change, for example through improved water management. It will also result in mitigation in the form of more active travel and more sequestration of carbon by new planting. The enhancement of Edinburgh's Green Blue network will help play a role in the wider Central Scotland Green Network (CSGN) which a national development identified in National Planning Framework 3.

2.64 Other projects and strategies will also play an important role in expanding and enhancing the city's green blue network. The Council's Open Space Strategy will ensure a coordinated 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. Work has also commenced on the Edinburgh's Climate Change Risk Assessment which will help identify areas that are most in need of additions to green blue network to improve resilience to climate change.



Landscape

- 2.65 The Council's Landscape Character Assessment sets out how Edinburgh's landscape character may be conserved, enhanced or restructured as appropriate so how planning can help meet the objectives of national landscape policy and the commitments of the European Landscape Convention and Scotland's Landscape Charter.
- 2.66 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.
- 2.67 Outwith the SLAs, a range of design and environmental policies and guidance highlight the value and potential of all landscapes as a setting for the city and buildings, as open spaces for recreation, biodiversity and well-being. City Plan 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

- 2.68 Trees and woodland make an important contribution to the character and quality of the urban area and countryside providing biodiversity, landscape, water attenuation and cultural benefits including mental health benefits. Specific legislation protects trees in conservation areas and those covered by a Tree Preservation Order.
- 2.69 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.

- 2.70 Edinburgh has the ambition to become a 'Million Tree City' by 2030, with approximately 730'000 urban trees at present and a further 270'000 needed to reach the target. City Plan 2030 will play an important role in achieving this target by encouraging new tree planting as well as protecting existing trees.

Biodiversity

- 2.71 The Edinburgh Biodiversity Action Plan 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.
- 2.72 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 and provide places to experience biodiversity and geodiversity at the local level and are shown on the proposals map. The plan includes policies relating to a range of biodiversity designations.
- 2.73 City Plan policies, supplementary planning guidance and the Edinburgh Biodiversity Action Plan also recognise the value and potential for biodiversity outwith designated areas and sets out key principles for connecting and enhancing biodiversity through habitat creation and restoration.
- 2.74 The Planning process should play its part in ensuring development achieves the principles of conservation, connection and enhancement. This is important to secure positive effects for biodiversity in line with the principles set out in the National Planning Framework 4 position statement to ensure that Edinburgh plays its role in addressing the global challenge of the ecological emergency which recognises the significant international loss of biodiversity.

Water

- 2.75 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.
- 2.76 The Council, with Scottish Water and SEPA, has a responsibility to reduce overall flood risk and have jointly produced the Water Management Vision to ensure a sustainable approach to water management across the city.

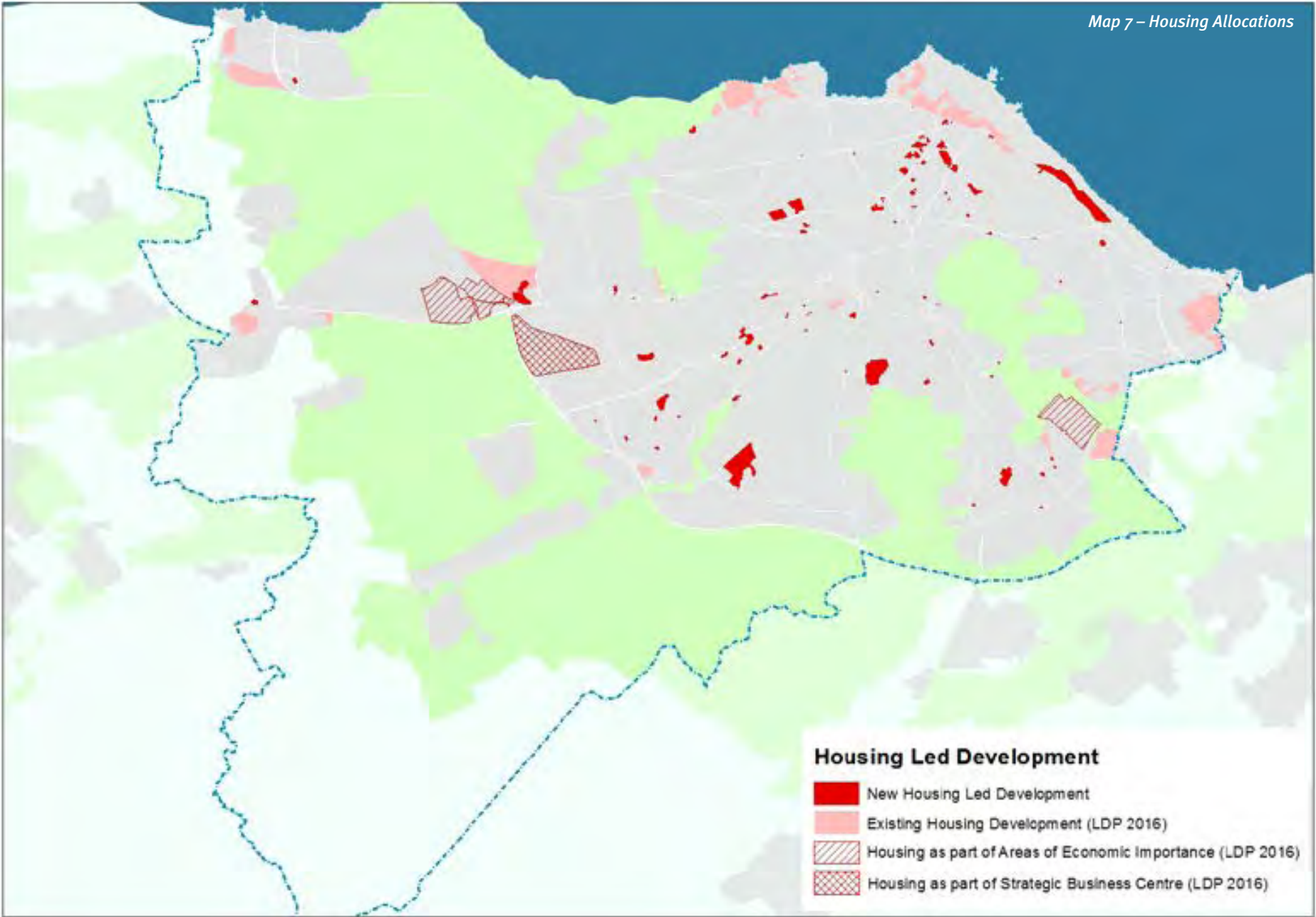
- 2.77 The council has completed a flood protection scheme for the Braid Burn and has completed two areas for the Water of Leith. It has also identified unbuilt areas of land which fulfil an important flood function, and which should be allowed to flood to protect other, built-up areas from floodwater. These are shown on the Proposals Map as areas of importance for flood management.
- 2.78 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, considering climate change. City Plan 2030 does not prevent development in such locations but will require all proposals to take a precautionary approach to locating development and designing layouts to consider and address any potential risk of flooding.
- 2.79 City Plan has had regard to current and ongoing work undertaken by Glasgow University and SEPA on Scotland's Dynamic Coast which considers a range of coastal processes, such as coastal erosion alongside flood risk, that is important to better understand when considering coastal development.
- 2.80 A Strategic Flood Risk Assessment (SFRA) was undertaken to inform and support the development of the City Plan and its spatial strategy. The SFRA considered many potential development sites considered for inclusion in the City Plan and assessed their level of risk for development by holistically considering their risk from different forms of flooding, such as Coastal, Fluvial and Pluvial, as well as factoring in other related considerations such as erosion.
- 2.81 This provided a cumulative assessment of risk that then informed site selection for City Plan, as well as if some sites may be able to be included subject to limits on their extent of developable area. The SFRA also identified additional constraints and opportunities for these sites which has been used to inform the development principles of certain sites within this plan.
- 2.83 There are six AQMAs in Edinburgh – areas which include the city centre, a section of St John's Road in Corstorphine, Great Junction Street in Leith, Glasgow Road (A8) at Ratho Station, the Inverleith Row / Ferry Road junction and two in Leith around Great Junction Street and Salamander Street. Poor air quality in five of these locations is largely due to nitrogen dioxide pollution from traffic emissions. The sixth AQMA at Salamander Street adjacent to Leith Docks has been most recently declared for breaches in particulate matter (PM₁₀) standards originating from a mixture of industrial sources and traffic. The Council has prepared action plans setting out measures to improve air quality within these areas. The Council monitors air quality in other locations and may need to declare further AQMAs.
- 2.84 In partnership with SEPA and Transport Scotland, the Council is progressing proposals for Low Emissions Zones (LEZ) in Edinburgh. As with AQMAs, City Plan shall support these LEZ proposals, including by working alongside other relevant strategies such as the City Mobility Plan and City Centre Transformation and the Council's Air Quality Action Plans.
- 2.85 To achieve this, City Plan seeks to improve air quality in the City, reducing emissions by promoting a brownfield approach, 20-minute neighbourhoods, a modal shift away from private car travel, supporting zero carbon energy schemes, and by increasing the City's capacity for air purification through its green infrastructure proposals. This includes guiding new development to locations already close to local amenities that future occupiers and users of the developments can walk and cycle to. Some new developments will also be required to provide new local amenities to reduce private car travel.
- 2.86 Furthermore, City Plan contains many proposals for new and enhanced Active Travel and public transport routes to serve new and existing development, including a revised safeguard for future tram lines. City Plan establishes the principle of maximum parking limits for new developments as well as the need for these new developments to incorporate measures to promote active travel and shared mobility to reduce car ownership.

Air Quality and Noise

- 2.82 The planning system should ensure that development does not lead to harmful increases in air pollution, particularly in Air Quality Management Areas (AQMAs), or 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.
- 2.87 Finally, City Plan has policies which protect amenity and ensure noise levels are acceptable for future and existing residents alike, with this sitting alongside the Edinburgh Agglomeration: Noise Action Plan in recognising and addressing the importance of noise as an issue in affecting wellbeing and quality of life in Edinburgh.

A city in which everyone lives in a home which they can afford

- 2.88 We want our homes to be accessible, affordable, well designed and energy-efficient with the right homes in the right places supported by local facilities. The City Plan spatial strategy prioritises new homes on brownfield land and redevelopment of existing areas.
- 2.89 Edinburgh needs more homes to meet housing need and support economic growth. City Plan identifies how much housing should be delivered in the plan period to meet the housing need. The housing policies, along with the other policies of City Plan aim to provide the required housing in mixed use sustainable communities.
- 2.90 Development will only be supported where it can be demonstrated there is infrastructure capacity to absorb the additional impact of new development or that it can be delivered at the appropriate time. This includes schools, primary healthcare, transport and greenspace. Housing development will be supported where key community facilities are walkable within a 20-minute return trip.
- 2.91 Design should be at the heart of any new housing development. A mix of housing is promoted to meet the needs of all households. Place Policies, development principles, and Appendix D identify the key requirements of housing allocations. Higher density development is promoted subject to ensuring new development has a positive impact on the urban design of its location. Higher density development makes efficient use of land, helps maintain viability of services and encourages effective provision of public transport.
- 2.92 The greatest need is for affordable housing. Affordable housing in Edinburgh is delivered directly through the Council's affordable housing programme and a requirement for market housing developments to deliver a proportion of their units for affordable housing. City Plan aims to increase the amount new homes that are affordable and requires that market sites provide 35% of their units to deliver affordable housing in mixed use sustainable communities.
- 2.93 Purpose-built student accommodation, retail, leisure, hotels and other commercial developments are often being built at the expense of creating strong, sustainable communities. To make best use of the limited space in our city and meet our housing need in sustainable mixed-use communities, proposals for commercial developments of a certain size, including student accommodation, should also deliver new housing. There is strong potential for commercial centres, stand-alone supermarkets and other retail sites, to include housing as part of any future redevelopment and City Plan provides support for this.
- 2.94 Edinburgh has experienced a steep rise in the number of properties being used for short-term letting, impacting on the availability of homes for traditional housing need. To balance the quality of life of our residents with the demands of visitors to the city and reduce the amount of homes being lost to other uses, there is a presumption against loss of housing.
- 2.95 There is a large student population in Edinburgh and the higher and further education institutions contribute significantly to Edinburgh's success as a city. City Plan supports the provision of purpose-built student accommodation ensuring that student housing is delivered at the right scale and in the right locations, helping to create sustainable communities and looking after students' wellbeing.
- 2.96 City Plan allocates land to meet our requirement for housing over the period of the plan. The requirement for new housing is usually set by the Strategic Development Plan. Edinburgh's Strategic Development Plan 2013 set a target for Edinburgh for the period to 2024. A new Strategic Development Plan prepared in 2016, would have provided housing supply targets to 2032 but after submission to Scottish Ministers it was rejected. There are therefore no approved, statutory housing supply targets for Edinburgh which cover the entire period of City Plan 2030. There is no formal mechanism for providing an alternative to Strategic Development Plan targets.
- 2.97 The Planning (Scotland) Act 2019 set out that the National Planning Framework (NPF) would be a statutory part of the development plan and would incorporate setting targets for new homes. It is expected that the NPF4 will be adopted in Spring 2022.
- 2.98 A housing supply target for City Plan has been calculated based upon the latest, robust evidence of housing need and demand - Housing Need and Demand Assessment 2 (HNDA2). This informed the SDP2 process and was certified as robust and credible by the Centre for Housing Market Analysis.



- 2.99 The local authorities within South East Scotland area are jointly preparing Housing Need and Demand Assessment 3 (HNDA3). Emerging draft results show a strong need for affordable housing compared to market housing. The emerging data from HNDA3 and the inputs to NPF4 in respect of Housing Land have been considered in setting the housing supply targets.
- 2.100 Housing supply targets have been considered for market housing and affordable housing separately. They are set at a level which takes account of wider economic, social and environmental factors, issues of capacity, resource and deliverability. It is not realistic to set a housing supply target which provides in full for the need for affordable housing identified in the HNDA2 as it would not be possible to deliver that amount of affordable housing within the period of plan with regard to the issues of capacity and resources.
- 2.101 In 2017, the Council made a commitment to developing a programme to deliver at least 10,000 social and affordable homes over the next five years, with a plan to build 20,000 by 2027. The affordable housing supply target set out will meet the Council Commitment in full and acknowledges that affordable housing will continue to be delivered beyond 2027. It takes account of the constraints on delivery of affordable housing and the reliance on market housing to provide affordable housing.
- 2.102 SPP requires that targets reflect the estimate of demand in the market sector. Demand remains strong in Edinburgh and accordingly the housing supply target meets market demand in full.
- 2.103 The rate at which housing sites are developed is constrained by a variety of factors including market conditions. In order to ensure that a generous supply of land for housing is provided, SPP states that the Housing Supply Target should be increased by a margin of 10 to 20%, depending on local circumstances to establish the housing land requirement. It is acknowledged that the spatial strategy may require higher levels of intervention than might be the norm. The Council has also acknowledged that using CPO to facilitate development may be needed. A generosity allowance of 20% has been applied to the housing supply target. This reflects the brownfield strategy and its inherent risks.

City Plan Housing Land Requirement 2021-2032

	Total	Market	Affordable
Housing Supply Target	36,911	19,559	17,352
Generosity Allowance: 20%	7,382		
Housing Land Requirement	44,293		

- 2.104 A proposed methodology for calculating the amount of housing land that should be allocated in NPF 4 as a default minimum requirement in the Local Development Plan was issued to local authorities for comment in February 2021. A flexibility allowance of 25% for urban areas is included to set the minimum default figure for NPF. Using the proposed methodology issued by Scottish Government, the minimum all-tenure housing land requirement for Edinburgh, including 25% flexibility allowance would be 27,600.
- 2.105 In responding to the proposals on the minimum housing land requirement to be included in NPF4, the Council felt that a higher minimum figure was appropriate as the default methodology does not adequately account for the required delivery of affordable housing as a factor affecting the amount of land needed. Evidence on recent completions suggests that the default figure is an underestimation of market demand as well as of affordable need.
- 2.106 The existing land supply identified in the Housing Land Audit and Completions Programme 2021 provides a starting point to meet the calculated requirement. It includes allocations carried over from the Edinburgh Local Development Plan 2016, subsequent applications and consents. To meet the remaining requirement the Housing Proposals table in Part 4 identifies additional sites. These provide a range of sites in line with the spatial strategy.

Housing Land Supply

Housing Land Supply	Total	Market	Affordable
Proposals			
Strategic Sites	14,250	9,263	4,987
Brownfield Sites	10,798	7,019	3,779
Legacy Sites	18,801	13,168	5,633
Proposals Total	43,849	29,450	14,399
Other Sites in current land supply	12,838	9,081	3,757
Consents since 31/03/21	263	233	30
New applications pending determination	478	360	118
Total Land Supply	57,428	39,124	18,304
Housing Supply Target	36,911	19,559	17,352
Surplus/Shortfall	20,517	19,565	952
% Flexibility/Generosity	56%		

- 2.107 The public sector cannot deliver the affordable housing requirement itself, therefore City Plan allocates more land than the combined requirement for market and affordable housing to allow affordable housing to be provided through the delivery of market housing.
- 2.108 The aim of City Plan is to deliver mixed use sustainable communities on the allocated land supply set out in Table 2: Housing Proposals and other suitable sites within the urban area. The generosity included in the land requirement combined with the sites allocated should ensure that if any site does not come forward as expected there is more than sufficient identified land supply to meet the requirement.
- 2.109 SPP requires that a 5-year supply of effective housing land is always maintained. Any shortfall in housing land supply, whilst carrying weight, does not necessarily over-ride other considerations such as directing development to sustainable locations, securing green belt objectives and the appropriate provision of supporting infrastructure. Sites located partly or wholly in the Green Belt or Countryside must deliver a density of dwellings of at least 65 dwellings per hectare.
- 2.110 To support delivery of a brownfield approach and provide the right type and number of homes that we want requires everyone to work together proactively. The Council will take an active role to deliver affordable housing, forming partnerships with public and private sector landowners and developers, and the use of compulsory purchase powers where necessary. The Strategic Housing Investment Plan sets out our approach to investment in affordable housing and City Plan supports the City Housing Strategy, delivery strategies and the Council's land acquisition strategy. The Housing Technical Note accompanying City Plan provides further details.

A city where you don't need to own a car to move around

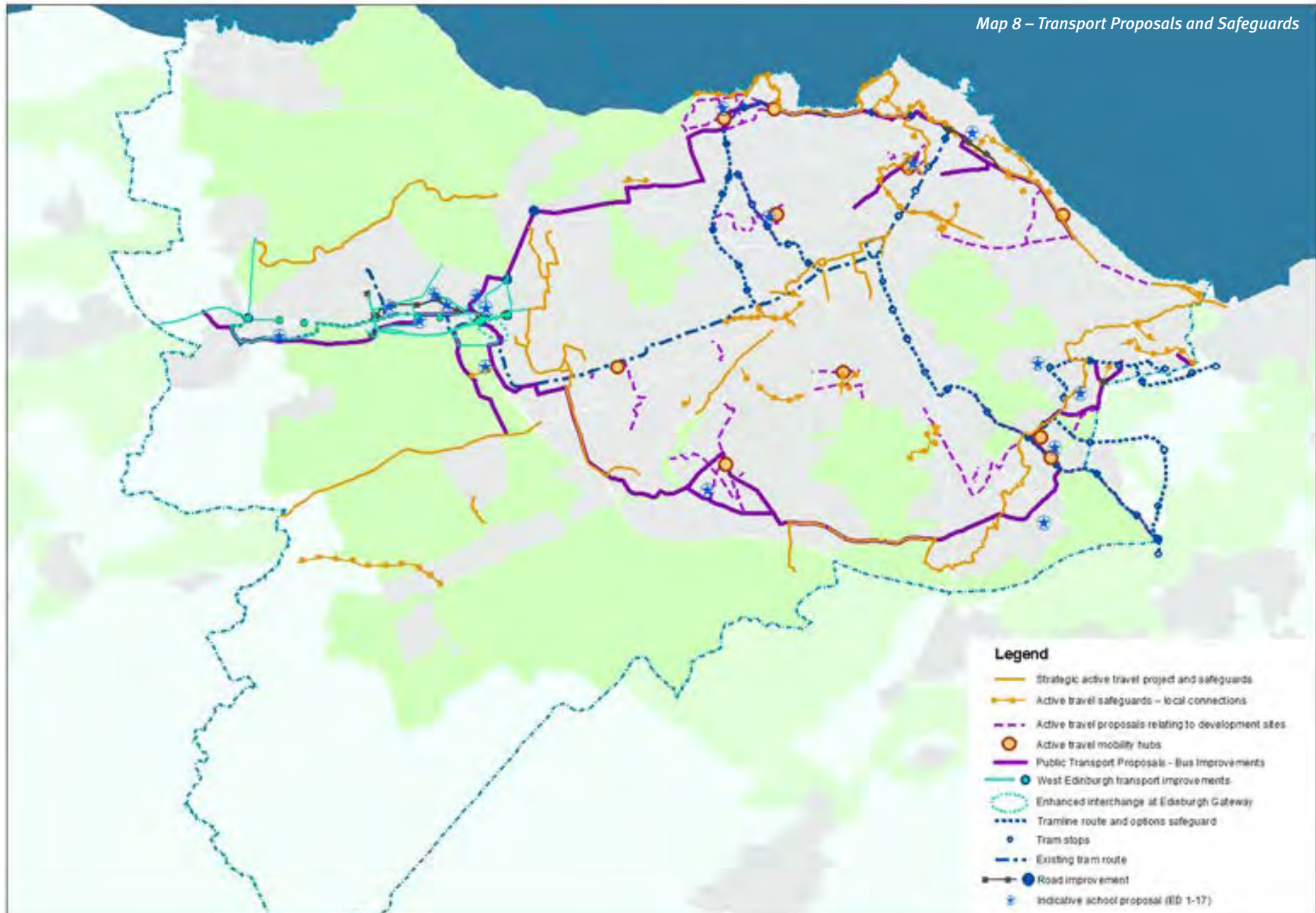
- 2.111 City Plan 2030 will realise the lifelong health benefits of walking, wheeling and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable public transport. City Plan 2030 aligns with and assists in the delivery of the City Mobility Plan's commitment to make Edinburgh a city that welcomes everyone, where the streets are for people not cars, and accessible and pleasant places to safely walk, wheel and cycle around. City Plan 2030 promotes an infrastructure-first approach to community development, directing development to where there is existing infrastructure.
- 2.112 City Plan's spatial strategy directs growth to brownfield sites within the urban area or in strategic expansion areas where there is good public transport, including tram. We have reflected and embedded the travel and investment hierarchies as set out in the Infrastructure Investment Plan and National Transport Strategy 2 within the appraisal and assessment of potential development options to inform the spatial strategy from the outset. Where new infrastructure is required, we will link with community infrastructure plans and follow the transport hierarchy to encourage place-based investment in local infrastructure to work alongside planned future housing led mixed use developments.
- 2.113 To addresses the climate emergency, City Plan aims to reduce transport emissions and avoids adding to congestion by managing travel demand and promoting public transport. We are committed to the reduction of traffic and traffic-borne air pollution.
- 2.114 The plan sets out Edinburgh's mass transit network, including proposed new public transport actions, including from the City Mobility Plan and the Edinburgh Sustainable Strategic Transport Strategy. The strategy is supported by the Scottish Government's National Transport Strategy and the emerging case for Strategic Transport Projects Review 2 which supports investment in sustainable public transport.

Transport Appraisal

- 2.115 The Plan's Transport Appraisal sets out the infrastructure actions required to deliver the growth within the plan. The plan's policies focus on creating 20-minute neighbourhoods, delivering active travel connections and promoting shared transport, reducing the need for car journeys. We want development to be of a density that supports a mix of uses and better serves walking, wheeling, cycling and public transport, making these our first choice over travel by private car.
- 2.116 Our recent experience of changing travel patterns as a result of Covid-19, highlights the importance of making local shopping trips, having access to local amenities and being able to exercise close to home in local greenspaces. Our policies are designed to create a 20-minute city where access to key services for daily life are available within walking distance, reducing unnecessary journeys.
- 2.117 City Plan 2030 is planning for a city in which you don't need to own a car to move around. Our policies aim to reduce the need to travel and promote the shift from private car use to sustainable travel modes.
- 2.118 Scottish Government intends to achieve its commitment to a 20% reduction in the distance travelled by car by 2030. The City Mobility Plan sets out the mode share targets for the city to meet the national reduction in car kilometres. All development must work towards meeting these targets to achieve the required reduction in car trips and see emissions reduce and air quality improve. To help achieve the sustainable mode share targets and deliver in line with the sustainable transport hierarchy, we want to see all development:
- Prioritising walking and wheeling and cycling
 - Demonstrating high public transport accessibility
 - Restricting private car parking
 - Encouraging shared transport through mobility hubs



Map 8 – Transport Proposals and Safeguards



2.119 Development must take all opportunities to enhance the walking, wheeling and cycling access to local services, ensuring routes are safe, direct and pleasant (including making necessary connections to make safe routes to schools in line with school travel plans, as appropriate) and connections are made wherever possible to the wider network of protected cycleways.

2.120 The Plan assists in this by:

- Setting out key active travel proposals, helping to develop and expand a city-wide network of protected cycleways
- Identifying routes and connections in development principles
- identifying where public transport provision could be improved and extended, including strategic infrastructure like the tramline from Granton to BioQuarter, new public transport routes to support growth in West Edinburgh and better connecting the city with orbital bus routes.
- Enabling delivery through the plan's Action Programme, and policies on Community Infrastructure and Developer Contributions in conjunction with the City Mobility Plan.

Education Appraisal

2.121 An education appraisal has been prepared by the Council's Learning Estates Service to inform the impact of City Plan housing development on the city's education infrastructure and to ensure that the Council can fulfil its statutory obligation to provide adequate and efficient provision of school education.

2.122 The requirement for additional education infrastructure is assessed on a cumulative basis with other known proposed developments, including existing housing sites from previous plans. The requirement for additional education infrastructure is assessed by identifying the spare capacity in the existing learning estate to accommodate peak projected rolls.

2.123 Pupil generation from new housing developments is then added to the baseline projection to assess whether there is capacity in the existing estate or if additional education infrastructure is necessary to support housing growth. The assessment uses a 'pupil generation' rate that were updated following an examination of actual pupil numbers over a 14-year period.

2.124 The education appraisal demonstrates that the education infrastructure attributable to development in City Plan meets the test of circular 3/2012: Planning Obligations and Good Neighbour Agreements. The required education proposals are set out in Part 4 Table 11 and cost estimates are set out in the Action Programme. An informal consultation process will take place prior to any formal consultations that are required which result from these proposals.

Healthcare Appraisal

2.125 A primary health care appraisal has been prepared by the Edinburgh Health and Social Care Partnership. Its purpose is to identify the impacts of the proposed development sites on existing primary care provision within Edinburgh. The appraisal identifies that primary care provision is already at capacity in many parts of the city at present and is struggling to meet additional new population demand.

2.126 The preliminary high-level assessment reviews the impacts of development by locality assessing current provision and that proposed from CP2030 actions. It identifies a requirement for a mixture of new GP practices and re-provision of existing practices with increased capacity in new accommodation. The infrastructure requirements will be discussed with GPs in due course and the details of the infrastructure solutions are likely to evolve over time, however, the details will be set out in Part 4, Table 12 and reviewed through the Action Programme.

Resources and services

- 2.127 City Plan 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

- 2.128 City Plan requires new buildings to be net zero in terms of operational greenhouse gas emissions, supports existing buildings to be more efficient and supports new low and zero carbon energy generation developments.
- 2.129 Most of the onshore capacity for meeting national targets for both emissions reduction and renewable energy 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 in proximity to Edinburgh Airport. City Plan instead supports low and zero carbon energy generation, including solar panels, combined heat and power, district heating, air and ground source heat pumps, and energy-from-waste.

Waste

- 2.130 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.
- 2.131 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.
- 2.132 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. A network of waste processing facilities is needed to achieve [NPF3's] vision for a circular economy where waste is recognised as an opportunity not a burden. [Circular Economy strategy "Making Things Last" in 2016]

- 2.133 City of Edinburgh Council operates 4 licensed Waste Management sites:

- Sighthill Community Recycling Centre at Bankhead Avenue
- Old Dalkeith Road Community Recycling Centre
- Seafield Community Recycling Centre at Fillyside Road.
- Braehead Quarry Civic Amenity Site

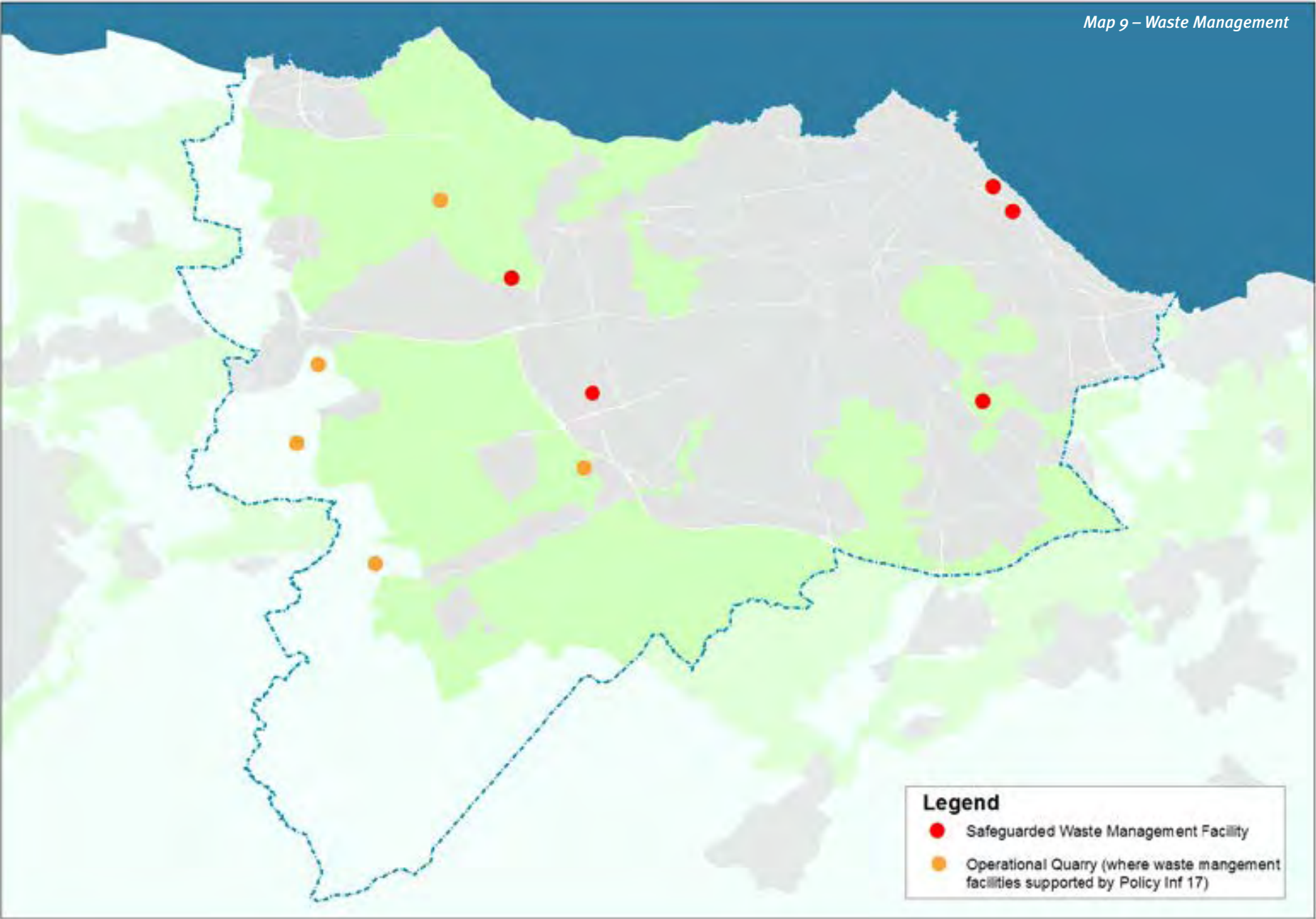
- 2.134 The food processing and energy recovery facility at Millerhill has been provided by a partnership between Midlothian and the City of Edinburgh Councils and deals mainly with household waste. Two enhanced waste transfer stations have been developed at Bankhead and Seafield. These will link with the facility at Millerhill. The three existing Household Waste Recycling Centres will remain. The provision of household waste recycling centres will be kept under review as the city grows. The Zero Waste Plan identifies the total operational capacity for waste management at both national and regional level.

- 2.135 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.

- 2.136 Proximity can be relative – currently some waste types must be transported elsewhere because the material recovery processes do not take place in Scotland. Edinburgh, as a concentration of homes, places 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 at operational quarries, safeguarded sites and at Seafield Industrial Estate (EW1d).

- 2.137 The plan also:

- safeguards extraction of economically viable mineral deposits
- ensures that new development is adequately served by water supplies and drainage
- supports expansion of modern telecommunications, including the introduction of public wireless connectivity in public areas.



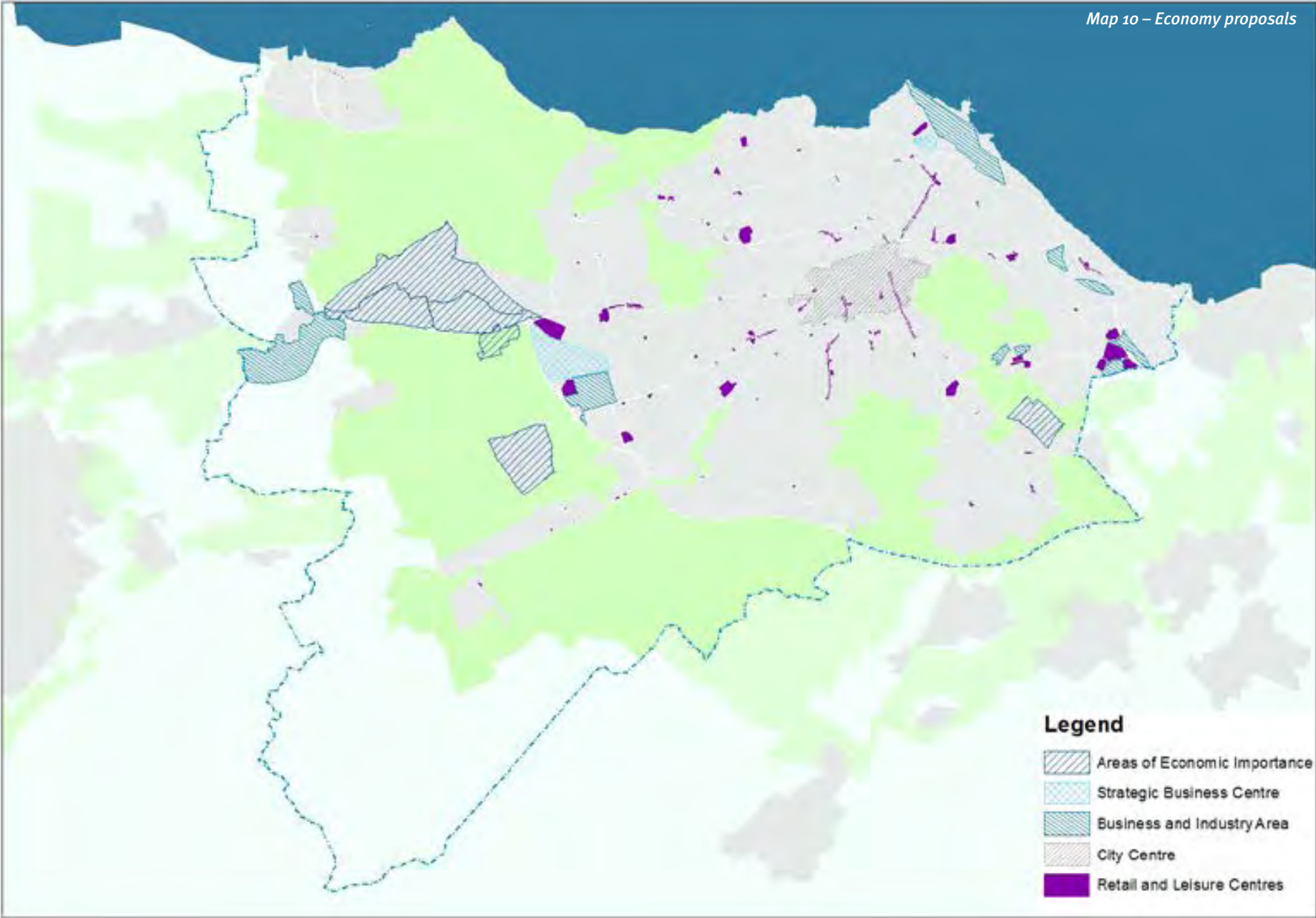
A city where everyone shares in its economic success

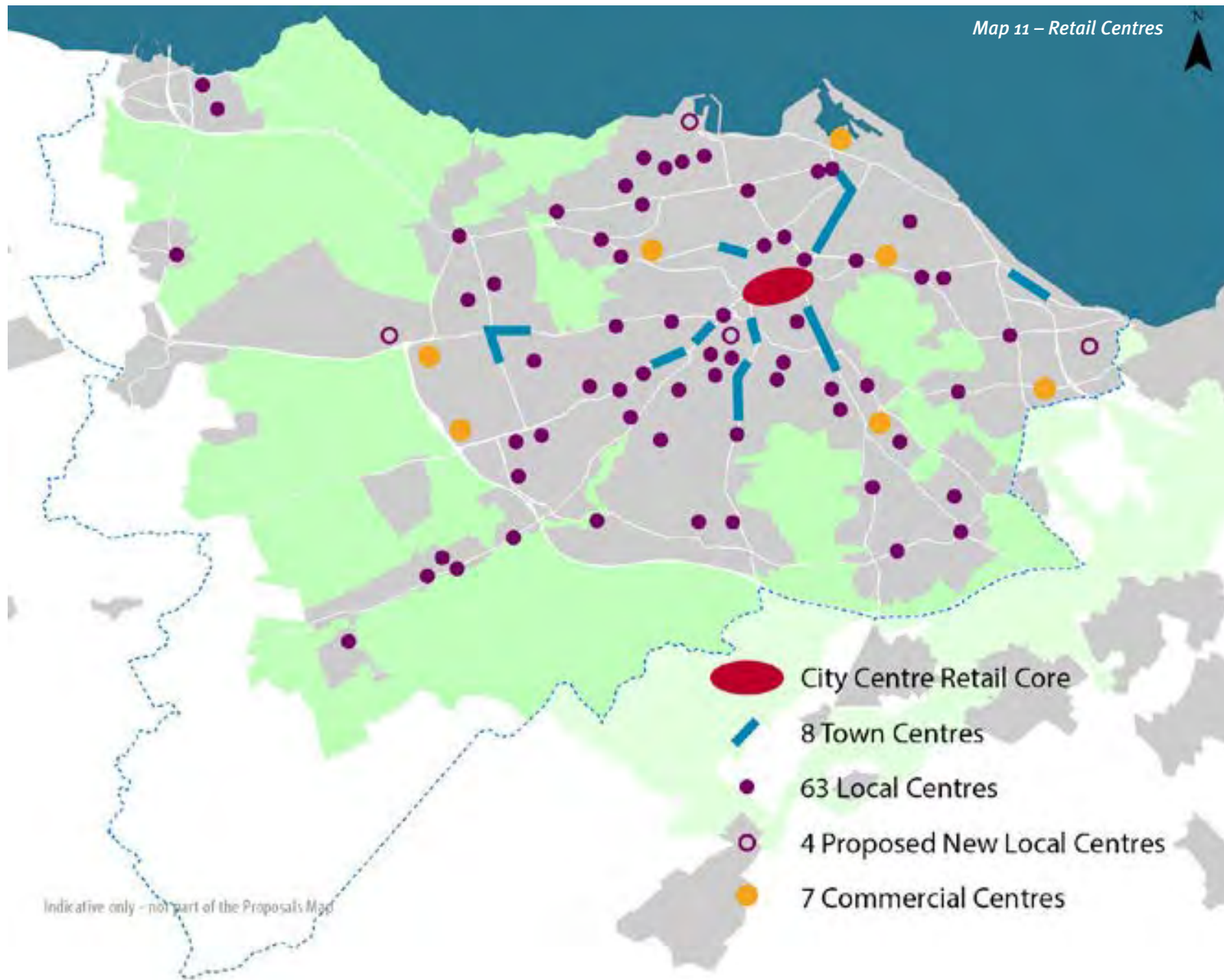
- 2.138 Edinburgh is a strong and resilient city, successful in creating jobs and attracting investment. The Council's economic strategy seeks sustainable growth through investment in jobs – focussing on development and regeneration, inward investment, support for businesses and helping unemployed people into work or learning. A successful Edinburgh economy will have wider implications across the city region and for Scotland as a whole. City Plan has a key role in helping to deliver this strategy.
- 2.139 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. City Plan supports existing businesses, continues to promote previously identified economic proposals and highlights new investment opportunities. There are many economic development opportunities across the city, available to accommodate businesses of varying types and sizes. These include areas of economic importance, strategic office locations in the city centre, Leith and Edinburgh Park, and industrial estates such as Newbridge.
- 2.140 The plan needs to deliver key land use needs, including local centres, retail and leisure, sites for businesses, new and expanded community infrastructure including schools, health care, and to support sustainable transport, energy, and waste. To do this, City Plan 2030 will
- Support development where there is contribution to good growth for Edinburgh including community and social enterprises, start-ups, culture, innovation and learning, and the low carbon sector
 - Provide land for all types of businesses – big and small – whether they are office based or require industrial units, or as part of mixed-use development.
 - Protect our city centre, and network of town, local centres and commercial centres which provide an important network of local retail, leisure and community services for residents.

Retailing

- 2.141 Shopping and leisure uses are major providers of jobs in Edinburgh, and have strong links with other economic activities, particularly tourism. Town, local and other centres have an important role in providing shopping, entertainment, places to eat and drink and local services in accessible locations. In Edinburgh, shopping and leisure uses are mainly provided in the following network of centres distributed across the city. Shopping and leisure uses are major providers of jobs, 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 and their potential future role, which includes mixed uses at certain centres, are set out in Part 4, Table 14.
 - **Local Centres:** There are 63 local centres located across the city and some new centres are proposed in connection with new development as set out in Part 4, Table 14. 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.

Map 10 – Economy proposals





- 2.142 City Plan, in line with Scottish Planning Policy, 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, wheeling and cycling or public transport and helping to contribute towards 20-minute neighbourhoods. It also recognises the valuable role of commercial centres as popular destinations for shopping and leisure activities.
- 2.143 Part of the evidence base for City Plan is a Commercial Needs Study. The study involved the preparation of 4 reports covering various sectors of the economy including a retail and leisure paper. The key findings of the report were as follows:
- Household expenditure only recently recovered to levels seen before the 2008 global financial crisis.
 - Edinburgh is currently well endowed with supermarkets and discount food stores. Scope for additional convenience retail floorspace will mostly result in the form of trade diversion from existing stores.
 - Comparison good expenditure is expected to grow; however, online sales are also forecast to increase. As a result, there is not expected to be scope for additional comparison retail expenditure much before 2023.
- 2.144 The city centre is seen at the best location capable of attracting the additional comparison retail expenditure into Edinburgh and therefore is where the provision of additional retail floorspace should be focused. Conversely it highlights that expansion of floorspace in the commercial centres would risk deflecting trade away from the city centre to its detriment.
- 2.145 Prioritising and protecting the role of the city centre remains a key objective of the LDP, particularly considering the impact on retail and tourism by Covid-19. Although it is not clear what the medium to long term implications of Covid-19 will be on the city and town centres it is important that the Council continues to strengthen the position of the city to maintain its shopping role within the region and to attract more investment.

- 2.146 The new Edinburgh St James brings major benefits to the city centre providing additional retailing floorspace and a more vibrant mix of uses. The more flexible application of retail policy by allowing uses other than shops in ground floor units in the retail core aims to improve the overall shopping experience in the city centre. Supplementary Guidance provides guidance on how this change of policy is applied.
- 2.147 The retail policies continue to direct new development to existing centres, with town centres being given priority over commercial centres in line with the town centres first approach, set out in Scottish Planning Policy, as these centres are the most accessible and help provide a focal point for residents.
- 2.148 The factors affecting retail spending and provision will be kept under review, particularly as Edinburgh is a growing city, and where appropriate the Council's supplementary guidance will be updated to respond to changing retail trends.



Part three

Policies



Part three - Policies

- 3.1 City Plan's policies play a key role in delivering the plan's strategy. Planning applications will be assessed against the following policies to meet the aims of the plan. All relevant policies will be considered in assessing each application. Part 3 of the plan is set out in five sections:
- Place-based policies
 - Environment and Design Policies
 - Housing Policies
 - Infrastructure and Transport Policies
 - Economy Policies
- 3.2 Policies are often expressed positively, in terms of what kinds of development will be permitted or encouraged. Where a policy states that certain types of development will be permitted it should also be understood that failure to meet other relevant policies of the plan, may provide grounds for refusal of planning permission. Review and update of the Edinburgh Design Guidance in light of these policies will provide further illustrative guidance on putting the principles into practice.

Place-based policies

- 3.3 The policies in this section play a key role in delivering City Plan’s strategy. They aim to guide development proposals across the city including for the City Centre, Edinburgh Waterfront, West Edinburgh, Edinburgh BioQuarter, Seafield, and other major sites including existing sites from the Edinburgh Local Development Plan (2016). This section of the plan covers the sites listed below. The full list of housing proposals within City Plan can be found in Part 4, Table 2 and where relevant, further technical requirements can be found in Appendix D.

Central Edinburgh

- Place 1 - City Centre and Waverley Valley,
- Place 2 - Fountainbridge
- Place 3 - Astley Ainsley

North and East Edinburgh

- Place 4 - Edinburgh Waterfront
- Place 5 - Royal Victoria Hospital
- Place 6 - Crewe Road South
- Place 7 – Stead's Place
- Place 8 - Jane Street
- Place 9 - West Bowling Green Street
- Place 10 - Newhaven Road 1
- Place 11 - Newhaven Road 2
- Place 12 - Bangor Road
- Place 13 - South Fort Street
- Place 14 - Stewartfield
- Place 15 - Seafield

West Edinburgh

- Place 16 - West Edinburgh
- Place 17 - Edinburgh Airport
- Place 18 - RBS Gogarburn
- Place 19 - Edinburgh Park/South Gyle
- Place 20 - Royal Highland Centre
- Place 21 - Riccarton University Campus and Business Park
- Place 22 - Maybury
- Place 23 - Builyeon Road, South Queensferry

South West Edinburgh

- Place 24 - Curriemuirend
- Place 25 - Gorgie Road East
- Place 26 - Stevenson Road (A)
- Place 27 - Broomhouse Terrace
- Place 28 - Murrayburn Road
- Place 29 - Dumbryden Drive
- Place 30 - Redford Barracks
- Place 31 - Edinburgh BioQuarter
- Place 32 - Newcraighall
- Place 33 - Brunstane
- Place 34 - Liberton Hospital/Ellen’s Glen Road
- Place 35 - Moredunvale Road
- Place 36 – Edmonstone

Central Edinburgh

Edinburgh City Centre

- 3.4 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.
- 3.5 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.
- 3.6 The plan aims to ensure that development in the city centre achieves the right balance between several 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.
- 3.7 Through City Centre Transformation (CCT) streets and public spaces in the Old and New Towns of Edinburgh World Heritage Site will become more people-friendly and inclusive places, where walking, wheeling, cycling and public transport use are prioritised. Aligned with the City Mobility Plan, CCT will enhance quality of life for residents and create places that support the local economy and cultural life, working towards creating a largely traffic free city centre and net-zero Edinburgh by 2030.
- 3.8 To achieve these outcomes, the allocation of street space will be rebalanced, removing some traffic lanes and parking, whilst enabling local access for residents, disabled parking and servicing for businesses.
- 3.9 CCT's delivery plan includes:
- a network of vehicle free streets in the Old Town and wider pedestrian priority zone
 - improved access for all, through measures such as dropped kerbs, widened footways, improved surfacing and disabled parking
 - the redesign of George Street and the First New Town's public realm
 - strategic cycle links to and through the city centre, including the City Centre West-East Link, Meadows to George Street and Lothian Road boulevard project
 - improved public transport journey times and interchange, making it easier to switch between rail, bus, tram, taxi, bike and walking routes; and
 - restricting loading and servicing by time of day and vehicle size and promoting 'last-mile delivery' by cargo bikes and low or zero emissions vehicles.
- 3.10 Further change will be guided by the emerging Princes Street and Waverley Valley Strategy, including:
- the Waverley Station Masterplan to deliver increased rail passenger capacity,
 - renewal of the Ross Bandstand and other facilities in West Princes Street Gardens, and
 - opportunities to enhance the retail and leisure experience on Princes Street.

Place 1 - Edinburgh City Centre Policy

Planning permission will be granted for development which lies within the area of the City Centre as defined on the Proposals Map which retains and enhances its character, attractiveness, vitality and accessibility and contributes to its role as a strategic business and regional shopping centre and Edinburgh's role as a capital city.

The requirements in principle will be for:

- *comprehensively designed proposals which maximise the potential of the site in accordance with any relevant development principles, development brief and/or other guidance,*
 - *a use or a mix of uses including residential appropriate to the location of the site, its accessibility characteristics and the character of the surrounding area*
 - *At street level, ground floor uses must maintain city centre diversity, especially retail vitality on important shopping frontages, generating footfall. Where practicable, major mixed-use developments should provide offices, particularly on upper floors, and,*
 - *the creation of new civic spaces and traffic-free pedestrian routes where achievable.*
- 3.11 This policy guides development in the City Centre to ensure proposals provide an appropriate mix of uses and are of a high quality of design taking account of the characteristics of the historic environment. Given the demand for office space in the City Centre and the importance of office jobs to the economy, the policy requires office provision to be included in major mixed-use development proposals wherever possible. Housing as part of mixed-use development will be encouraged on appropriate sites to help meet housing need and create strong, sustainable communities.

Princes Street and Waverley Valley

3.12 Through the emerging Princes Street and Waverley Valley Strategy, City Plan will ensure residents, workers and visitors continue to experience a vibrant city centre by establishing the right mix of land uses, including:

- *guiding regeneration through new place briefs for Princes Street,*
- *establishing a placemaking vision and design code for Princes Street's public realm - complementing the renewal of George Street and Rose Street, and*
- *by managing change and improving access within the outstanding urban landscape of the Waverley Valley, including the protection and enhancement of the city centre's green heart of Princes Street Gardens.*



Map 12 – Edinburgh City Centre

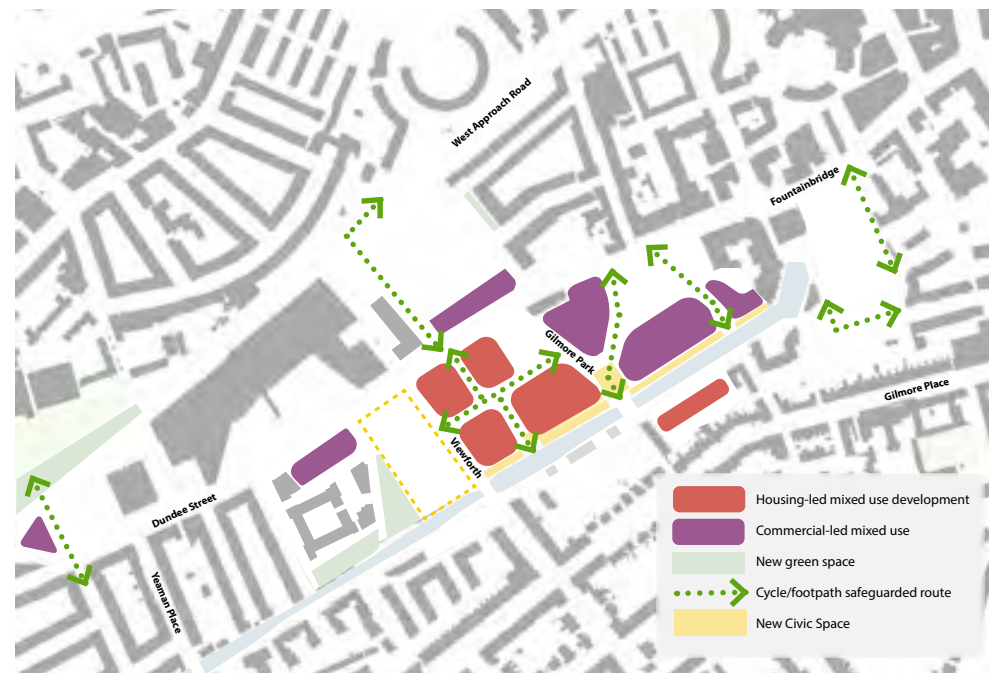
Place 2 - Fountainbridge

Planning permission will be granted for development within the boundary of Fountainbridge as defined on the Proposal Map provided it accords with a the Fountainbridge Development Principles, and the approved or subsequently approved Masterplan.

- 3.13 Located in the southwest of the city centre, just beyond the World Heritage Site, Fountainbridge includes the Edinburgh terminus of the Union Canal at Edinburgh Quay. Comprehensive mixed-use redevelopment of the land previously occupied by the Fountainbridge Brewery animated by its canal side setting is underway.

Fountainbridge Development Principles

- create a layout which integrates with adjoining neighbourhoods in Dalry, Tollcross and Viewforth,
- improve north-south linkages, 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,
- contribute to the improvement of Dalry Community Park (Proposal BGN 43) and,
- protect and enhance key townscape views, and
- Provide or contribute towards education, and healthcare infrastructure and community facilities.



Map 13 Fountainbridge

Place 3 - Astley Ainslie

Planning permission will be granted for development within the boundary of Astley Ainslie as defined on the Proposal Map provided it accords with a Place Brief, Astley Ainslie Development Principles and a subsequent Masterplan.

- 3.14 The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Policy Env 2. Proposals will also be assessed against the Astley Ainslie Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity.

Astley Ainslie Development Principles

The requirements in principle will be:

- *A housing-led mixed-use development, in line with the density requirements in Part 4, Table 2, which respects the mature landscape setting of the site, whilst also creating a sustainable place, and retaining its special character, through the provision of new connections, open spaces and other community infrastructure,*
- *Determination of the location, scope and scale of development through a thorough assessment of the landscape and heritage assets on the site. The whole site is covered by a TPO,*
- *A development design which is consistent with the conservation area character appraisal addressing the special character and appearance of the area, including its setting. The design should also preserve/enhance the listed buildings –and their setting- within and adjacent to the site,*
- *Preservation in situ of the sites of the 16th/17th century St Rogues Chapel and associated plague settlement and graveyard, with architectural fragments from the demolition of Trinity Church retained and conserved,*
- *That new outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities*
- *Daylight covered sections of the Jordan Burn, with any new development also set back at least 15m from the top of the bank to the Burn*
- *Layout which addresses numerous overland flows/sewers at capacity in the area. Diverting flows into green spaces should be considered for both sides of the Jordan Burn, reducing restriction and enabling development. The creation of 'blue corridors' should follow the natural flow paths are encouraged to convey water into the Jordan Burn.*
- *Provision of several pedestrian/cycle routes through the site linking to Canaan Lane, Cluny Place, South Oswald Road, Grange Loan to the east of the site and at Whitehouse Loan,*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities. Provide or contribute towards the following active travel infrastructure connections in the vicinity:*
 - a. *Active travel link and crossing: Cannan Lane to Grange Loan,*
 - b. *New active travel infrastructure: Newbattle Terrace/Grange Loan,*
 - c. *New Active Travel route and crossing: Oswald Road to Cluny Gardens/ Charterhall Road junction,*
 - d. *Provide a mobility hub,*
 - e. *Contribute towards Public Transport Improvements: Morningside Rd/Cluny Gardens.*

North and East Edinburgh

Edinburgh Waterfront

- 3.15 Edinburgh Waterfront is 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 long-term strategy aims 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. This plan continues to support the regeneration of Granton Waterfront and part of Leith Waterfront for housing and other uses.

Place 4 - Edinburgh Waterfront

Planning permission will be granted for development which will contribute towards the creation of new urban quarters at Leith Waterfront and Granton Waterfront (specifically EW 1a, b & c and EW 2 a -d on the Proposals Map).

The requirements in principle will be for:

- *comprehensively designed proposals which maximise the development potential of the area,*
- *the provision of a series of mixed-use sustainable neighbourhoods that connect to the waterfront, with each other and with nearby neighbourhoods,*
- *proposals for a mix of house types, sizes and affordability,*
- *the provision of open space in order to meet the needs of the local community, create local identity and a sense of place,*

- *the provision of local retail facilities and leisure and tourism attractions, including water related recreation in and around retained harbours,*
- *provide or contribute towards education, and healthcare infrastructure and community facilities, and*
- *transport measures agreed with the Council, including a contribution to the proposed tram network and other necessary public transport improvements, the eastwards extension of Ocean Drive and the provision of a network of paths for pedestrians and cyclists, including an east-west path that will form part of the city-wide coastal promenade (safeguarded routes for these are shown on the Proposals Map). In Seafield and Leith's northern and eastern docks (EW 1d and e), planning permission will be granted for industrial and port-related development and compatible uses provided it complies with other relevant policies in this plan. Development should accord with the Leith Waterfront or Granton Waterfront Development Principles.*

The purpose of this policy is to ensure the regeneration of Edinburgh's Waterfront comes forward in a planned manner within the context of a long-term vision. It sets out key development principles to guide housing led regeneration on large parts of the site, with more detailed guidance provided in the relevant development principles.

The policy also recognises that some parts of the Waterfront will remain in business and industrial uses.

Leith Western Harbour (EW 1a)

3.16 Housing-led mixed-use development with an approved master plan.

Leith Western Harbour Development Principles



Map 14 – Leith Western Harbour

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form,
- provide a wide range of dwelling types within the context of a high-density development,
- meet the Council's Large Greenspace Standard by delivering the Western Harbour Central Park (Proposal GBN44)GS2),

- 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, and,
- carry out a flood risk appraisal to inform the design and layout of development proposals.

Central Leith Waterfront

3.17 Area of commercial and housing-led mixed-use development sites in various ownerships. At the present time, Forth Ports Ltd has decided to retain land at the Britannia Quay and south of Edinburgh Dock in port related uses and as part of the Low Carbon / Renewables East Enterprise Area. However, the development principles remain applicable.



MAP 15 - Central Leith waterfront

Central Leith Waterfront 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 delivery of major improvements 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, and
- carry out a flood risk appraisal to inform the design and layout of development proposals.

East of Salamander Place

- 3.18 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 BGN 45). 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.

East of Salamander Place Development Principles

Proposals should provide for:

- (west) the key streets and frontages set out in the approved development brief and identified in the above diagram,
- implementation of the park extension,
- 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, and
- a flood risk appraisal shall be carried out in order to inform the design and layout of development proposals.



Map 16 - East of Salamander Place

Northern and Eastern Docks (EW 1e and EW 1d)

- 3.19 Area of general industrial, storage and business development and port-related uses. Identified in this plan as an Area of Economic Importance. 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.

Northern and Eastern Docks 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 European sites. Policy Env 21 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 Industrial Estate (EW 1d) is the subject of a waste management / combined heat and power safeguard (see Policy Inf 18), and,*
 - *existing pedestrian footpaths at Marine Esplanade and Albert Road have the potential to 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.*
 - *Ensuring all homes are adequately served by play facilities and have access to open space in line with the Council's Open Space Strategy and,*
 - *Flood Risk Assessment(s) will be required and should inform the development and layout.*
- 3.20 Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction.
- 3.21 The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then

undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an internationally important site will only be approved in exceptional circumstances.



Map 17 - Northern and Eastern Docks

Granton

- 3.22 The approved Granton Development Framework aims to create a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront. It sets out a vision and principles for the entire framework area and provides an urban design framework and design guidelines for the potentially developable, former industrial land in the centre and east of the site. The land at Granton Harbour is subject to its own masterplan.



Map 18 - Granton

- 3.23 Granton Waterfront is situated adjacent to the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA, Maps 17 and 18 identifies the site. The site is supported by a Granton Waterfront Development Framework and Appropriate Assessment. The Appropriate Assessment identified disturbance, and collision risk/barriers to movement, as potential impact on the qualifying interest of the Firth of Forth SPA.
- 3.24 However appropriate mitigation measures were identified, which will be relevant to all future development to ensure development of the Granton Waterfront Area will not have a significant effect upon the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA. On this basis, there is no requirement for further assessment in relation to Granton Waterfront developments. However, in-combination effects should be revisited as individual applications come forward.

Mitigation Measures:

- The preparation of a Construction Environment Management Plan (CEMP), which sets out commitments to: – Adherence to best practice in relation to pollution prevention. – A Surface Water Management Plan – A Waste Management Plan – The appointment of an Environmental Clerk of Works (ECOW) to provide advice and support during construction stages.
- A Lighting Strategy that demonstrates attempts to limit unnecessary light spill, particularly onto the adjacent European Sites.
- Avoidance of works in sensitive areas during the winter period, where possible.
- Where works during the winter cannot be avoided, a general ban on piling activities and a 'slow start' approach to noise generating activities during the winter months.
- The Appointment of an Ornithological Clerk of Works (OcoW) to monitor the effects on works on adjacent European Site qualifying features during the winter months. The OcoW will have authority to temporarily suspend works where he/she considers their impact on adjacent European Site qualifying features is unacceptable. Prior to consent, developers will be required to agree the full scope of the OcoW role with the Planning Authority and NaturScot.



Map 19 - Granton

Coastal Granton

- 3.25 This land is identified for the development of a coastal park along the waterfront. Development in this area should promote small scale, leisure-based businesses (Class 1, 2, 3, 4); leisure-based activity that enhances active travel opportunities; and the potential for water-based transport.

Development Principles:

- *A new coastal park is to be developed along the waterfront north of West Shore Road stretching from the east to the existing open space in the west, incorporating flood prevention measures and a path network,*
- *The Gypsy Brae open space to the west is to be retained and enhanced,*
- *New active travel routes are to be provided through the area, linking West Shore Road to the existing route along the waterfront and connecting to pedestrian/ cycle routes in the wider development area,*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities,*
- *Some small pavilion buildings and a larger focal building could be accommodated within the coastal park to provide places to meet, eat and enjoy activities,*
- *A landscaped flood defence system should be provided to protect West Shore Road and West Harbour Road from coastal flooding and wave carry over, and,*
- *Sensitive ecological areas are to be protected and diverse habitats created.*

ForthQuarter Park

- 3.26 ForthQuarter Park is an existing park which is to be extended through the Granton development area to incorporate other assets and features – including the gas holder, the quarry, the walled garden and connecting to the waterfront. Cultural and community uses are promoted within the listed Granton gas holder and Granton Castle Walled Garden.
- 3.27 There is the potential to accommodate some small-scale kiosks for retail/ refreshments within the parks and public realm; and outdoor nursery and educational learning is encouraged within the green space - particularly ForthQuarter Park.

Development Principles:

- *This area contains a number of category A and B listed buildings. Appropriate re-use of the B listed Granton Gas holder and Granton Castle Walled Garden should be a priority of the development. The area also includes the A listed Caroline Park House, a private house of historic significance. The setting must be preserved. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed buildings and structures including their setting,*
- *Active travel routes are to be provided through the area as indicated in the Granton Development Framework and Proposals Section.*

Harbour Road

- 3.28 Harbour Road should be developed into a new, dense urban street with a mixture of homes and small-scale businesses. The streetscape and travel opportunities through this area should ensure that visitors and residents can readily travel to and from the area, preferably using low-carbon transport methods. Uses in the area should incorporate small-medium scale class 1, 2, 3 and 4 businesses, residential flatted development with active ground floors: and creative and light industrial workshops / workspace.

Development Principles:

- *Development should incorporate low carbon strategies,*
- *Appropriate re-use of the B and C listed buildings including the Former Customs House, Granton Square and the Granton Lighthouse, should be a priority of the development. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed buildings and structures including their setting,*
- *A route for a tramline along West Harbour Road and Waterfront Avenue is to be safeguarded with stops at the junction between the roads and Granton Square,*
- *Several active travel routes are to be provided through the site including a link from West Granton Road through Kingsburgh Crescent to West Shore Road and connections from that route to West Harbour Road,*
- *West Granton Road and Granton Square should be upgraded to be pedestrian and cycle friendly and provide segregated cycle routes where possible,*
- *All routes should be lined by active frontages,*
- *The development should incorporate a variety of heights, massing and density as indicated in the development framework,*
- *Key SUDS infrastructure is to be provided within this area and incorporated within landscaped green corridors,*
- *Some areas with potential for green roofs are identified as part of surface water attenuation measures.*

The Link

- 3.29 This quarter is home to a number of key cultural organisations and developing projects including the National Museums Scotland site, National Galleries of Scotland proposed 'The Art Works' facility, existing Madelvic House and Madelvic Car Factory. It offers opportunities for creative and cultural workspace combined with residential flatted development. Gap sites should be in-filled to create density, active frontages and activity within this area, with small to medium scale class 1,2,3 and 4 businesses located on key corners and streets. A separate Place Brief has been produced to guide the future development of the National Collections Facility site within this area.

Development Principles:

- *Appropriate re-use of the B listed Madelvic Car Factory and C listed Madelvic House should be a priority of the development. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed buildings and structures including their setting,*
- *A route for a tramline along Waterfront Avenue is to be safeguarded with a stop by the National Collections Facility site,*
- *Several active travel routes are to be provided through the site including a link from West Granton Road to Forthquarter Park and connections from West Granton Road to the waterfront,*
- *All routes should be lined by active frontages,*
- *Existing greenspaces in the area are to be preserved. A new cultural plaza is to be created along the Diagonal and a new greenspace connecting West Granton Road and Granton Park Avenue,*
- *Key SUDS infrastructure is to be provided within this area and incorporated within landscaped green corridors,*
- *Some areas with potential for green roofs and areas of open retention are identified as part of surface water attenuation measures.*

Waterfront Broadway

- 3.30 Waterfront Broadway should be developed as a gateway into Granton that activates and reinforces routes between the city centre and the waterfront. New and existing development such as Edinburgh College, the proposed Construction Skills Centre, and the refurbished Station Building should be integrated to create an innovative commercial area where enterprise, skills and innovation can thrive. The area is particularly suited to mixed use developments, including small to medium scale Class 1, 2, 3 and 4 businesses, creative and light industrial workshops / workspace and incorporating residential flatted development on upper storeys.

Development Principles:

- Existing gap sites should be in-filled, and boundaries should be reinforced to better define the street network; the pedestrianised diagonal route; and east-west routes linking Forthquarter Park and the new cultural Link character area,
- Appropriate re-use of the B listed Station building (including activation of area to the front) and C listed Gasworks Gatehouse should be a priority of the development. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed buildings and structures including their setting,
- New routes should be provided through the area including connections from Granton Park Avenue to Waterfront Broadway and West Granton Road to Granton Park Avenue (connecting to Waterfront Avenue if possible). Important active travel and vehicular connections are set out in the development framework,
- A route for a tramline connecting Waterfront Avenue to Waterfront Broadway is to be safeguarded with a stop by Waterfront Broadway,
- All key routes, greenspaces and green corridors are to be lined by active frontages,
- The development should incorporate a variety of heights, massing and density as indicated in the development framework,

- Key SUDS infrastructure is to be provided within this area and incorporated within landscaped green corridors along the Diagonal and Waterfront Broadway.

Upper Granton

- 3.31 Upper Granton should be developed as a series of active and pedestrian-focused streets which open up views and provide access to Forthquarter Park, the city centre and the waterfront. Some key local services should be located within this area including a new school, health centre and a potential library. These services should create a new neighbourhood centre which over-looks Forthquarter Park and connects with new community playing fields.

Development Principles:

- Development should be urban in character and form with active ground floor uses overlooking the park and a strong block structure. There is the potential for housing above key services and an intergenerational approach to development,
- The B listed Craigroyston House and Granton Gas holder sit adjacent to this area. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings,
- New active travel and vehicular routes should be provided through the area as set out in the development framework, forming a network of pedestrian friendly streets between Waterfront Broadway and West Shore Road, connecting to existing and proposed routes in adjacent areas and providing good links to Forthquarter Park,
- All key routes, greenspaces and green corridors are to be lined by active frontages.
- An east-west public transport route is to be provided through this area between Waterfront Broadway and West Shore Road,
- Development in this area should include dense housing between 3-5 storeys high and incorporate a mix of house types as indicated in the development framework,

- Views across the area to the gas holder, Forthquarter Park and West Shore should be exploited,
- Key SUDS infrastructure is to be provided within this area and incorporated within landscaped green corridors established as part of the new pedestrian focussed street network - creating strong green/blue links,
- A large part of this area has been identified as having potential for green roofs and areas of open retention as part of surface water attenuation measures.

West Shore

3.32 West Shore spans from the green open space at Gypsy Brae in the west to West Harbour Road in the east. It faces the coastal park and a new boulevard along West Shore Road to the north and Upper Granton/The Link to the south. The area slopes steeply down towards the waterfront.

Development Principles:

- Uses in this area will be predominantly residential flatted development but should incorporate small-medium scale class 1, 2, 3 and 4 businesses on the ground floors along West Shore Road and at key corners/routes,
- A strong and active frontage is to be created onto the new boulevard at West Shore Road.
- The existing terraced topography should be maximised to capitalise on views, form clear pedestrian routes and open to the waterfront,
- The B listed Granton Gas holder and Granton Castle Walled Garden sit adjacent to this area. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed structures,
- Development should respond to the steeply sloping terraced topography by integrating stepped development. Strong perimeter and points blocks should be created that capitalise on views to and from the waterfront. Opportunities to integrate lanes and mews development should be considered,

- A series of strong north-south pedestrian-focused routes should open the site up to the waterfront, and a green/blue link should be created from the gas holder at Waterfront Broadway,
- A new boulevard is to be created along West Shore Road with transport links and active travel routes,
- All key routes, greenspaces and green corridors are to be lined by active frontages.
- The development should incorporate a variety of heights, massing and density as indicated in the development framework,
- Key SUDS infrastructure is to be provided within this area and incorporated within landscaped green corridors established as part of the new pedestrian focussed street network - creating strong green/blue links,
- A couple of areas along West Shore Road have been identified as having potential for green roofs and areas of open retention as part of surface water attenuation measures.

Granton Harbour

- 3.33 Housing-led mixed-use development on land in a range of ownerships. Some housing development has been completed in accordance with an approved master plan.

Granton Harbour 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 (Part 4, Table 14)
- 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, and,
- provide a strategic flood risk assessment.



Map 20 Granton Harbour

Place 5 - Royal Victoria Hospital

Planning permission will be granted for development within the boundary of Royal Victoria Hospital, as defined on the Proposals Map, provided it accords with the Royal Victoria Hospital Development Principles.

- 3.34 Proposal to provide housing-led mixed use on this former hospital site. The site contains two listed buildings (the East Lodge and Hospital Administration building) and designated open space lining the southern boundary. The entire site is covered by a Tree Preservation Order. It lies within the view cones of Protected City Views.

Royal Victoria Hospital Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents, as an integral part of the design,
- Improve the setting of the listed buildings using analysis of historic garden and landscape structure to inform design and layout of open space, movement routes and public realm,
- Make iterative use of topographic and view analysis (including views within the site) to inform height and massing, and to integrate development into the setting of the listed buildings and the wider context,
- Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street,
- Line all new routes and open space with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level,
- Provide new active travel infrastructure: Active Travel Route: Royal Victoria Hospital to Roseburn Path via Quiet Route 20 and New active travel crossing: Craighleith Road at Orchard Drive,

- *Retain and enhance designated open space as public greenspace. Use selective tree thinning and minor adjustments to boundary walls to improve visual and physical connections to and through the site,*
- *Ensure design and layout of streets and spaces incorporate key views towards listed buildings and surviving historic features (landscape and built form). Design active travel links to incorporate green blue infrastructure, including tree-planting,*
- *Retain mature trees and stone walls. Consider appropriate re-use of non-designated heritage asset (stable block) in north west corner of the site,*
- *Integrate site history interpretation into public realm design,*
- *Integrate new outdoor play facilities into the site layout in a well overlooked and accessible location with a welcoming setting that provide for a range of users, including those with disabilities (see Proposal BGN 36)*
- *Take contemporary surface management proposals in this sewer catchment area into account in designing the site layout and corresponding surface water management plan, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership,*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Place 6 – Crewe Road South

Planning permission will be granted for development within the boundary of Crewe Road South, as defined on the Proposals Map provided it accords with the Crewe Road South Development Principles.

- 3.35 Proposal to provide housing-led mixed use on a site which currently comprises a mix of commercial uses and substantial greenspace. The site is adjacent to the Inverleith Conservation Area and there are listed buildings and structures adjacent to the site as part of Fettes College and at Avenue Villas. The site lies within the view cones of Protected City Views. It contains two electricity substations.

Crewe Road South Development principles

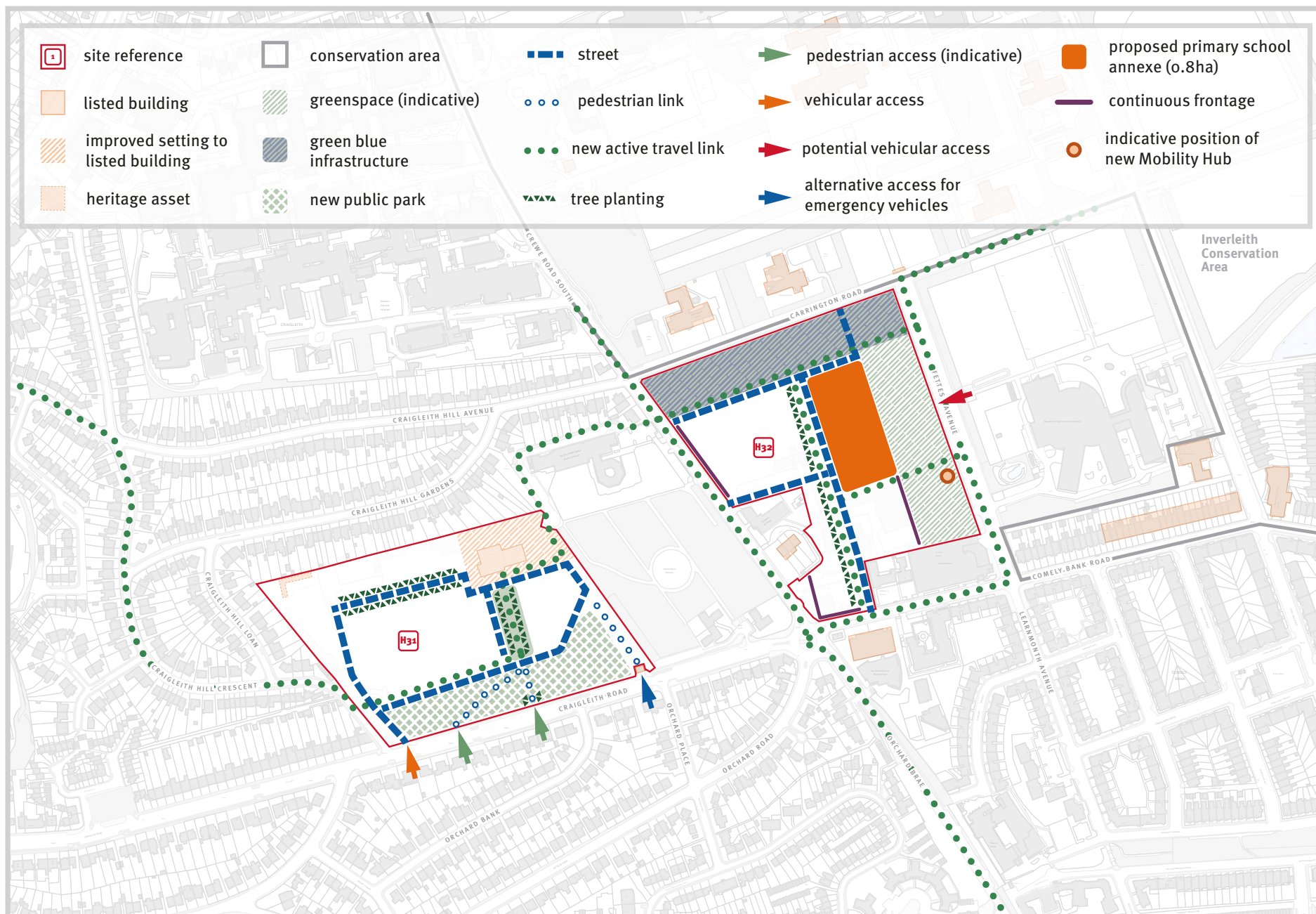
Proposals will be expected to:

- *Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.*
- *Respect green landscape setting of Inverleith Conservation Area, in particular dominance of landscaped open space and its relationship with built form. Retain and enhance greenspace on northern and eastern boundaries within a new structure of tree/woodland planting and blue-green infrastructure. Reinforce existing green network between Comely Bank Cemetery and Inverleith Park and enable potential for new allotment space,*
- *Incorporate existing mature trees and other significant vegetation into site layout,*
- *Create a strong urban form, including ground floor commercial uses, at the corner of Crewe Road South and Comely Bank Road equivalent in scale to a 4-storey tenement,*
- *Make provision for a potential new Annexe to Flora Stevenson Primary School (0.8ha),*

- *Create a permeable network of streets and paths that increase active travel links to facilities such as Western General Hospital, Inverleith Park and public transport stops,*
- *Line all new routes and open space with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level,*
- *Provide active travel infrastructure: New Active Travel Route: Crewe Road South from Orchard Brae Roundabout to Crewe Toll; link from Victoria Hospital site to Carrington Road (Quiet Route 20) ensuring safe crossing of Crewe Road South and new Active Travel link: along Fettes Avenue from Comely Bank to Carrington Road,*
- *Incorporate a mobility hub in a prominent location with high footfall and good passive surveillance. Provide direct links for active travel between this hub and public transport stops. As a minimum, the hub should incorporate bike/e-bike cycle hire point (19 docks approx. 14.5m x 2m) and car share opportunities,*
- *Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries,*
- *Make iterative use of Townscape and Visual Impact Assessment to identify footprint, height and massing of built form, respecting existing townscape, landscape and conservation area setting and surrounding residential character (predominantly 2-3 storey villas, townhouses and tenements),*
- *Adjust height and create new openings in stone wall lining Crewe Road South to provide an active frontage and improve visual and physical connections to and through the site.*
- *Address potential requirement to re-locate gas infrastructure (District Governor, gas main) in north western corner.*
- *Incorporate a new open river channel that maximises riparian habitat and reduces overall flood risk from the culvert to the north of the site by diverting the stretch of the existing culverted watercourse that is north of the site from Crewe*

Road South (at the North West corner of this site) up to the junction of Carrington Road at its junction with Fettes Avenue (at the North East corner of this site). The diverted watercourse shall be routed to run inside the northern boundary of the site as shown the site brief diagram. As part of this, the developer shall upgrade any remaining length of culvert between where the open watercourse enters the culvert under Crewe Road South, and the new open river channel within the site. The developer shall coordinate with Scottish Water, SEPA and City of Edinburgh Council regarding the planning, design and delivery of this diversion (see proposal BGN20), and,

- *Take contemporary surface management proposals in this sewer catchment into account in designing the site layout and corresponding surface water management plan, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership.*



Map 21 – Comely Bank

Place 7 – Stead's Place

Planning permission will be granted for development within the boundary of Stead's Place, as defined on the Proposals Map, provided it accords with the Stead's Place Development Principles.

- 3.36 Proposal to provide housing-led mixed use. The site is partially within the Leith Conservation Area and comprises a mix of retail units on the Leith Walk frontage and industrial buildings to the west. There are a number of listed buildings adjacent to the site. The site includes one non-designated heritage asset (two-storey sandstone building) fronting onto Leith Walk.

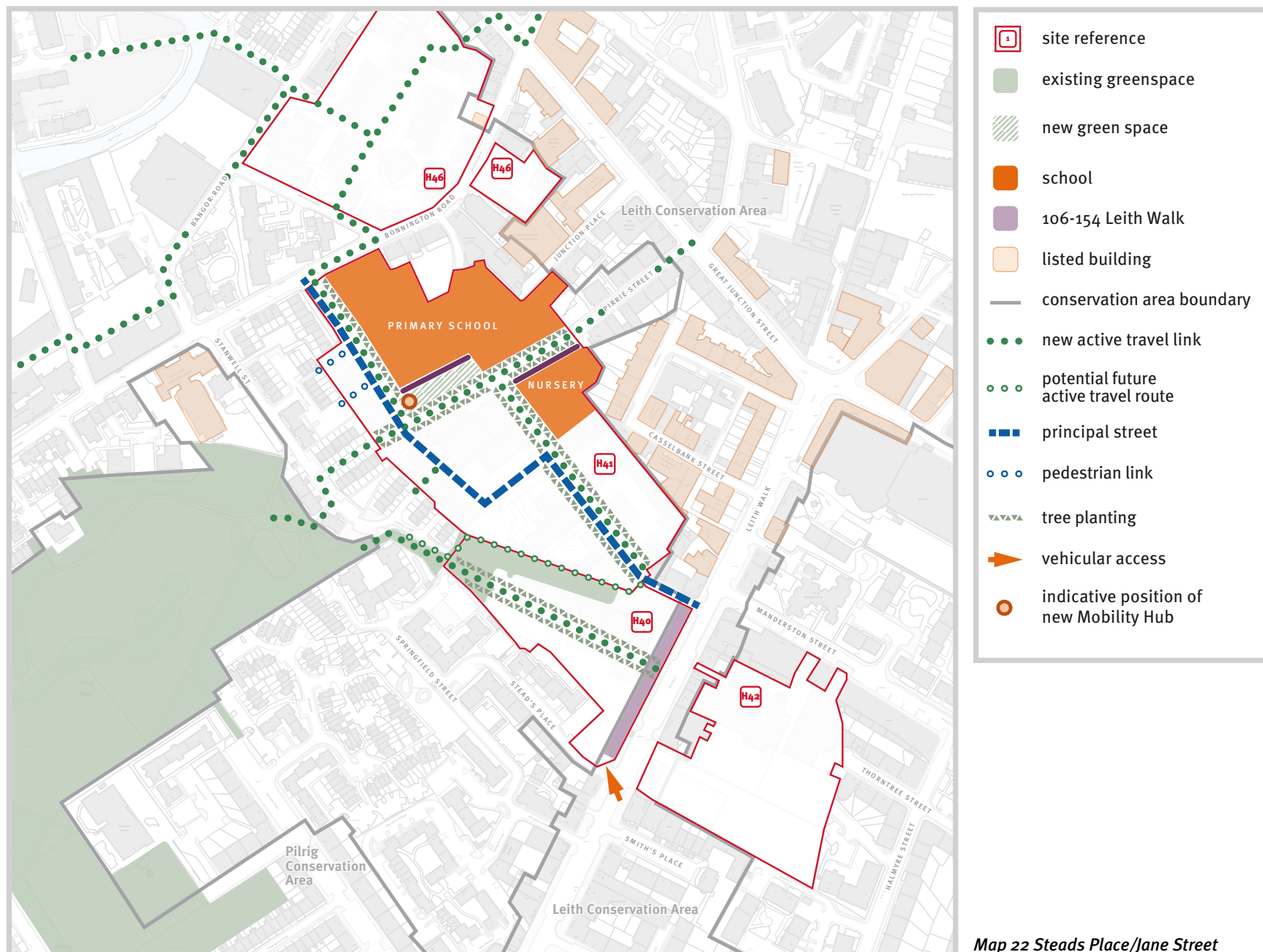
Stead's Place Development principles

Proposals will be expected to:

- *Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.*
- *Re-provide appropriately sited new flexible, ground floor, class 4 uses as an integral part of the design. Retain and re-use the two-storey sandstone building (106-154 Leith Walk) that currently contains commercial and retail units.*
- *Create a new path through this frontage to improve permeability for active travel as part of connection from Leith Walk to West Bowling Green Street,*
- *Improve existing active travel route between Leith Walk and Pilrig Park, incorporating green blue infrastructure. Define this route with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level,*
- *Vary height, mass and housing typology in response to diverse edge conditions*

that include the sandstone building, the railway embankment, open space, and a range of residential heights (predominantly 4-5 storeys). Use townscape, roofscape and view analysis to inform scale and massing,

- *Demonstrate pedestrian priority throughout, providing accessible parking only (no private car parking) and vehicular access for servicing and deliveries,*
- *Use site design, layout and landscaping, including green-blue infrastructure, to connect to and reinforce surrounding green networks and natural habitats, including Pilrig Park,*
- *Improve the landscape character and usability of existing greenspace bordering Pilrig Park,*
- *Enable future use of surviving railway embankment as a green corridor that is fully-accessible from its western edge,*
- *Provide access strip on either side of existing combined sewer crossing the north-west section of the site.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*



Map 22 Steads Place/Jane Street

Place 8 – Jane Street

Planning permission will be granted for development within the boundary of Jane Street, as defined on the Proposals Map, provided it accords with the Jane Street Development Principles.

- 3.37 Proposal to provide housing-led mixed use on site primarily in industrial use. The site is adjacent to the Leith Conservation Area. There are several listed buildings and one non-designated heritage asset (church) adjacent to the site. The site includes surviving arched sections of the former railway and embankment. Within the site there is a medium pressure gas pipe, multiple drainage and water assets, two electricity substations and high voltage cables.

Jane Street Development Principles

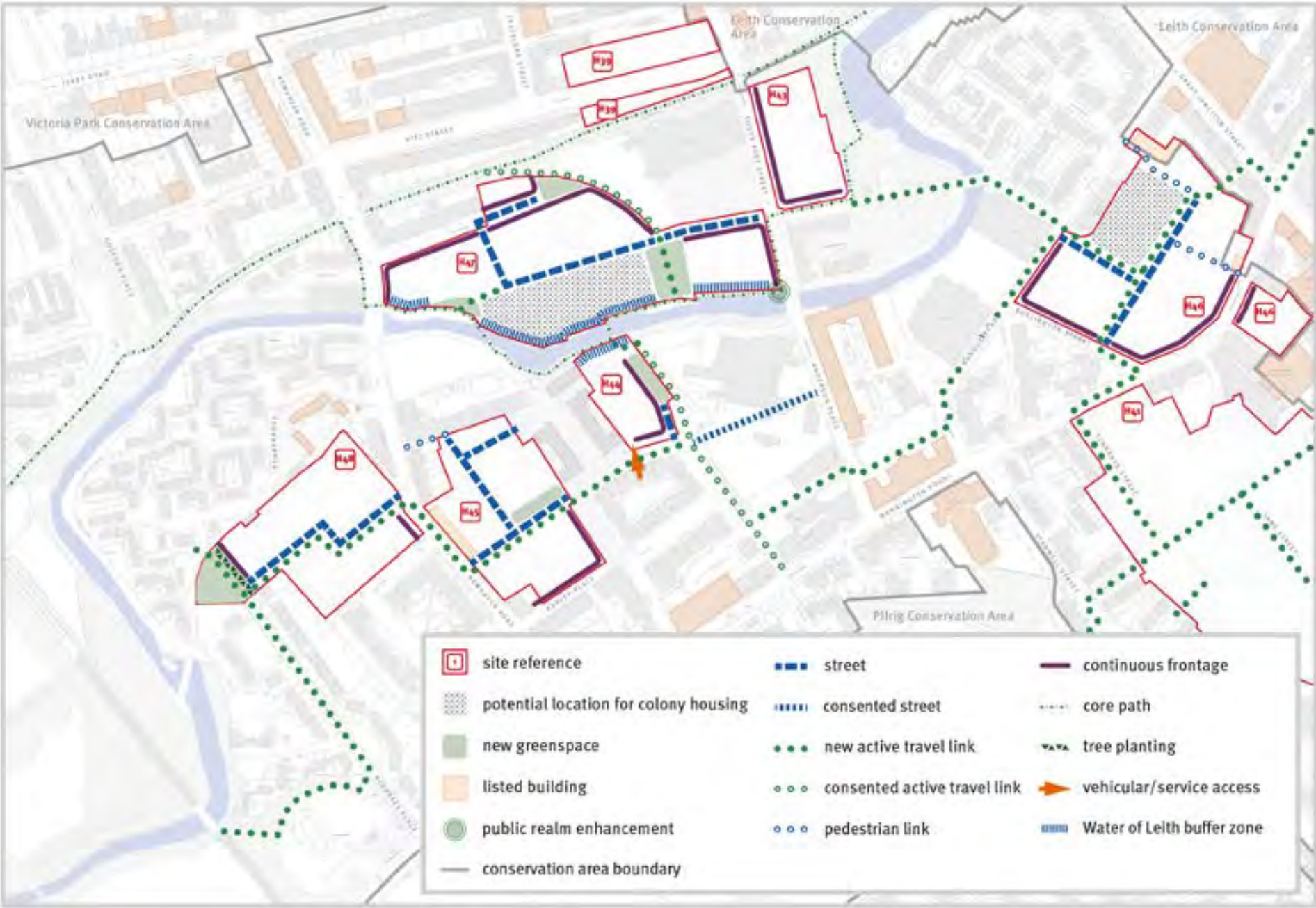
Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Make provision for a new Primary School (1.2ha) and Nursery (0.3ha).
- Locate family housing with private open space near existing residential streets.
- Create a permeable network of streets and spaces including new routes for active travel between Great Junction Street and Pilrig Park and secure the connection from Leith Walk to West Bowling Green Street (via Tenant Street) including new safe crossing of Bonnington Road. Line all new movement routes and open space with active frontages that promote pedestrian movement and passive surveillance between inside and out at ground floor level.
- Demonstrate pedestrian priority throughout, providing accessible parking only (no private car parking) and vehicular access for servicing and deliveries.

- Vary height, mass and housing typology in response to diverse edge conditions that include built heritage, the railway embankment and a range of residential heights (2-5 storeys). Use townscape, protected and local view analysis to inform scale and massing.
- Integrate key views into the site layout (e.g. local views to railway arches, Arthur's Seat).
- Retain existing mature trees, stone walls and stone setts. Consider appropriate re-use of locally important built form including surviving railway arches and older industrial units.
- Provide new greenspace and green-blue infrastructure, including tree-lined streets that connect to and enhance surrounding green networks, including Pilrig Park. Enable future use of surviving railway embankment as a green corridor, and,
- Have regard for Water of Leith flood extent, which may require further consideration as part of planning application.

Bonnington cluster

- 3.38 All proposals in this cluster will be expected to provide sections of, or links to, the new active travel routes: - Bonnington link East-West from Great Junction Street to Powderhall and Leith Walk to West Bowling Green Street, and public transport improvements to services along Bonnington Road.



Map 23 Bonnington Cluster

Place 9 West Bowling Green Street

Planning permission will be granted for development within the boundary of West Bowling Green Street, as defined on the Proposals Map, provided it accords with the West Bowling Green Street Development Principles.

- 3.39 Proposal for housing and commercial space on a site currently occupied by single storey industrial units. The site is adjacent to Leith Conservation Area and abuts the Water of Leith Green Corridor.

West Bowling Green Street Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents.
- Use townscape, protected and local view analysis to inform scale and massing and to integrate development with the setting of the Conservation Area, the Water of Leith, and surrounding residential built form (4-6 storeys).
- Use site design, layout and landscaping, including green-blue infrastructure, to connect to and enhance surrounding green corridors and natural habitats. Retain mature and shrubs on the periphery of the site.
- Form convenient connections to adjacent core paths, pedestrian and cycle routes, integrating necessary changes in level.

- Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.
- Line streets, paths and open space with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level.
- Take South Fort Street building line from adjacent block (22-10 South Fort St), equalling or increasing pavement width.
- Maintain a 20m buffer zone between the top of the bank to the Water of Leith and built form, Use buffer to create natural space for resilience and overland flow, benefit biodiversity and create an attractive river edge. This space can also be used for recreation and amenity.
- Provide access strip on either side of combined sewer near southern boundary.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 10 Newhaven Road 1

Planning permission will be granted for development within the boundary of Newhaven Road 1, as defined on the Proposals Map, provided it accords with the Newhaven Road Development Principles.

- 3.40 Proposal for housing and commercial space on the site of a former distillery and flour mill currently occupied by industrial and storage units. The site abuts a core path and the Water of Leith Green Corridor and lies within the viewcones of Protected City Views.

Newhaven Road 1 Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Form new connection for active travel between the consented cycle route (east of site boundary) and the existing footbridge on Water of Leith walkway, integrating any necessary changes in level.
- Provide section of the new active travel route: Bonnington link East-West from Great Junction Street to Powderhall along southern frontage.
- Make iterative use of townscape, protected and local view analysis to inform scale and massing, and to integrate development with the river setting and surrounding housing (predominantly 4-6 storeys).
- Maintain a 20m buffer zone between the top of the bank to the Water of Leith and built form. Use buffer to create natural space for resilience and overland flow benefit biodiversity and create an attractive river edge. This space can be also be used for recreation and amenity.

- Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.
- Line streets and public open space with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level.
- Use site design, layout and landscaping, including green-blue infrastructure, to promote biodiversity and strengthen existing green corridors and natural habitats. Retain mature trees and shrubs on the periphery of the site.
- Retain surviving historic fabric, e.g. stone walls, from former uses (distillery; flour mill).
- Provide access strip on either side of combined sewer near northern boundary.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 11 Newhaven Road 2

Planning permission will be granted for development within the boundary of Newhaven Road2, as defined on the Proposals Map, provided it accords with the Newhaven Road 2 Development Principles.

- 3.41 Proposal to provide housing-led mixed use on the site of a former chemical works currently occupied by office accommodation and industrial units. The site includes one listed building fronting onto Newhaven Road. It lies within the viewcones of Protected City Views.

Newhaven Road 2 Development Principles

Proposals will be expected to:

- *Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.*
- *Re-provide appropriately sited new flexible, ground floor, class 4 uses(e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.*
- *Incorporate small-scale retail (no larger than 250 sqm) and class2/3 uses, proportionate to the needs of future residents.*
- *Provide appropriate new use for listed buildings at 36-40 Newhaven Road. Promote retention of non-designated heritage assets associated with former chemical works.*
- *Create a permeable network of streets and paths reinforcing key routes for active travel, in particular connections to nearby core paths. Line all routes and open space with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level.*
- *Provide section of the new active travel route: Bonnington link East-West from Great Junction Street to Powderhall through site and continuing along Newhaven Road and safe crossing.*

- *Vary height, mass and housing typology in response to diverse edge conditions that include built heritage and a range of residential heights (2 to 6 storeys). Use townscape, protected and local and view analysis to inform scale and massing.*
- *Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.*
- *Provide new greenspace and green-blue infrastructure, including tree-lined movement routes.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Place 12 Bangor Road

Planning permission will be granted for development within the boundary of Bangor Road, as defined on the Proposals Map, provided it accords with the Bangor Road Development Principles.

- 3.42 Proposal to provide housing-led mixed use on land occupied by two redundant listed buildings and low-density commercial properties. The site is adjacent to and partially within the Leith Conservation Area.

Bangor Road Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents.
- Provide appropriate new use for listed buildings at 26 Bonnington Rd and 13 Bangor Rd. Retain stone setts and stone walls.
- Vary height, mass and housing typology in response to diverse edge conditions that include built heritage and a range of residential heights (2 to 5 storeys). Use townscape and view analysis to inform scale and massing.
- Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.
- Re-open lane to Great Junction Street as an active travel route and provide new active travel link and crossing: Great Junction Street to Cables Wynd
- Provide section of new active travel link: Leith Walk to West Bowling Green Street.
- Provide new greenspace and green-blue infrastructure, including tree-lined movement routes.
- Adjust building line on west side of Bonnington Road to widen pavement.
- Provide access strip on either side of existing water main. Address potential requirement to re-locate existing gas infrastructure (District Governor, gas main) at south corner.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 13 South Fort Street

Planning permission will be granted for development within the boundary of South Fort Street, as defined on the Proposals Map, will be granted provided it accords with the South Fort Street Development Principles.

- 3.43 Proposal to provide housing-led mixed use on land currently occupied by a mix of large-scale industrial sheds, buildings and yards. The site is within the view cones of Protected City Views.

South Fort Street Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents, as an integral part of the design.
- Respect prevailing height of surrounding residential built form, predominantly 3 and 4 storey tenements, using townscape, protected and local view analysis to inform scale and massing.
- Integrate key views into the layout of streets and spaces (e.g. Water of Leith, Calton Hill, Arthur's Seat, Edinburgh Castle, Pentland Hills).
- Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.
- Line streets, paths and public open space with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level.

- Provide safe crossing of West Bowling Green Street to connect to Water of Leith walkway with national cycle route 75.
- Integrate necessary changes in level between active travel routes and Water of Leith walkway.
- Maintain a 20m buffer zone between the top of the bank to the Water of Leith and built form. Use buffer to create natural space for resilience and overland flow, benefit biodiversity and create an attractive river edge. This space can be also be used for recreation and amenity. Integrate blue-green infrastructure into design of greenspace and movement routes, linking to existing green corridors north and south of the site. Retain mature trees and shrubs.
- Retain historic streetscape features, including stone setts and lamp standards. Preserve in-situ archaeological remains associated with Bonnington House.
- Improve public realm on South Fort Street at interface with Water of Leith walkway.
- Provide access strip for combined sewer that extends into the site.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 14 Stewartfield

Planning permission will be granted for development within the boundary of Stewartfield, as defined on the Proposals Map, provided it accords with the Stewartfield Development Principles.

- 3.44 Proposal to provide housing and commercial space on a site currently occupied by single storey industrial and commercial units. There are a number of listed buildings adjacent to the northern and western boundaries. The site lies within the view cones of Protected City Views.

Stewartfield Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Integrate key views into the layout of streets and spaces, such as local views to Whinny Hill;
- Vary height, mass and housing typology in response to diverse edge conditions that include built heritage, level changes and a range of building heights (1-5 storeys). Use townscape and view analysis to inform scale and massing.
- Form new routes for active travel including new link between Redbraes Place and Ladehead. Provide new section of new active travel route: Bonnington link East-West from Great Junction Street to Powderhall, including safe crossing of Newhaven Road. Line all new routes and public open space with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level.

- Demonstrate pedestrian priority throughout, providing no or very limited private car parking apart from accessible parking spaces and vehicular access for servicing and deliveries.
- Provide new greenspace and green-blue infrastructure, including tree-lined streets that connect to existing green networks, including towards the Water of Leith;
- Provide access strip on either side of existing water main.
- Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN10.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 15 Seafield

Planning permission will be granted for development within the boundary of Seafield, as defined on the Proposal Map, provided it accords with a Place Brief, a flood risk and coastal erosion appraisal, the Seafield Site Development Principles and an approved master plan.

- 3.45 The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. The Place Brief must consider the implications of flood risk and erosion in the area and be informed by a flood risk and coastal erosion appraisal which develops options which can be supported by the Council. The implications of flooding and coastal erosion should be used to inform the development of this site. Development at Seafield should provide or contribute towards education, and healthcare infrastructure and community facilities.
- 3.46 Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Policy Env 2. Proposals will also be assessed against the Seafield Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity.
- 3.47 Development at Seafield Industrial Estate must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA.

Seafield Development Principles

The requirements in principle will be:

- *A housing –led mixed use urban extension with a sense of community that can connect with neighbouring areas and the wider city.*
- *Appropriate mass, scale, height and layout of new development, having regard to views to it from the Firth of Forth*

- *Ensure all homes are adequately served by play facilities and have access to open space in line with the Council's Open Space Strategy and proposal BGN57*
 - *Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN9*
 - *Provision of sustainable travel infrastructure, including where possible use of existing rail infrastructure:*
 - a. *Mobility Hub*
 - b. *Edinburgh Promenade upgrade and safe connections and safe crossing of Seafield Road East*
 - c. *New active travel route: City Centre along Portobello Road/London Road.*
 - d. *New Active Travel Route: Along Seafield Road and connection to Craigentinny Avenue via Fillyside*
 - e. *New Active Travel Route: Along Seafield Road and Portobello High Street*
 - f. *Active Travel connections through Harry Lauder Junction*
 - g. *New public transport route: Seafield Road to Leith*
 - *Provide or contribute towards education, and healthcare infrastructure and community facilities.*
- 3.48 The site is situated adjacent to the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA, bounded by a promenade. Development of Seafield may cause acoustic and visual (including lighting) disturbance to waders feeding and roosting within 150 meters of the site, particularly during construction but also once new development is occupied/operational and human activity, including vehicular movement, increase. However, it should be noted that this area of the SPA is readily accessible and does currently experience large volumes of pedestrians and dog walkers. The factors identified apply only in the winter months, when the wading and roosting birds are present.

- 3.49 Pollution is a potential cause of harm most likely during construction. This could have a direct impact upon the qualifying interest, through ingestion or fouling or, more likely, an indirect impact by modifying the habitat – either temporarily -including intertidal sediment quality. Disturbance and the effects of pollution could significantly alter the SPA populations as a viable component of the Firth of Forth SPA or alter their disturbance within the site. Both of these scenarios run contrary to the conservation objectives of the SPA.
- 3.50 Mitigation measures applied or taken into account. Acoustic disturbance during the construction phase of the development can be avoided by preventing work during the overwintering period, between September and April (inclusive). It may be acceptable however to mitigate any noise disturbance, if necessary, through:
- noise attenuation (including screening) or restrictions which prevent noise exceeding thresholds above which qualifying species are disturbed,
 - phasing plans or agreed programmes of work which prevent activities likely to cause a noise disturbance such as piling from occurring during the overwintering period, or for example, working during high tides at springs between sunrise and sunset during that period.
- 3.51 To prevent pollution events, there should be standard adherence to pollution control measures e.g. SEPA Guidance Note 7.
- 3.52 The mitigation measures noted above would ensure development of the Seafield Industrial Estate would not have a significant effect upon the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA ; the structure or the functioning of the Qualifying features (sps) populations or the habitats that they support.

West Edinburgh

- 3.53 West Edinburgh focuses on land along the A8 corridor and tram route and intermodal connections at Edinburgh Gateway. This includes a number of existing major uses such as the Airport, Royal Highland Showground, Edinburgh Park and Gyle and Hermiston Gait Shopping centres.
- 3.54 National planning policy identified the potential of this area for nationally important economic development through the delivery of an International Business Gateway. Given changes in the business and office market both pre and post Covid-19 it is now considered appropriate to define a number of the parameters of development within this area as they inform a revised vision for West Edinburgh.
- 3.55 City Plan continues to support economic development opportunities within West Edinburgh whilst introducing a balanced mix of uses that promote healthy, sustainable lifestyles and a strong sense of place through the 20-minute neighbourhood principle. Therefore, a range of new opportunities for housing development are being brought forward in City Plan with a focus on housing-led, high density, mixed use development. Infrastructure requirements detailed here are assessed through the technical notes accompanying the Plan.
- 3.56 The vision is for West Edinburgh to become a vibrant, high density, mixed use extension to the city with a focus on place making, sustainability, connectivity, biodiversity and a strong landscape framework.

Place 16 West Edinburgh

Planning permission will be granted for development which will contribute towards the creation of new urban quarters in West Edinburgh (specifically H59, H60, H61, H62 and H63 on the Proposals Map), provided it accords with the West Edinburgh Development Principles and the approved, or subsequently approved, master plan and phasing plan. The Council will coordinate a collaborative, multidisciplinary masterplan approach to development across these sites.

- 3.57 Proposals will be assessed against the West Edinburgh Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and relationship with neighbouring uses and designations in conjunction with submitted visual, landscape and environmental appraisals.

A West Edinburgh Masterplan will be prepared, to support the future development of the Edinburgh toward net-zero through a housing led mixed-use development of a significant new 20-minute neighbourhood.

Infrastructure Delivery

- 3.58 Policy Inf 3 and Inf 4 are 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 as part of a phased approach to site delivery. Further assessment of individual and cumulative impacts may be required to further understand the necessary mitigation.

Transport Assessment

- 3.59 A cumulative Transport Contribution Zone will be applied to address the area wide transport interventions as identified through the Transport Appraisal and the outcomes of WETA/WETIP in support of the measures being delivered as part of City Deal, including those in Part 4, table 8. The Council's preferred method of infrastructure delivery will be through direct delivery by developers. It is expected that detailed transport assessments will be submitted in support of development proposals. These should include modelling of 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).

Education and Community Facilities Appraisal

- 3.60 Contributions are required to deliver education provision to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone drawing on the conclusions of the Council's Education Appraisal. The Council's approach to secure timeous delivery of the required school capacity as outlined below is to be detailed through supplementary guidance. The scope of Education Mitigation is subject to further assessment and details to be included in Planning Guidance:

Place 22 - Maybury ELDP 2016 HSG 20 Cammo	Development of 1 x 21 Class PS committed and delivery anticipated by August 2023
East of Milburn Tower	1 x 14 Class (2 ha) PS
ELDP 2016 Emp 6 IBG; H61 Crosswinds; H62 Land adj to Edinburgh Gateway; H63 Edinburgh 205	2 x 1,200 pupil (5.1ha) HS 2 x 21 Class (2.1 ha) PS 1 x 15 Class (2 ha) PS 1 x 14 Class (2 ha) RC PS
H60 Turnhouse Road; H59 Land at Turnhouse Road (SAICA)	1 x 7 Class (1 ha) PS

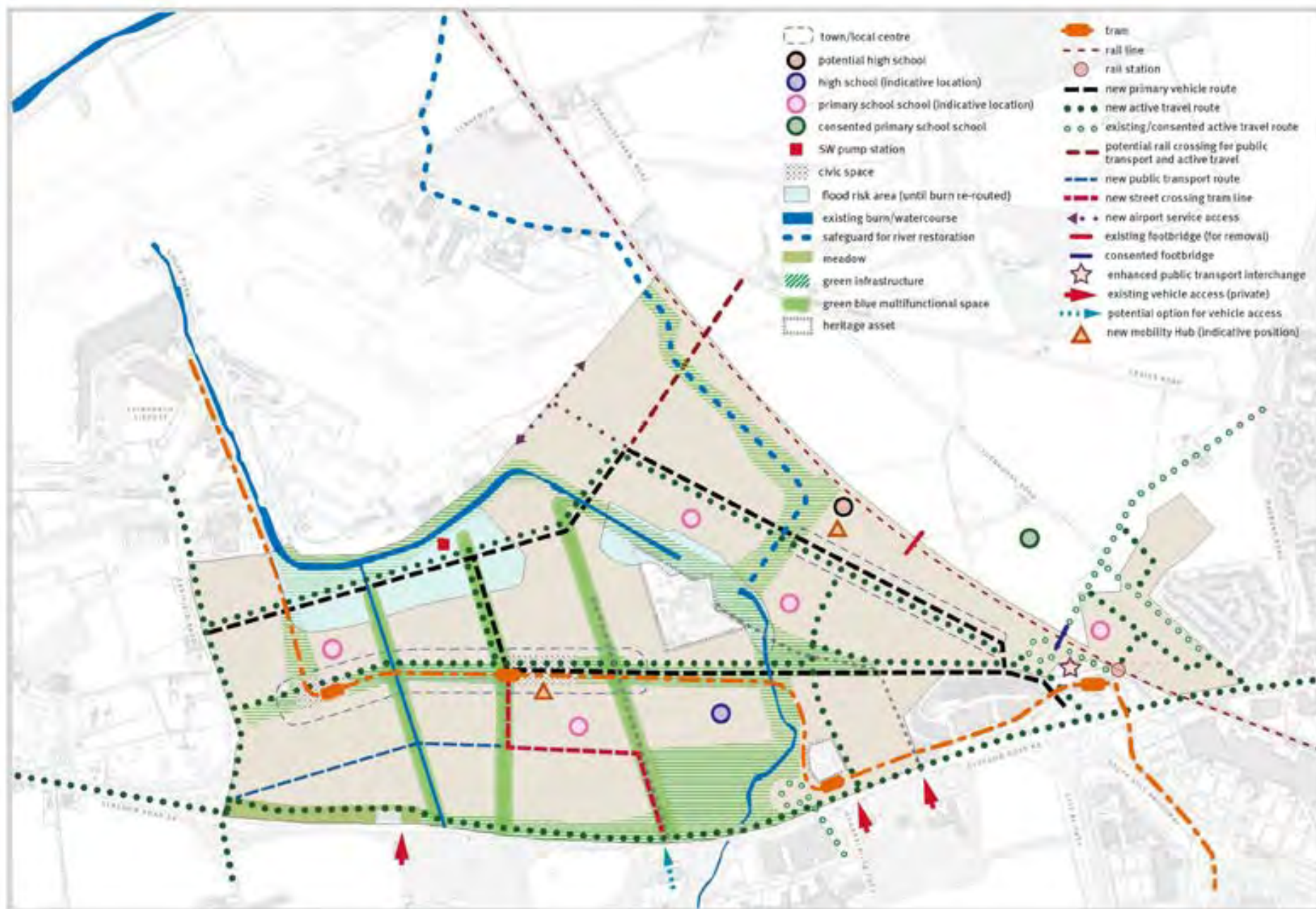
Healthcare Assessment

- 3.61 Contributions are required to deliver healthcare provision to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone drawing on the conclusions of the Council's Healthcare Appraisal.

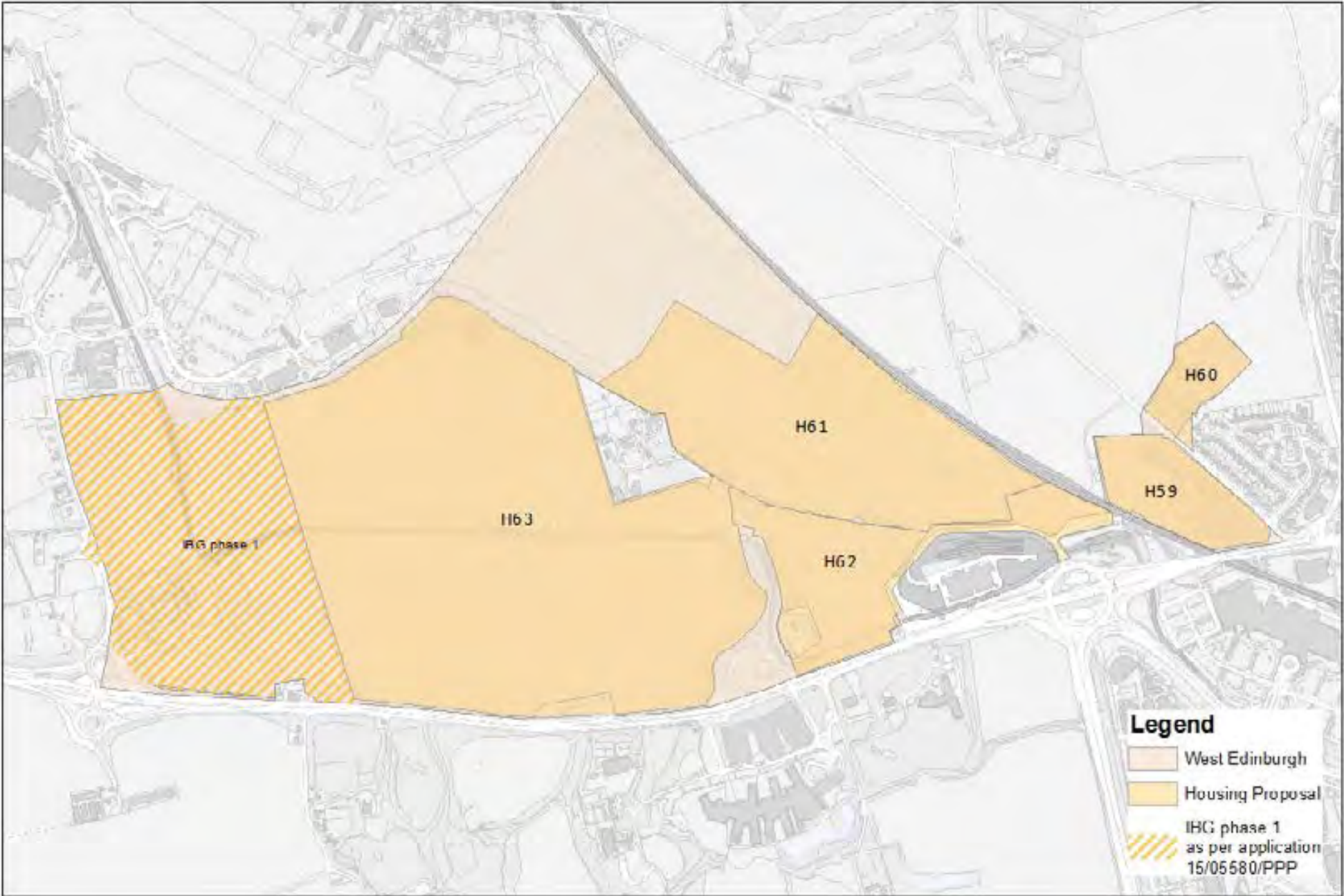
West Edinburgh Development Principles

The requirements in principle will be:

- A collaborative, multi-disciplinary, masterplan led approach to creating a high density, mixed use, urban extension to the city, compact in form with a sense of place and community attractive to residents, workers and visitors. As a result, West Edinburgh will embody many of the principles that help the City progress toward net zero. The collaborative approach will include statutory consultees as key stakeholders. As part of this process the West Edinburgh Landscape Framework and West Edinburgh Strategic Design Framework will be reviewed;
- A mix of uses focused around the tram stops, with a particular focus within the land known as Edinburgh 205 (H63) as a town centre development with civic space, community facilities and commercial and leisure uses as the focal point of a new 20-minute neighbourhood;
- Development which takes account of the West Edinburgh Landscape Framework as appropriate and considers how the site connects into the wider, strategic green network at West Edinburgh in creating a landscape structure and green network as a setting for development which incorporates north - south and east-west corridors and views, linked blue/green spaces and water management and ecosystem services;
- Design which takes account of detailed contextual appraisal and analysis, agreed with the Council, that considers potential impact of development on key views, surrounding landscape, listed buildings and other designated heritage assets and the landscape setting of the city, including topographical features and typical woodland cover;
- Design which aligns streets and spaces to capture and accentuate potential key views to important landmarks such as the Pentland Hills, Arthur's Seat, the Forth Bridges and Edinburgh Airport air traffic control tower, as well as to new landmarks of the development;



Map 24 – West Edinburgh



Map 25 West Edinburgh housing sites

- *Design which develops options to address how development in the south of the area should take account of transport and traffic improvements on the A8 to define how development should address that route;*
- *A legible hierarchy of streets, routes and spaces designed for convenient, safe movement of pedestrians, cyclists, and public transport that connects all parts of the brief area;*
- *Led by contemporary design to reinforce the image of Edinburgh as a modern, prosperous city and integrate positive characteristics of the city's historic townscape, roofscape and spatial character to create a sense of place;*
- *An iterative process with the use of TVIA, sunlight and daylight analysis to ensure building height and mass responds well to site context, topography and micro-climate and provides future residents with high levels of residential amenity;*
- *Designed as proposals allow to reroute the Gogar Burn (see proposal BGN49), in consultation with SEPA, to maximise water management and biodiversity improvements from the new route and water management opportunities from the existing route;*
- *Where operationally acceptable, to integrate the tram line with the urban character and civic space of the town centre and local centre and with the tram line to the south of the space so that buildings are set back to allow for sunlight. Where it is not operationally acceptable to integrate the tram in this way, access and crossing points should be clear and designed for ease of active travel. Tram line operational boundary treatments should be designed as an integral part of the urban and landscape framework. Crossings will be signalised for safety;*
- *To address and connect across land ownerships and to the wider City – physically, visually and socially, including with urban frontages to site edges where appropriate and with active travel and public transport infrastructure which enables movement around the area and to the city. Active travel and public transport connectivity between the sites and to the north shall be established through the Masterplan and phasing work and public transport options for orbital bus routes to north and south will be delivered either through improvements to public transport priority at the Gogar and Maybury roundabouts or through public transport access to the north;*
- *Road access which follows the principles of the WETA programme in providing a new Gogar Link Road and access from Eastfield Road. Master plan and phasing work should address the potential for local access from the south of the area to the A8 in conjunction with transport and traffic improvements on the A8;*
- *Internal connectivity for active travel and public transport modes, including relationship with the Ingliston Park & Ride site and how that site might be relocated or redesigned for the better overall place making of the area. Master plan and phasing work should develop a design, parking strategy and parking standards approach to minimise need for private car use and private vehicle ownership. This and other demand management measures are an important element of relevant local, regional and national policies and will be critical in promoting sustainable travel behaviour in West Edinburgh area;*
- *That master plan and phasing work will establish how a mix of uses, including vertical mix, is distributed across the area. The mix will include but not be limited to retail, professional services, food and drink, office and light industrial, industrial in appropriate locations away from residential use, assembly and leisure and community facilities/hubs as well as high and medium density residential with mixed tenure development as required by other plan policies;*
- *To use a public realm strategy to achieve an integrated design approach to the delivery of high-quality streets and public spaces to provide identity, and a public art strategy to complement this;*
- *For a sustainable place with increased biodiversity and a net zero carbon target and adapted to climate change;*
- *To provide or contribute towards education, and healthcare infrastructure and community facilities;*
- *A Flood Risk Assessment is required and should inform the development and design/layout of the site, as shall a strategic assessment of surface water management with a view to setting out a coordinated, strategic approach to surface water management for the whole site;*
- *The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play*

facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. The site shall also ensure all homes are adequately served by open space in line with the standards for different sizes of open space set out in the OSS;

a. Provide or contribute towards the following transport infrastructure:

b. New Active Travel routes:

- *Within the sites delivery of high-quality, direct walking and cycling routes, segregated from traffic and without at-grade crossings of major roads where possible, between the developments and as a minimum to the airport (as a major employment site), the Gyle, Edinburgh Park, Corstorphine, and onward links to Edinburgh City Centre. Provide well connected routes to the tram stops and Edinburgh Gateway Station, including one or more active travel links that cross the rail line.*
- *To support delivery and integration of active travel infrastructure emerging from the West Edinburgh Transport Improvement Programme study, including as part of junction improvements works at Gogar and Maybury, long-distance segregated off-road routes, as part of the bus priority measures, and the Newbridge to Dalmeny route upgrade;*
- *To segregate active travel routes developed alongside Gogar Link Road and Eastfield Road;*
- *Mobility hubs: provide a number of mobility hubs close to tram/bus stops and high footfall, master planning and phasing work will identify optimum locations;*
- *Enhanced bus provision:*
- *North Orbital to connect new residential and high employment areas of West Edinburgh with key areas of development along the waterfront from Granton, Newhaven through to Seafeld;*
- *South Orbital route to connect West Edinburgh with new areas of development to the South East of Edinburgh at the BioQuarter via a number of key residential localities. To support delivery of the bus priority and interchange recommendations that emerge from the on-going West Edinburgh Transport*

Improvement Programme study (improve bus priority between the area served by the current A8 between Maybury and Broxburn);

- a. For potential public transport connection over the railway to connect to West Craigs Road/North Orbital; and
- b. For improved Public Transport Interchange: Train/tram/bus/active travel opportunity on the A8, The Gyle and Edinburgh Gateway Station to integrate radial and orbital bus routes with longer distance coaches, train and tram services.

Place 17 Edinburgh Airport

The development and enhancement of Edinburgh Airport will be supported within the airport boundary defined on the Proposals Map and the approved, or subsequently approved, master plan. Proposals for ancillary services and facilities will only be permitted where it can be demonstrated that these have strong and direct functional and locational links with the airport and are compatible with the operational requirements of the airport.

All development proposals within the airport boundary must accord with the West Edinburgh Development Principles, where applicable, and other relevant local development plan policies.

Supporting information will be required to demonstrate how proposals will contribute to meeting the infrastructure requirements identified for West Edinburgh. Land to the north of the existing airport boundary is safeguarded to provide a second main parallel runway, if required in the future, to meet air passenger growth forecasts. Within this area, green belt policy will apply (policy Env 18). Proposals which would prejudice the long-term expansion of Edinburgh Airport will not be supported.

- 3.62 The purpose of this policy is to guide proposals at Edinburgh Airport. The policy covers proposals for airport and related uses that require planning permission (some airport proposals are 'permitted development' i.e., planning permission is not needed). Compliance with the West Edinburgh Strategic Design Framework and other relevant plan policies will ensure airport proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrians and cyclists, traffic generation and car parking and other environmental considerations.

Place 18 RBS Gogarburn

Office and ancillary development will be supported within the boundary shown on the Proposals Map provided proposals are compatible with the existing function of the site, are acceptable in terms of impact on green belt objectives and accord with other relevant local development plan policies

- 3.63 This policy supports the future development of this site for economic development purposes, in recognition of its importance to Edinburgh's economy and financial sector. Proposals will also be assessed against other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and green belt.

Place 19 Edinburgh Park/South Gyle

Planning permission will be granted for development within the boundary of Edinburgh Park/South Gyle as defined on the Proposal Map, for development which maintains the strategic employment role of the area and introduces a wider mix of uses.

The requirements in principle will be for:

- *comprehensively designed proposals which maximise the development potential of the area*
- *development for office and other business uses as part of mixed-use proposals,*
- *housing as a component of business-led mixed-use proposals,*
- *provision of, or contribution towards education infrastructure, healthcare and community facilities,*
- *the creation of a new commercial hub adjacent to Edinburgh Park Station,*
- *additional leisure and community uses at Gyle shopping centre,*
- *an extension of the existing green space corridor (known as the Lochans) space, and,*
- *improved pedestrian and cycle links through the site and to provide strong, safe connections with services and facilities in the surrounding area including*

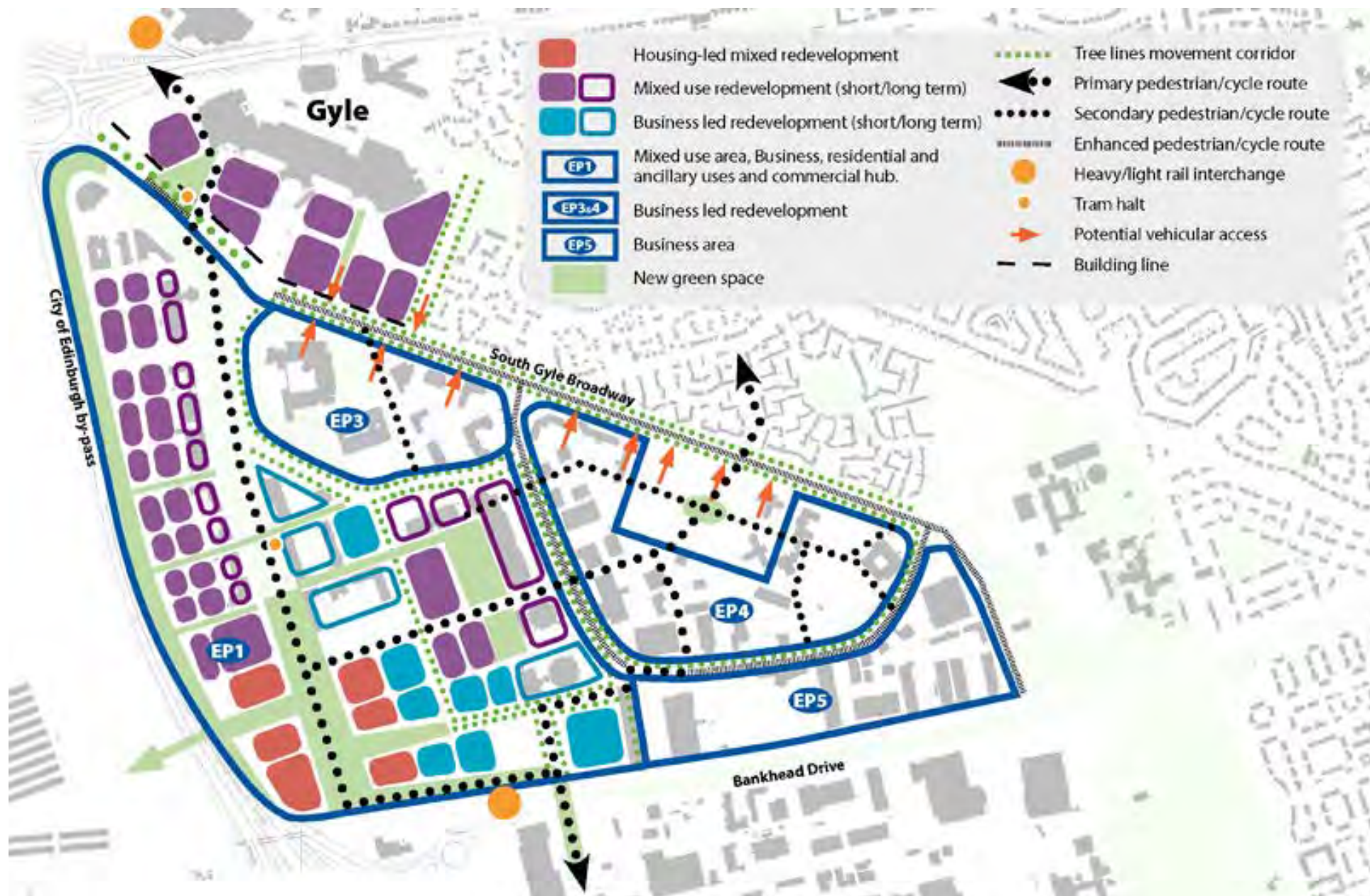
the potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active Travel Network (WEL)

- *Adoptable roads to be brought up to standard and an Internal CPZ, integrated parking/traffic management.*
 - *Enhance cycle parking at Edinburgh Park Station*
 - *Contribute towards the package of West Edinburgh transport improvements that provide active travel and public transport connections in the vicinity, including the Orbital Bus Route*
 - *Bus infrastructure - provide new facilities on internal road, including provision for Orbital Bus Route as otherwise shown in this Plan*
 - *Development should accord with the Edinburgh Park/South Gyle Development Principles.*
- 3.64 This policy aims to promote a better mix of uses in Edinburgh Park/South Gyle and still retain its important role as a strategic business location. The vision is to change the character of the Edinburgh Park/South Gyle area over time from a business dominated environment with limited evening and weekend activity to a thriving mixed use and well-integrated part of the city.
- 3.65 Proposals should help contribute towards realising the long-term vision for Edinburgh Park/ South Gyle.

Edinburgh Park/South Gyle Development Principles

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



Map 26 – Edinburgh Park / Gyle Centre

- *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. Create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.*

Area EP 2 is now complete.

Area EP 3-5 - 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.*
- *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

- *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.*
- *A masterplan should be produced for the whole commercial centre before any proposals could be considered for individual parts of the commercial centre where these would propose any new residential development.*
- *Housing development should provide, or contribution towards education infrastructure, healthcare and community facilities.*

Place 20 Royal Highland Centre

The development and enhancement of the Royal Highland Centre (RHC) will be supported within the boundary defined on the Proposals Map, provided proposals accord with the approved, or subsequently approved, master plan. Ancillary uses will only be permitted where it can be demonstrated that these are linked to the primary activities of the RHC.

All development proposals within the RHC boundary must accord with other local development plan policies, and the West Edinburgh Strategic Design Framework provides further guidance for such proposals.

The site of the Royal Highland Centre may be required for airport uses in the long term to meet air passenger growth forecasts. Therefore, development which would prejudice the long-term expansion of Edinburgh Airport will not be supported, except where it is compatible with the current use of the site by the Royal Highland Centre, in the context of this policy. Land at Norton Park as shown on the Proposals Map is safeguarded for the future relocation of the RHC and its development as Scotland's National Showground. Within this area, green belt policy will apply (policy Env 18). Proposals which would prejudice the future development of the Norton Park site for showground purposes will not be permitted.

This policy guides proposals for the further development and enhancement of the Royal Highland Centre on land to the north of the A8. The policy also safeguards the site for the long-term expansion of Edinburgh Airport, and in turn safeguards land at Norton Park to the south of the A8 for the long-term relocation of the RHC, in accordance with National Planning Framework 3.

- 3.66 Further planning guidance on the long-term expansion of Edinburgh Airport is set out within the Edinburgh Airport Master plan. The Norton Park site will remain in the green belt until required for the relocation of the RHC. Compliance with the WESDF and other relevant local plan policies will ensure RHC proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrians and cyclists, traffic generation and car parking, landscaping, sustainable building, drainage and flood management, habitat protection and enhancement, place-making and design and impact on setting and views, including wider townscape impacts.

Place 21 Riccarton University Campus and Business Park

Development for the following purposes will be supported within the boundary of Riccarton University Campus and Business Park, provided proposals accord with the approved, or subsequently approved, master plan and other relevant local development plan policies.

- Academic teaching and research.
 - Uses ancillary to the University, including student residential accommodation and sport and recreational facilities.
 - Business uses, including the research and development of products and processes, where a functional linkage with the University's academic activities can be demonstrated.
- 3.67 This policy supports the future development of Heriot-Watt University and expansion of the adjacent business park for research and development and other business uses which have strong links to the University's academic activities. Proposals will also be assessed against other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and relationship with the green belt. This policy also supports the development of the National Performance Centre for Sport and directly related development.

Place 22 Maybury

Planning permission will be granted for development within the boundary of Maybury as defined on the Proposals Map will be granted provided it accords with the Maybury and Development Principles and the approved, or subsequently approved, master plan.

- 3.68 This housing site was allocated for development and removed from the greenbelt in the Edinburgh Local Development Plan (2016). 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 Development Principles

- *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.*



Map 27 Maybury

- *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 an 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 mixed use development incorporating pedestrian, cycle and public transport safeguards.*
- *Address the transport infrastructure mitigation requirements at Maybury junction, Barnton junction and Craigs Road Junction and support delivery of the bus priority and interchange recommendations that emerge from the on-going West Edinburgh Transport Improvement Programme study.*
- *Provision of new 21 class primary school.*
- *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.*
- *Provide or contribute towards healthcare infrastructure and community facilities.*

Place 23 Builyeon Road

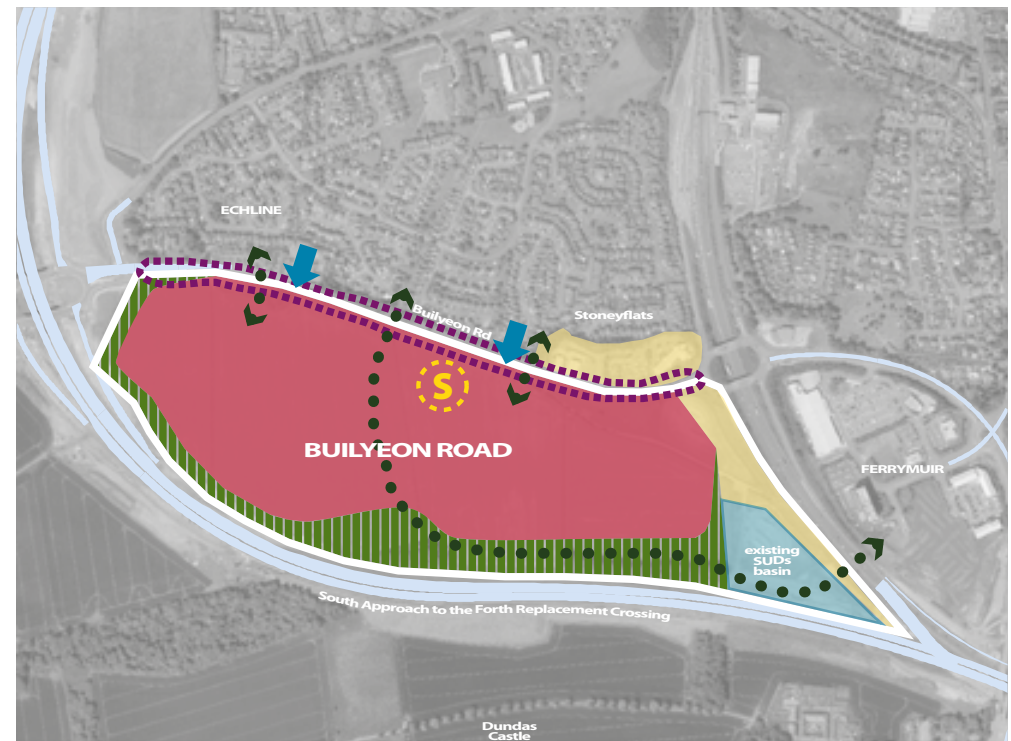
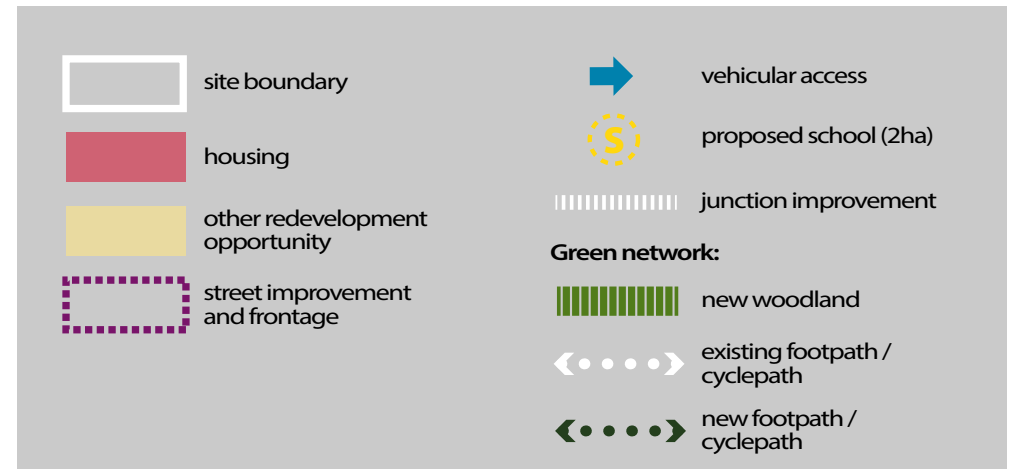
Planning permission will be granted for development within the boundary of Builyeon Road as defined on the Proposals Map provided it accords with the Builyeon Road Development Principles and the approved, or subsequently approved, master plan.

- 3.67 This housing site was allocated for development and removed from the greenbelt in the Edinburgh Local Development Plan (2016).

Builyeon Road Development Principles

- *address the education mitigation measures: New Builyeon Road (ND) Primary School and extension to Queensferry High School, St Margaret's RC Primary School and St Augustines (RC) Highs School, and transport mitigation measures including bus improvement works and active travel connections to the high street, high school and Dalmeny rail station. Including safe crossing for walking/ wheeling and cycling and active travel infrastructure at Echline Junction, on Ferrymuir Road and Lover's Lane.*
- *vehicular access to be taken from Builyeon Road (A904).*
- *a substantial landscaped buffer, with additional tree planting, should be provided along the southern boundary of the site with the new approach road, as shown on the diagram. The landscaped buffer should be of sufficient width to soften the visual impact of development on the site from the new approach road, provide a robust green belt boundary and mitigate noise impact. Additional tree planting should constitute native woodland species and have regard to any ecological mitigation measures specified as part of the replacement crossing and oil pipeline.*
- *the landscaped buffer should integrate with that provided within the western part of South Scotstoun (ELDP 2016 HSG 33), with an opportunity to incorporate a footpath/cycleway, including a bridge over the existing A90 carriageway (which is being retained as a public transport link only to the existing Forth Road Bridge) to the retail and housing area to the east of the site.*

- Opportunity to change the character of Builyeon Road (A904), through street design, including new development frontage with the road where this is possible, upgrading or providing of new bus stops or shelters, roadside footpaths and traffic calming (including reducing the speed limit through traffic regulation orders).
- new pedestrian/cycle routes (taking into account the Queensferry Crossing as appropriate) should be provided, particularly forming north-south path connections by linking new pedestrian/cycle routes to the existing network north of the A904, thus allowing the new housing to integrate fully with the existing urban area including the town centre to the north of the site. The use of avenue tree planting and retention/re-use of the existing stone wall is encouraged.
- the residential amenity of existing housing should be taken into account in the design of all new pedestrian/cycle routes and links.
- landscape effects of any noise attenuation measures to be considered in terms of site design and appearance.
- opportunity for commercial and community uses within the site, possibly in the north west and north east parts of the site where they could also form part of the frontage to the main road. There is also a possible redevelopment opportunity with respect to existing commercial uses to the north of the site (which could be incorporated into the development on the site) and with respect to the redundant northbound carriageway to the east of the site.
- provision of new local greenspace in accordance with standards set out in the Open Space Strategy.
- Provide or contribute towards healthcare infrastructure and community facilities, and,
- Investigate existence of culvert in the area which would allow connection of surface water flows from the site into the watercourse.



Map 28 – Builyeon Road

South West Edinburgh

Place 24 Curriemuirend

Planning permission will be granted for development within the boundary of Curriemuirend as defined on the Proposals Map, provided it accords with a Place Brief, the Curriemuirend Development Principles and a subsequently approved master plan.

- 3.68 This housing site was allocated for development in the Edinburgh Local Development Plan (2016). Proposal to provide housing and allotments on land at Curriemuirend Park and to improve the quality of the existing green space at Clovenstone Drive (BGN 50).
- 3.69 The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Policy Env 2. Proposals will also be assessed against the Curriemuirend Development Principles, a Place Brief and other relevant local plan policies, for example on matters such as design, accessibility, open space landscaping and biodiversity.

Curriemuirend Development Principles

- *a comprehensive approach to both sites is required, to ensure the allotments and green space improvements are delivered*
- *development should take account of density/development policies to minimise the footprint and maximise green space*
- *development should create an active street frontage along Wester Hailes Road*
- *opportunity to create links to the wider green network*
- *proposals should provide better pedestrian and cycle access to both the allotments and Clovenstone Drive park*
- *opportunity to reduce the width of Wester Hailes Road to create a more attractive, safe environment for pedestrians*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities, and,*
- *Investigate existence of culvert in the area which would allow connection of surface water flows from the site into the watercourse.*

Place 25 Gorgie Road East

Planning permission will be granted for development within the boundary of Gorgie Road East, as defined on the Proposals Map, provided it accords with the Gorgie Road East Development Principles.

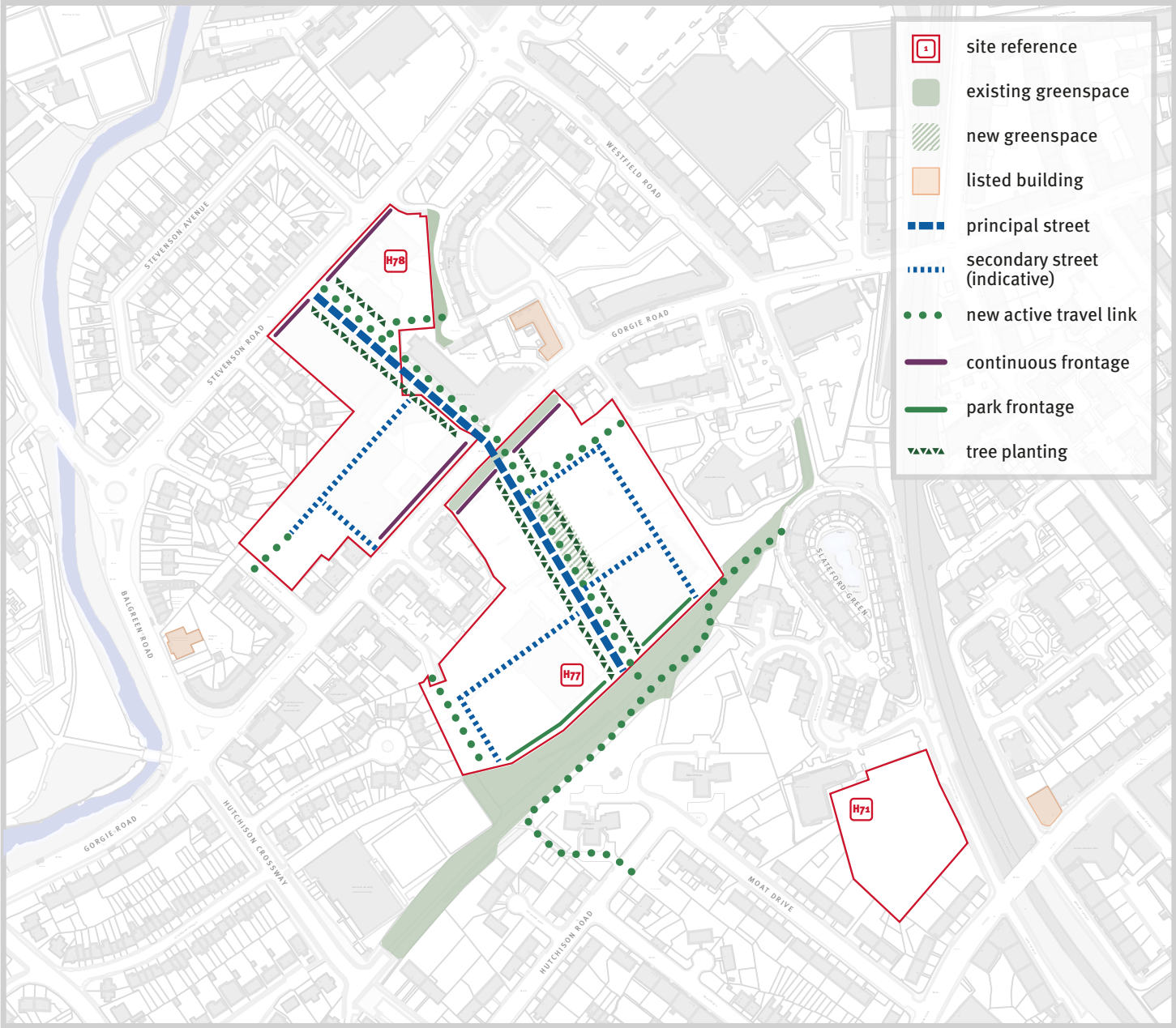
- 3.70 Proposal to provide housing-led mixed use on a site comprised of former industrial buildings and vacant land. To the south, the site is bounded by public open space. The site contains three electricity substations.

Gorgie Road East Development Principles:

Proposals will be expected to:

- Deliver a housing-led mixed use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents.
- Vary height, mass and housing typology in response to diverse edge conditions that include Gorgie Road, existing greenspace, and residential accommodation ranging from 2-5 storeys. Use townscape and view analysis to inform scale and massing.

- Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street.
- Create new tree-lined street linking Gorgie Road to Slateford Green-Hutchison Crossway to form part of new, direct route between Stevenson Road and the greenspace and provide link to Hutchison Road.
- Contribute towards bus priority on A71 and connections to the Orbital Bus Route.
- Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Retain existing mature trees and improve all boundary treatments (See proposal BGN 19)
- Investigate options to de-culvert the natural water pipe that crosses the site. If retained, provide access strip on either side of this pipe. Provide access strips on either sides of mains water and combined sewer pipes that also cross the site.
- Provide or contribute towards education, and healthcare infrastructure and community facilities. Have regard for Water of Leith flood extent, which may cause surface water flooding and should be considered as part of the application.



Map 29 Gorgie

Place 26 Stevenson Road (A)

Planning permission will be granted for development within the boundary of Stevenson Road (A), as defined on the Proposals Map, provided it accords with the Stevenson Road (A) Development Principles.

- 3.71 Proposal to provide housing-led mixed use on a site that currently comprises a mix of industrial and commercial buildings. The site fronts onto Stevenson Road and Gorgie Road, with housing on either side.

Stevenson Road (A) Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Incorporate small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents.
- Vary height, massing and housing typology to complement the mixed pattern of surrounding development, which ranges from 2 - 5 storeys. Use townscape, protected and local view analysis to inform scale and massing.
- Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street.
- Create new tree-lined street linking Stevenson Road to Gorgie Road to form part of new, direct link to existing greenspace (Slateford Green-Hutchison Crossway).
- Line all streets, routes and public open space with active frontages that promote pedestrian movement between inside and out and enable good passive surveillance at ground floor level.

- Retain mature trees and enhance landscape buffer and boundary treatment between site and Westfield Court to form link to wider green network. As far as possible, integrate historic brick/stone walls into site layout.
- Provide access strip on either side of existing combined sewer.
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Place 27 Broomhouse Terrace

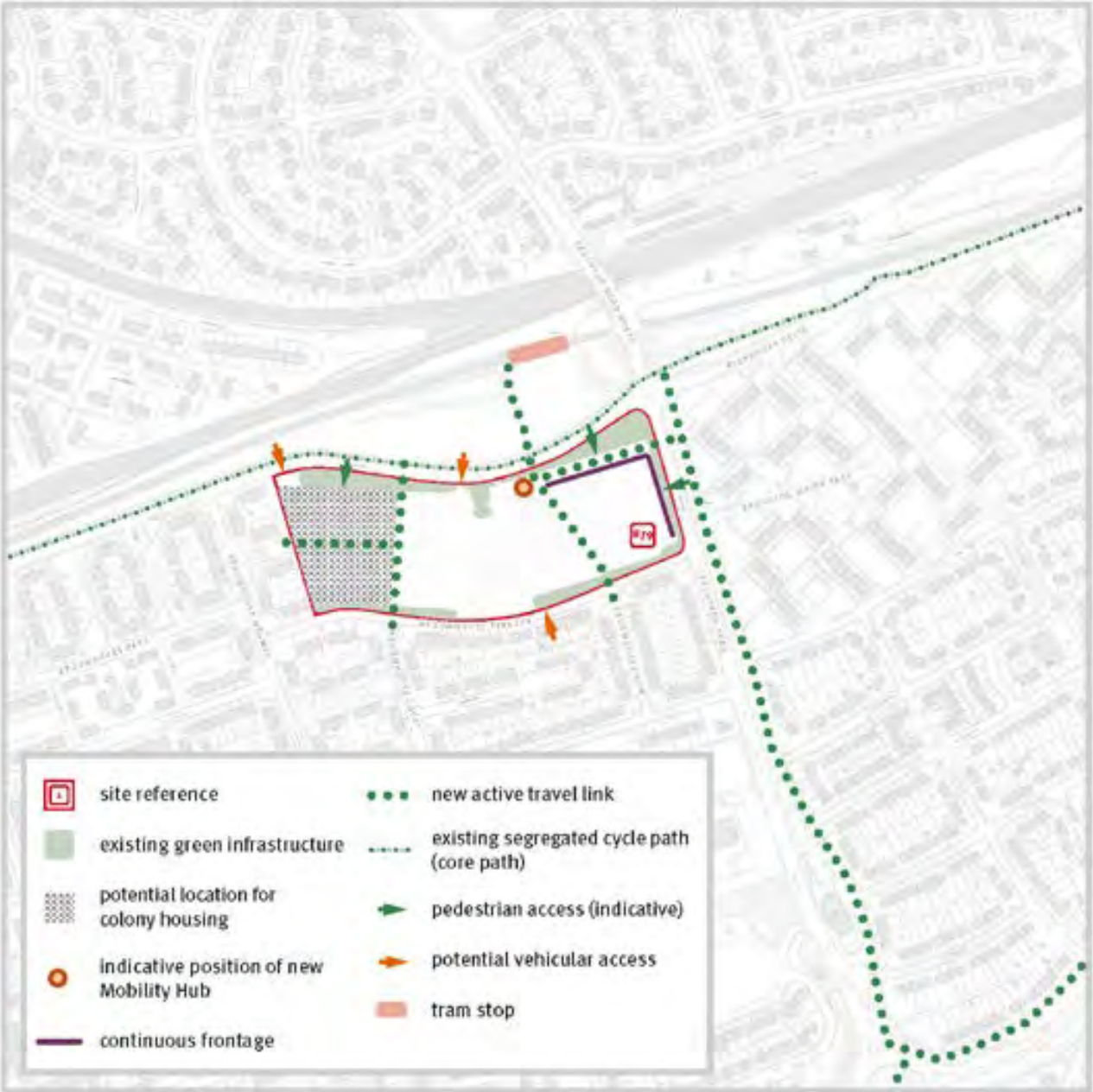
Planning permission will be granted for development within the boundary of Broomhouse Terrace, as defined on the Proposals Map, provided it accords with the Broomhouse Terrace Development Principles.

- 3.72 Proposal to provide housing-led mixed use on a site currently occupied by non-designated heritage assets (government buildings) that played an important post-war function. To the north of the site is the Edinburgh Tram line and a tram stop. The site contains three electricity substations.

Broomhouse Terrace Development Principles

Proposals will be expected to:

- Deliver a housing-led mixed-use development in line with the density requirements in Part 4, Table 2.
- Create a record of any heritage asset identified for demolition.
- Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential. Individual units should be no larger than 500 sqm with a weighting towards units no larger than 200 sqm.
- Incorporate a mobility hub in a prominent location with high footfall and good passive surveillance. Provide direct links for active travel between this hub and the nearby Tram stop. As a minimum, the hub should incorporate bike/e-bike cycle hire point (19 docks approx. 14.5m x 2m) and car-share opportunities.



Map 30 Broomhouse

- *Create active travel links through the site forming safe, convenient connections from surrounding streets to the Tram stop, bus stops, paths and open space.*
- *Provide new active travel infrastructure: new link and crossing of Broomhouse Row to Saughton tram stop; upgrade of crossing at Broomhouse Road to open space; and New Active Travel route: North-South connections at parallel Saughton Road.*
- *Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street.*
- *Vary scale and housing typology in response to a diverse range of edge conditions (2-storey terraces, 4-storey flatted blocks). Position tallest frontages on Broomhouse Drive and Saughton Road. Use townscape and view analysis to inform scale and massing.*
- *Retain and enhance existing landscape structure and tree-planting at site perimeter, with selective thinning to form new pedestrian links into the site. Improve boundary treatment.*
- *Use site layout and green-blue infrastructure to strengthen existing green networks and natural habitats.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Place 28 Murrayburn Road

Planning permission will be granted for development within the boundary of Murrayburn Road, as defined on the Proposals Map, provided it accords with the Murrayburn Road Development Principles.

- 3.73 Proposal to provide housing-led mixed use on the site of Hailes Park Industrial Estate. Hailes Quarry Park bounds the site on the south and east. The site sits within the viewcone of Protected City Views.

Murrayburn Road Development Principles

Proposals will be expected to:

- *Deliver a housing-led mixed use development in line with the density requirements in Part 4, Table 2.*
- *Provide Class 5 industrial space that complements Hailes Park Industrial Estate, including a 2,500 sqm (gross) industrial estate made up of small units (circa 100-500 sqm).*
- *Incorporate small-scale retail (no larger than 250 sqm) and Class 2/3 uses, proportionate to the needs of future residents, an integral part of the site layout.*
- *Vary height, mass and housing typology in response to a diverse range of edge conditions that include Murrayburn Road, existing greenspace, and residential accommodation ranging from 2 – 4 storeys. Use protected and local view analysis (including townscape and park views) to inform scale and massing.*
- *Integrate key views into the site layout (Corstorphine Hill, Pentland Hills).*
- *Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street.*
- *Form new active travel links between the park and surrounding paths and streets incorporating green blue infrastructure. Line all new streets, paths and open space with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level.*

- *Provide New Active Travel route and junction upgrade: Union Canal to Calder Road.*
- *Locate and design new greenspace and green-blue infrastructure to link to existing grlnf networks and natural habitats.*
- *Design landscape edge and planting abutting Hailes Park to complement and integrate with park setting. Retain and enhance existing mature trees and planting on frontages to Murrayburn Road and Dumbryden Drive. Improve all boundary treatments.*
- *Prepare flood mitigation strategy based on holistic assessment of flood risk to all parts of the site, including risk from nearby culverted Murray Burn.*
- *Investigate Murray Burn culvert location/condition/capacity to see how/if development should account for this and incorporate it into the layout it as an opportunity*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Place 29 Dumbryden Drive

Planning permission will be granted for development within the boundary of Dumbryden Drive, as defined on the Proposals Map, provided it accords with the Dumbryden Drive Development Principles.

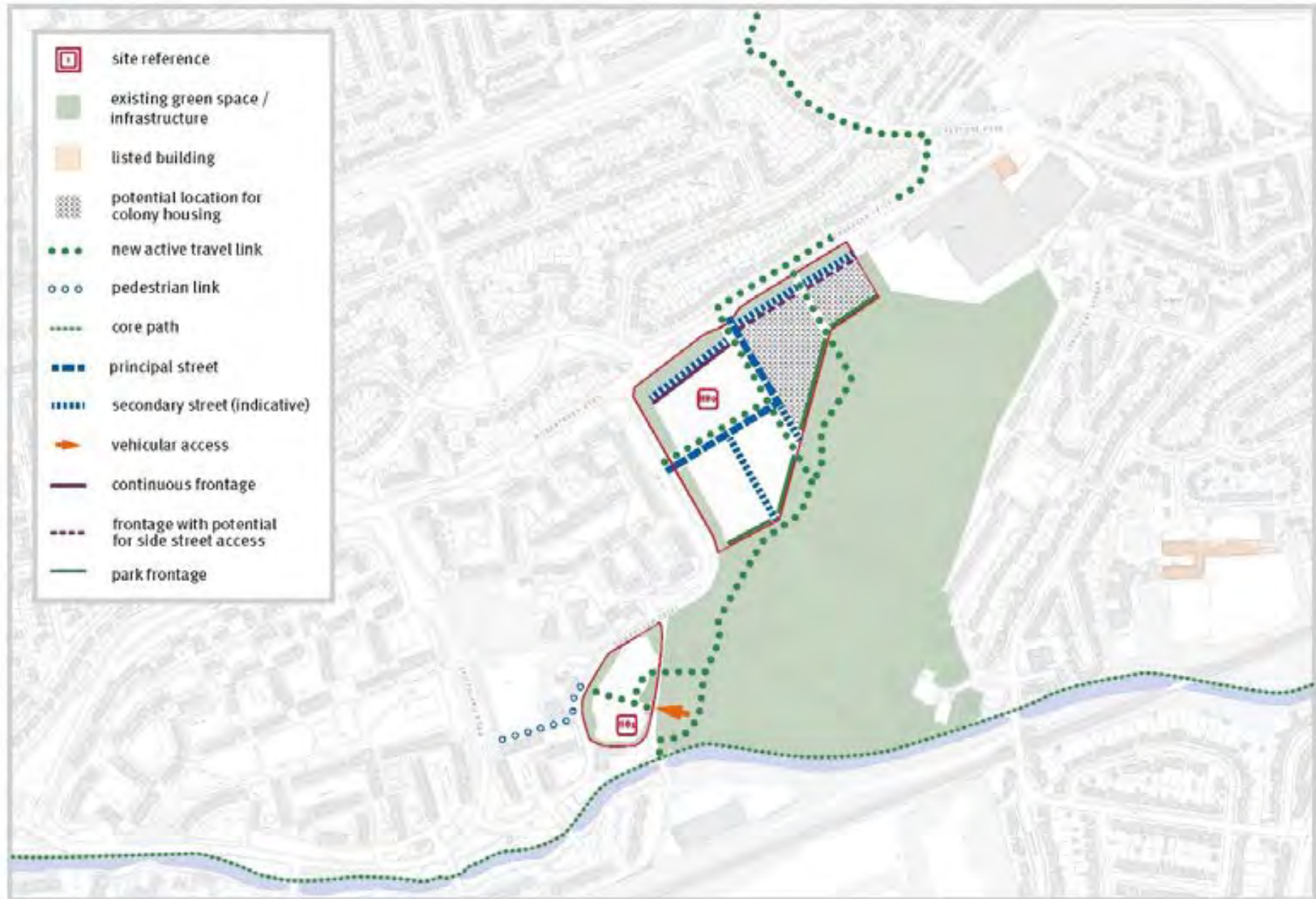
- 3.74 Proposal to provide housing-led mixed use on the site of Dumbryden Industrial Estate. The site is adjacent to Hailes Quarry Park and the Union Canal.

Dumbryden Drive Development Principles

Proposals will be expected to:

- *Deliver a housing-led mixed use development in line with the density requirements in Part 4, Table 2.*
- *Re-provide appropriately sited new flexible, ground floor, class 4 uses (e.g. high density, small business space) as an integral part of the design, including below residential.*

- *Incorporate appropriately sited small-scale retail (no larger than 250 sqm) and class 2/3 uses, proportionate to the needs of future residents, as an integral part of the design.*
- *Improve pedestrian permeability from surrounding paths and streets to the park and canal.*
- *Respect prevailing height of surrounding residential built form, predominantly 4 storey flatted blocks. Use townscape and local view analysis including park and canal views, to inform scale and massing.*
- *Demonstrate pedestrian priority throughout, providing limited private car parking, all on-street.*
- *Use site layout and green-blue infrastructure to connect to and enhance surrounding green networks and natural habitats.*
- *Prioritise retention of stone walls, mature trees and vegetation. Use selective thinning to improve permeability, open up views and provide passive surveillance to movement routes.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*



Map 31 Wester Hailes

Place 30 Redford Barracks

Planning permission will be granted for development within the boundary of Redford Barracks site as defined on the Proposal Map, provided it accords with a Place Brief, Redford Barracks Site Development Principles and a subsequent Masterplan.

- 3.75 The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Policy Env 2. Proposals will also be assessed against the Redford Barracks Development Principles, a Place Brief and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity.

Redford Barracks Development Principles

The requirements in principle will be:

- *A housing-led mixed –use development which draws the surrounding communities together, through the provision of new connections, open spaces and other community infrastructure.*
- *A development which respects the heritage of the site. New uses for all listed buildings -and their settings- within and adjacent to the site must be an integral part of future development proposals. Any new buildings should have a positive relationship with existing listed buildings in terms of height.*
- *Active travel routes provided through the site to connect with and contribute towards the provision of the following active travel infrastructure:*
 - a. New Active Travel Route: Redford Barracks to City Centre
 - b. New Active Travel Route: Colinton Road to Colinton Village
 - c. New Active Travel connections: Water of Leith (NCR75 Colinton Dell) to Colinton Mains Drive
 - d. New active travel connection: Union canal ramp access.
- e. *Active travel link: connection to supermarket and Colinton Primary School and Oxbgangs Road North/Colinton Mains Drive.*
- *Contributions towards Public Transport Improvement: South Orbital Bus Route connections (Redford Barracks to Gilmerton and Sighthill to Redford Road/Oxbgangs)*
- *Provision of a mobility hub.*
- *Retention of existing streets which are lined by the stables blocks plus other key routes through the site. The frontages to many of these streets needs to be improved to make them more attractive.*
- *Provision of appropriate frontages to Colinton Road, Oxbgangs Road North and the rear of surrounding uses. The existing parade grounds should be kept free from development. Any new development around the parade grounds must provide active frontages onto these spaces.*
- *Retention and enhancement of Redford recreation park to the southeast of the site and provision of a new community park (See proposal BGN 27) and play space in line with criterion (m) below.*
- *Maximisation of the views of the Pentland Hills, Craiglockhart Hill, and landmark buildings.*
- *Retention of the war memorial although relocation to an alternative location could be agreed.*
- *Interpretation of the site's military history within the new development.*
- *Removal of the security fence around the site.*
- *New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN 27*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities, and,*
- *A Flood Risk Assessment is required and should inform the development and design/layout of the site, including taking opportunities to address surface water flooding and historic interactions between the Braid Burn and Water of Leith.*

South East Edinburgh

Place 31 Edinburgh BioQuarter

Planning permission will be granted for development within the boundary of Edinburgh BioQuarter as defined on the Proposals Map, provided it accords with the BioQuarter Development Principles and the approved, or subsequently approved, master plan.

- 3.76 Proposals will be assessed against the BioQuarter Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and relationship with the neighbouring green belt and the Southeast Wedge Parkland Green Space Proposal BGN46.
- 3.77 A BioQuarter Masterplan will be prepared to support the future development of the Edinburgh BioQuarter for a development focused on Life Sciences research and directly related commercial developments. This co-location of uses helps the development and city on its journey toward net-zero.

Edinburgh BioQuarter Development Principles

The requirements in principle will be:

- *A high density, urban extension, compact in form with a sense of community attractive to workers, visitors and residents.*
- *A mix of uses focused around the BioQuarter's role as a life sciences quarter, including around 2500 residential units, community facilities, commercial and leisure to encourage evening and weekend activity.*
- *Development which respects the site's location within the wider landscape setting of the city – the extent of development and building heights managed to protect the landscape character and the visual connectivity of the Craigmillar and Edmonstone ridges.*

- *Address and connect with neighbours and the wider City – physically, visually and socially, including with urban frontages to the site edges, including to Old Dalkeith Road*
- *A sustainable place with increased biodiversity and a net zero carbon target and adapted to climate change.*
 - a. *Provide or contribute towards the following transport infrastructure:*
 - b. *New Active Travel route: Connection to the Wisp from East of BioQuarter.*
 - c. *New Active Travel route: A7 north-south - BioQuarter to City Centre and Midlothian.*
 - d. *Mobility hub*
 - e. *Enhanced bus provision including the Orbital bus route*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities,*
- *Ensure all homes are adequately served by play facilities and have access to open space in line with the Council's Open Space Strategy (see BGN 51), and*
- *A Flood Risk Assessment is required and should inform the development and design/layout of the site,*

Place 32 Newcraighall

Planning permission will be granted for development within the boundary of Newcraighall as defined on the Proposals Map, provided it accords with the Newcraighall and Brunstane Development Principles and the approved, or subsequently approved, master plan

Newcraighall Development Principles

- 3.78 This housing site was allocated for development and removed from the greenbelt in the Edinburgh Local Development Plan (2016). These sites provide the opportunity for new housing together with new and improved school and local facilities on the eastern side of the Council area.

Newcraighall East

- *new woodland should be provided along the southern boundary of the site as shown on the diagram.*
- *the finalised site capacity, design and layout should be informed by an adequate flood risk assessment.*
- *site layout should enable a bus route to be formed north-south through the site. It is intended that this connects to QMUC across land allocated for development in East Lothian. A bus gate at the site boundary should prevent general vehicular access through this route.*
- *layout should create pedestrian and cycleway connections through the site.*
- *a new green corridor should be created along the course of the power lines running through the site, extending grassland habitat with the opportunity for connections outwith the Council area. This greenspace should be fronted by new development in order to improve community safety and aid place-making.*
- *Layout should make provision for an extension of Newcraighall Primary School's grounds.*

- *opportunity for retail/commercial units as part of street frontage to Whitehill Street / Newcraighall Road*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Place 33 Brunstane

Planning permission will be granted for development within the boundary of Brunstane as defined on the Proposals Map, provided it accords with the Newcraighall and Brunstane Development Principles and the approved, or subsequently approved, master plan.

- 3.79 This housing site was allocated for development and removed from the greenbelt in the Edinburgh Local Development Plan (2016). These sites provide the opportunity for new housing together with new and improved school and local facilities on the eastern side of the Council area.

Brunstane Development Principles

- *address the education impacts by providing a new 18 class Primary School and 128 place early learning centre transport assessments should identify any appropriate commensurate mitigation which may be required with respect to the A1/Newcraighall Road junction and to the junctions on the A199, taking into account any cumulative impact with traffic from other development sites. Particular attention should be given to the proposed new junction on Milton Road East, and the management of additional traffic generation onto Milton Road East and Newcraighall Road including associated improvements to pedestrian cycle crossing facilities.*
- *the site layout should allow for the proposed new bus route to be formed linking Milton Road East with Newcraighall Road. Appropriate consultation with service providers should take place in order to identify the bus service improvements which can be undertaken in the plan period, taking into account access, routes and frequency of service, and including the proposed new bus route. Proposals should provide for an appropriate upgrading of existing bus stops and an increase in cycle parking facilities at Brunstane and Newcraighall stations.*

- *vehicular access should be taken from Milton Road East and Newcraighall Road, forming a new vehicular crossing over the East Coast railway line. The potential for a new pedestrian/cycle bridge within the eastern part of the site should be investigated, together with an investigation as to whether or not a second vehicular crossing of the East Coast railway line should be provided in the interests of safety, as identified within the transport appraisal. Any crossings of the East Coast railway line should be on bridges over the railway line, and not at grade.*
- *no vehicular access to be taken from Gilberstoun area*
- *opportunity to enhance existing core and other paths along the boundaries of the site, and in particular the Brunstane Burn Core Path (John Muir Way) on the northern boundary of the site including pedestrian crossing where vehicular access meets the path. New multi-user path links should be formed to the Innocent Railway Core Path, Brunstane Burn Core Path and the disused railway line to the north of Newcraighall, with path connections also to housing at Gilberstoun, Newcraighall and Brunstane railway station.*
- *the impact on the setting of Brunstane House should be minimised through the appropriate design and layout of housing on the site, including the provision of sufficient open space and landscaping to the north and east as shown on the diagram. The extent of the open space is indicative only and the exact area will depend on the design and layout of housing on the site. Sufficient open space should also be similarly provided in order to retain an open setting for the two scheduled monuments of Brunstane Moated Site and Brunstane Enclosure, also meeting a large greenspace deficiency to the south west of the site.*
- *a landscape framework should be provided to the boundary of Newhailes House garden and designed landscape inventory site, with a buffer as shown on the diagram (again indicative and depending on the design and layout of housing on the site) and detailed siting and design of dwellings should respect views to Arthur's Seat from the grounds of Newhailes House.*
- *management proposals should have regard to the above stated historic environment assets. Historic Environment Scotland should be consulted on these matters when development proposals are being prepared.*
- *establish statutory safeguards to overhead powerlines to the north and south of the site. Design principles should seek to integrate overhead powerlines with site layout. To the south, allotment provision should compliment consented allotments at Newcraighall North. To the north, powerline way leave should be designed to provide for semi natural greenspace and habitat connectivity with informal recreation.*
- *expand grassland habitat (under pylons) and provide woodland connectivity across the site*
- *Streets and open spaces should be designed to benefit from views to the coast to the north, Arthur's Seat to the west and Pentland Hills to the southwest.*
- *opportunity to create a community focal point including a new primary school and local centre.*
- *proposals for housing (including the finalised site capacity, design and layout), the school, and any other uses provided on the site, should be informed by an adequate flood risk assessment.*
- *Enhanced sustainable urban drainage will be required as appropriate to address current/future water quality pressures and to ensure no detrimental impacts to the recently designated bathing waters at Fishers Row.*
- *proposals should fully address any necessary site remediation in relation to mining legacy constraints, and should take account of any need for prior extraction of minerals in the context of Scottish Planning Policy.*
- *Provide or contribute towards healthcare infrastructure and community facilities.*



Map 32 Newcraighall / Brunstane

Place 34 Liberton Hospital/Ellen's Glen Road

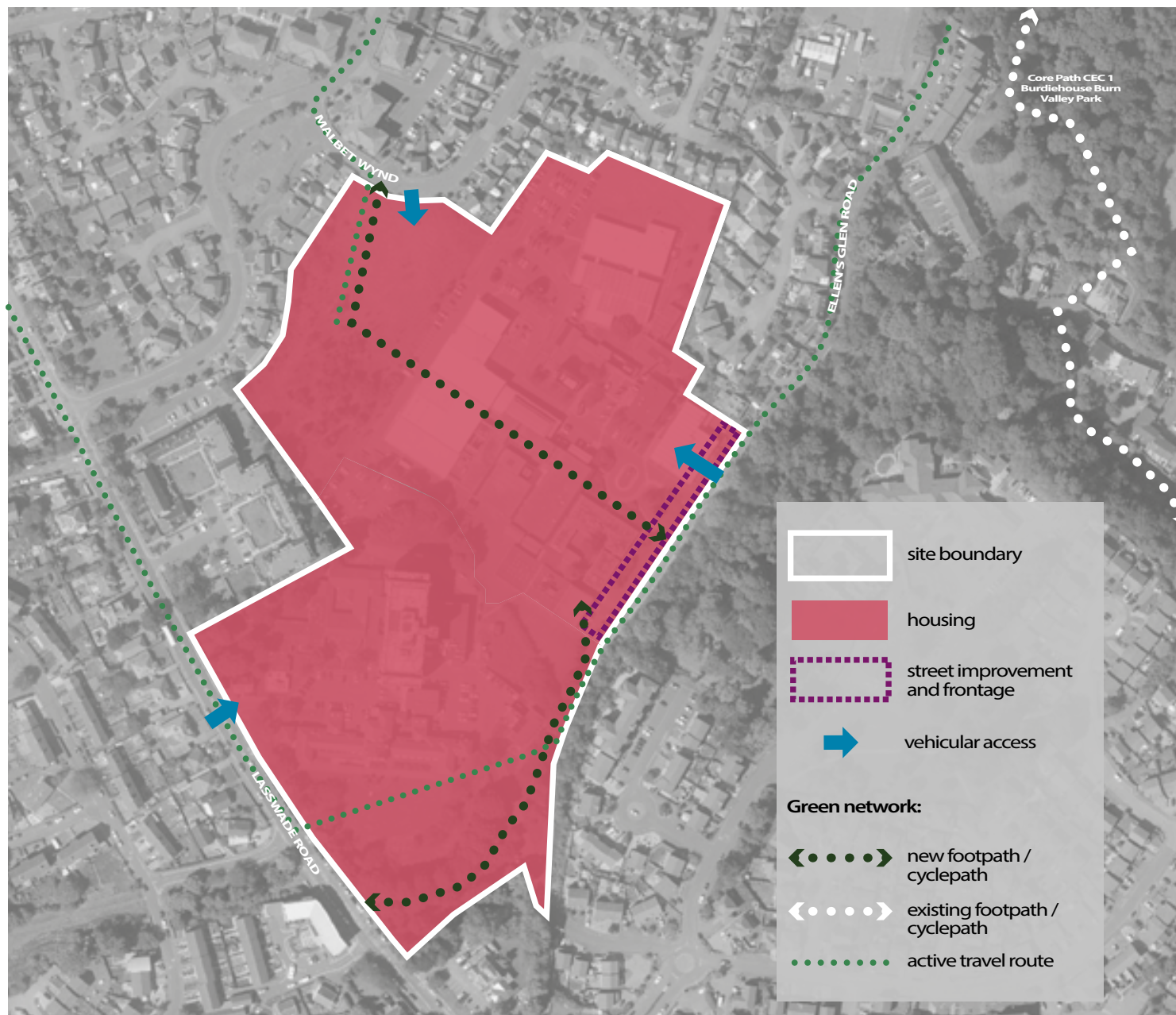
Planning permission will be granted for development within the boundary of Liberton Hospital/Ellen's Glen Road site as defined on the Proposal Map, provided it accords with Liberton Hospital/Ellen's Glen Road Development Principles and a subsequent Masterplan.

- 3.80 The Ellen's Glen Road part of the site was identified in the Edinburgh Local Development Plan (2016) as a housing site with the adjacent Liberton Hospital site identified for other development opportunities. These two sites are combined in this Plan and identified for potential housing use. Proposals will be assessed against the Liberton Hospital/Ellen's Glen Road Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity.

Liberton Hospital/ Ellen's Glen Road Development Principles

The requirements in principle will be:

- A housing development which respects the landscape setting of the site whilst also creating a sustainable place that can retain its special character. This can be achieved through the provision of new connections and open spaces.
- A mix of house types (including family housing) provided on the site with an active residential frontage facing onto Ellen's Glen Road.
- Direct vehicular access from Lasswade Road with additional vehicular access from Ellen's Glen Road and Malbet Wynd.
- New development set back at least 15m from the top of the bank to the Stenhouse Burn. The buffer around the Stenhouse Burn should be used to create natural space for resilience and overland flow. This area can be used as a space for recreation and amenity
- A development design which fully understands and preserve and/or enhances the setting of all listed buildings adjacent to the site.
- Retention or re-use of Liberton Hospital within any new development.
- Provision of new local greenspace to meet the Council's Greenspace Standard. Any new greenspace and planting should form green network links between Lasswade Road and the nature conservation site along Ellen's Glen Road and Malbet Wynd.
- New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN34
- Provide or contribute towards education, and healthcare infrastructure and community facilities.
- Provision of pedestrian paths and cycle routes on land near to the Stenhouse Burn to compensate for the narrow footway on Ellen's Glen Road, and routes through the site south to Lasswade Road and from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path.
- Provide or contribute towards the following active transport infrastructure:
- New Active Travel Route: Liberton Hospital to City Centre
- Active travel link: connections through site to Malbet Wynd - Liberton Community Campus
- Active Travel link: connection to Gilmerton Road and A7
- Contribute towards Public Transport Improvements: service improvements from Liberton Hospital to City Centre, and the South Orbital bus route
- A Flood Risk Assessment is required and should inform the development and design/layout of the site, and,
- Consideration should be given to providing flood storage between Carbee Dell and Dunlaw Wynd.



Map 33 Liberton Hospital Ellen's Glen Road

Place 35 Moredunvale Road

Planning permission will be granted for development within the boundary of Moredunvale Road site as defined on the Proposal Map, provided it accords with a Place Brief, the Moredunvale Road Development Principles and a subsequent Masterplan.

- 3.81 This housing site was allocated for development in the Edinburgh Local Development Plan (2016). Proposal for housing development and open space improvements to provide new housing on approximately half of the site and improve the quality of the remaining open space.
- 3.82 The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Policy Env 2. Proposals will also be assessed against the Redford Barracks Development Principles, a Place Brief and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity.

Moredunvale Development Principles

- *Address the education infrastructure at Craigour Primary School.*
- *The finalised site capacity, design and layout should be informed by an adequate flood risk assessment*
- *land around the high rise flats to be kept as green space.*
- *opportunity to provide play space, allotments and growing spaces as green space improvements.*
- *opportunity to create links to the wider green network*

- *proposals should provide better pedestrian and cycle access between the site and the surrounding area.*
- *remediation work may be required to develop the site due to the history of coal and limestone mining.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*
- *A Flood Risk Assessment is required and should inform the development and design/layout of the site, and,*
- *The upstream flow pathways should be considered for attenuation and formalised conveyance of existing overland flows. These formalised channels (swales) should be used to convey stormwater from the site and potentially able to discharge into a culvert/watercourse.*

Place 36 Edmonstone

Planning permission will be granted for development within the boundary of Edmonstone site as defined on the Proposals Map, provided it accords with the Edmonstone Development Principles and a subsequent Masterplan.

- 3.83 This housing site was allocated for development and removed from the greenbelt in the Edinburgh Local Development Plan (2016).

Edmonstone Development Principles

- *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:*
 - *Traffic signals at the Wisp/Old Dalkeith Road*
 - *Speed limit restrictions on the Wisp*
 - *contribution towards active travel infrastructure on the A7 north-south - BioQuarter to City Centre and Midlothian.*
- *Secure any required archaeological works.*
- *Provide or contribute towards education, and healthcare infrastructure and community facilities.*

Environment and design policies

Env 1 Design Quality and Context

Planning permission will be supported by this policy where it is demonstrated that the proposal will create or contribute towards a vibrant, successful place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it, particularly where this has a special importance.

Env 2 Co-ordinated Development

Planning permission will not be granted for development which may compromise:

- *the effective development of adjacent land; or*
 - *the comprehensive development and regeneration of a wider area provided for in a master plan, strategy, Supplementary Guidance, development principles, Site Brief or Place Brief approved by the Council, or where the Council considers that such a master plan, strategy, guidance or Brief is needed as part of, or prior to, the submission of any planning application*
- 3.84 The Council encourages a comprehensive approach to redevelopment and regeneration wherever possible, and the preparation of development frameworks, master plans, Development Briefs or Place Briefs to identify the full design potential for creating successful places. Piecemeal development is less likely to lead to the creation of well-defined and cohesive networks of streets and spaces. In some cases, it may be necessary for the Council to use its powers of compulsory purchase to assemble a site for development and enable a satisfactory outcome to be achieved.

Env 3 Development Design – Incorporating and Enhancing Existing and Potential Features

Planning permission will be granted for development where it is demonstrated that existing characteristics and features worthy of retention on the site and in the surrounding area have been identified, incorporated, enhanced and linked to through its design.

- 3.85 This aim of this policy is to ensure that development proposals are informed by a detailed analysis and understanding of the site.
- 3.86 The incorporation of existing features including built structures, archaeology, trees and woodland, landscape character, views, biodiversity, open space and water enhance a development's sense of place and contribution to the wider habitat. Including, enhancing and expanding these features are important for improving the city wide green and blue network, which should be a critical, early drive in guiding how and where features such as open space and SUDS are positioned and designed as part of developments to ensure good linkage to this wider network.
- 3.87 Proposals shall have positive effects for biodiversity in line with policy 37 Designing in Biodiversity and the water environment in accordance with policy 36 Designing for surface water.

Env 4 Development Design – Impact on Setting

Planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the quality of character of the wider townscape and landscape, green blue networks, and impact on existing views, having regard to:

- *height, form and roofscape pattern*
 - *scale and proportions, including the spaces between buildings*
 - *position of buildings and other features on and around the site*
 - *materials and detailing*
- 3.88 Where the surrounding development is fragmented or of poor quality, development proposals should help repair the urban fabric, establish model forms of development and generate coherence and distinctiveness – a sense of place. The siting and design of development should also be guided by views within the wider landscape and an understanding of local landscape character, including important topographical features, for example prominent ridges, valleys and patterns of vegetation.

Env 5 Alterations, Extensions and Domestic Outbuildings

Planning permission will be granted for alterations, extensions and domestic outbuildings which:

- *in their design and form, choice of materials and positioning are compatible with the character of the existing building*
- *will not result in an unreasonable loss of privacy or natural light to neighbouring properties*
- *will not be detrimental to neighbourhood amenity and character*
- *For extensions and outbuildings, it is additionally required that proposals:*
- *retain and provide green/blue infrastructure including trees, biodiverse vegetation and habitat*

- *sustainably handle rainfall, by incorporating measures such as rain gardens and green/blue roofs to off-set development on permeable ground.*
- 3.89 Every change to a building, street or space has the potential to enrich or, if poorly designed, impoverish a part of the public realm. The impact of a proposal on the appearance and character of the existing building and street scene generally must be satisfactory and there should be no unreasonable loss of amenity and privacy for immediate neighbours.
- 3.90 Edinburgh's gardens make a significant contribution to the City's green and blue network by providing biodiverse habitat and spaces that contribute to sustainable water management.
- 3.91 Roofscapes should similarly be treated as an opportunity to improve the green and blue network as they have the potential to provide the same biodiversity and water management benefits as gardens. This is especially important if garden space is being lost to development, although all proposals should seek to achieve a net enhancement to the City's green and blue network through sustainable use of gardens and roofscapes. This small level of change at the scale of an individual property can make a large difference to the City's overall green and blue network given the large number of existing properties across the City.
- 3.92 The Council's Guidance for Householders shall set out further information on the requirements set out in this policy, including in relation to the application of criteria d and e regarding green and blue infrastructure.

Env 6 Green Blue Infrastructure

As far as applicable to the scale and nature of the development, proposals must protect, enhance and link to the city's green/blue network through the following steps:

- a. *incorporating and enhancing existing green and blue features such as biodiverse vegetation and de-culverting watercourses on the site,*
- b. *providing new green blue infrastructure on-site which is linked within the site through careful consideration of site layout, and*
- c. *linking new green and blue infrastructure to the city wide green blue network using components such as parks, woodland, street trees and blue/green roofs*

- 3.93 To ensure the above principles are followed, proposals must consider and embed green and blue infrastructure at all stages of the proposal's evolution, including prior to design and layout of buildings. Designs should follow the principles in the Edinburgh Design Guidance and associated appendices and Green and Blue Network Guidance and guidance from Edinburgh's Biodiversity Action Plan, Edinburgh Adaptation Plan, NatureScot "Delivering Scotland's Ambition to Secure Positive Effects for Biodiversity 2020", SEPA and other appropriate agencies. Comprehensive integration of green blue infrastructure should be evident in proposals but, for larger proposals, planning applications should also demonstrate developments are accompanied by appropriate accreditation such as 'Building with Nature' or similar.
- 3.94 Where it is demonstrated that fully delivering green blue infrastructure on-site is not possible, then the Council may require proportionate contributions toward the delivery of additions and/or improvements to the green and blue network off-site.

Sustainable developments

- 3.95 Env 7 - Sustainable Developments sets out the circumstances where additional information is needed to support different types of proposal. Env 8 - New Sustainable Buildings sets out the standards that must be met for developments containing new buildings.

Policy Env 7 Sustainable Developments

All detailed proposals involving the construction or change of use of one or more buildings must incorporate all reasonably practicable measures to address the climate emergency and contribute to sustainable living, with this being demonstrated through a Sustainability Statement which addresses the following:*

- *how the proposal integrates measures to both mitigate and futureproof the building against the effects of the climate emergency, particularly with regard to the increased frequency and severity of extreme temperature and storm/rainfall/flooding events as well as sea level rise and erosion; and*
- *how the proposal encourages all forms of active travel (including complying with Edinburgh's Street Guidance and associated Factsheets) and shall be accessible by those of all ages and levels of mobility, including those with disabilities.*

In addition to the above, the Sustainability Statement must also address the matters set out below:

For developments involving new buildings the statement shall set out how the development has been designed to be of long-life construction and to allow future adaptation for different uses as well as utilising construction materials that have low or negative embodied greenhouse gas emissions and are local and/or sustainably sourced and/or recycled and capable of re-use at the end of a building's lifecycle as far as reasonably practicable

For change of use proposals, the statement must address how the proposal has considered and integrated measures to increase resilience to future climate change and minimise greenhouse gas emissions such as built fabric efficiency improvement and Low and Zero Carbon Generating Technology.

For proposals involving the replacement of existing buildings the proposals should be accompanied by a carbon assessment setting out the 'whole-life' carbon footprint of the proposed development compared to the option of re-using the existing building to accommodate the proposed use**. Where this comparative assessment fails to show an overall lower carbon footprint then it must be set out why the developer considers the proposal justified, for example because the new development provides additional floorspace and/or dwellings compared to the existing building*

- 3.96 Sustainability statements should set out all potential measures and, where they have not been incorporated into the development, the reasons why it has been concluded that it is not reasonably practicable to do so.

- 3.97 ***Carbon assessment' is the commonly given name to this type of assessment however such assessment should also account for other GHG emissions as well as Co2. A statement detailing the comparative footprint of a redevelopment compared to re-using an existing building should have regard to the following:

- *Embodied GHG within the existing building*
- *The total embodied GHG of the new construction*
- *Comparison of operational emissions over the lifetime of existing and proposed buildings, including factoring in the effect of practicable measures to improve the efficiency of existing buildings*

- *Expected lifespan of the existing and proposed buildings as well as if these buildings and their construction materials shall be capable of future re-use*

3.98 *The term building in this context does not include domestic outbuildings which are addressed by 'Policy Env 5 -Alterations, Extensions and Domestic Outbuildings'

Env 8 New Sustainable Buildings

*It is important that new buildings must be sustainable and play their part in addressing the Climate Emergency. Development that includes new buildings * will be supported where it has been demonstrated that:*

- *it has achieved, predominantly through ultra-high fabric energy efficiency, a 'net zero' level of operational greenhouse gas emissions***
- *where appropriate, green roofs have been provided where new roofs are of a pitch capable of supporting these and that these roofs provide wildlife habitat and water attenuation.*
- *provision is made for facilities for the separate collection of dry recyclable waste and food waste.*

The ability to achieve net zero greenhouse gas emissions in line with the requirements above should be evidenced by a statement submitted with applicable applications. Thereafter this will be ensured by attaching a condition to all planning permissions to which this policy applies.

- 3.99 This policy applies to all development involving one or more new buildings, with criterion (a) specifically applying only in cases where a Building Warrant is required for the development. The purpose of this policy is to help reduce greenhouse gas emissions, ensure development is resilient to the impacts of climate change, reduce resource use and moderate the impact of development on the environment.
- 3.100 All new development requires to embed ultra-high fabric energy efficiency into its design and construction, with the optimal approach being for it to be built to Passivhaus standards. To ensure that new development can meet or exceed the net zero requirement, the incorporation of low and zero carbon generating

technologies into the new development is also supported.

- 3.101 The circumstances in which green roofs shall be required will be addressed in a dedicated section in the Edinburgh Design Guidance and associated appendices. This will address where considerations such as the built heritage may mean green roofs are considered inappropriate.
- 3.102 This guidance will also set out how developments can be designed so that solar panels can be provided in conjunction with green roofs as well as the appropriate construction of specification for the roofs. Maintenance of green roofs is an important issue and all proposals incorporating green roofs must be supported by a maintenance plan in line with Policy Env 27 and the requirements of Edinburgh Design Guidance and associated appendices
- 3.103 * Not including domestic outbuildings which are addressed by 'Policy Env 5 -Alterations, Extensions and Domestic Outbuildings'
- 3.104 ** Operational emissions in the context of this policy refers to the use of heating, hot water, lighting, ventilation and cooling systems.

The Historic Environment

- 3.105 The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 is a statutory consideration in the assessment of applications and requires that special regard be given to preserving listed buildings and their setting as well as the preservation and enhancement of the character or appearance of Conservation Areas.

Env 9 World Heritage Sites

Development which would harm the qualities of World Heritage Sites and which justified the inscription of the Old and New Towns of Edinburgh and/or the Forth Bridge as World Heritage Sites or would have a detrimental impact on a Site's setting, its Outstanding Universal Value, integrity, authenticity or significance will not be permitted.

- 3.106 This policy requires development to respect and protect the Outstanding Universal Value of each World Heritage Site and its settings. The Statement of Outstanding Universal Value for World Heritage Sites provides the summary for why a Site is considered to be of international importance and should be used to

establish a baseline for assessing development.

- 3.107 This policy also requires the protection of key characteristics of buildings and their setting. Setting may include sites in the immediate vicinity and viewpoints identified in the key views study as well as other views to and from important buildings and landscape features throughout the city.
- 3.108 The Management Plans for the Forth Bridge and the Old and New Towns of Edinburgh World Heritage Site should be referred to for further supporting information; as should Historic Environment Scotland Managing Change Guidance on World Heritage.

Env 10 Listed Buildings - Demolition

Proposals for the total or substantial demolition of a listed building will not be permitted unless it can be clearly demonstrated and justified that:

- *the building is no longer of special architectural and/or historic interest; or*
 - *the building is incapable of meaningful repair; or*
 - *the demolition of the building is essential to delivering significant benefits to economic growth or the wider community, or,*
 - *It is not economically viable to retain the listed building and it is demonstrated all reasonable efforts have been made to do this**
- 3.109 Demolishing a listed building will only be permitted in exceptional circumstances. The [Planning \(Listed Buildings and Conservation Areas\)\(Scotland\) Act 1997](#) is a statutory and primary consideration in the assessment of applications and requires that special regard be given to preserving listed buildings and their settings.
- 3.110 *There is a strong presumption in favour of retaining listed buildings with full consideration of the different approaches and options for reuse, adaptation and extension required before considering the case for demolition. Applications to demolish listed buildings will be refused unless their loss has been fully considered and justified. 'Historic Scotland's Managing Change in the Historic Environment: 'Use and Adaptation of Listed Buildings and 'Demolition of Listed Buildings' provides more detailed advice on how reuse of a listed building can be

achieved including proactive marketing measures and what significant benefits may make a demolition essential to the wider community or economic growth.

Env 11 Listed Buildings - Setting

Development within the curtilage of a listed building, or affecting its townscape or landscape setting, will be permitted only if not detrimental to the architectural character, appearance or historic interest of the building, or to its setting.

- 3.111 The setting of listed buildings is defined and detailed further by Historic Environment Scotland in its guidance titled 'Managing Change in the Historic Environment: Setting'. Where development is proposed it is important to:
- *identify the historic assets including their significance that might be affected,*
 - *define the setting of each historic asset; and*
 - *assess the impact of any new development on this*
- 3.112 Setting can be important to the way in which historic structures or places are understood, appreciated and experienced. It can often be integral to a historic asset's cultural significance and needs to be taken into full account when considering the impact of development proposals.
- 3.113 Setting often extends beyond the property curtilage of an individual historic asset into a broader townscape, historic or natural landscape. If proposed development is likely to affect the setting of a key historic asset, an objective written assessment taking into account the significance of the asset; its setting and the steps taken to avoid or mitigate detrimental impacts is required to inform the decision-making process.
- 3.114 The [Planning \(Listed Buildings and Conservation Areas\)\(Scotland\) Act 1997](#) is

a statutory consideration in the assessment of applications and requires that special regard be given to preserving listed buildings and their setting.

Env 12 Listed Buildings and structures – Alterations and Extensions

Proposals to alter or extend a listed building will be permitted where:

- there will be no harm to the special interest of the building and its features,
 - there will be no damage or loss of important historic fabric, and
 - any additions are of a high-quality design that are appropriate to the character of the building.
- 3.115 In determining applications for planning permission or listed building consent, the Council is required to have special regard to the desirability of preserving the listed building, its setting or any features of special architectural or historic interest that it possesses. Applications for the substantial alteration and/or extension of a listed building must be fully considered and justified with an accompanying supporting information. This must justify the impact on the listed building and be tailored to the situation and specific to each case.
- 3.116 Decisions about listed buildings should always focus on the qualities that make them important - their special interest. Identifying what is important about a listed building is essential for understanding how to preserve its special interest. The qualities of a listed building that contribute to its special interest and significance will vary considerably.
- 3.117 All listed buildings will include the physical evidence of the past preserved in their fabric, and some elements of their fabric may make a significant contribution to the building's historic and archaeological interest. They will also all have a certain architectural style which can be 'read' and understood – this might reflect local, national, or even international movements. Some types of buildings are rarer than others, and some buildings will have survived with fewer changes – which will mean they are closer to their original design, structure and appearance.
- 3.119 The *Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997* is

a statutory consideration in the assessment of applications and requires that special regard be given to preserving listed buildings and their setting. The City of Edinburgh Council's guidance on 'Listed Buildings and Conservation Areas' as well as applicable Historic Environment Scotland's guidance 'Managing Change in the Historic Environment' on 'Extensions' and 'External Fixtures' provides further information that can assist with interpreting this policy.

Env 13 Conservation Areas – Demolition of Buildings

Proposals for the demolition of an unlisted building within a conservation area which makes a positive contribution to the special character or appearance of the Conservation area, either in itself or as part of a group, will only be permitted in exceptional circumstances. In such cases it must be demonstrated that all options to retain the building have been fully explored and proven to be unable to provide a viable solution that allows the retention of the building.*

Proposals for the demolition of any building within a conservation area, whether listed or not, will not normally be permitted unless a detailed planning application is approved for a replacement building which preserves the special character and appearance of the conservation area or, if acceptable, for the landscaping of the site.

- 3.120 In deciding whether conservation area consent should be granted, account should be taken of the importance of the building to the special characteristics or appearance of any part of the conservation area, and of proposals for the future of the cleared site.
- 3.121 If the building is considered to be of any architectural, historical or archaeological value, either in itself or as part of a group, a positive attempt should always be made to achieve its retention, restoration and sympathetic conversion to some other compatible use before proposals to demolish are investigated.
- 3.122 *In some cases, demolition may be considered appropriate, for example, if the building is of little townscape value or of no historic or archaeological significance; if its structural condition rules out its retention at reasonable cost, or if its form makes its re-use extremely difficult. Conservation Area Consent may be subject to conditions or a legal agreement to link demolition works to the

new proposals for the site.

Env 14 Conservation Areas - Development

Development within a conservation area, affecting its setting or impacting views of the area and from within it will be supported by this policy where it:

- *preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant conservation area character appraisal*
 - *preserves trees, hedges, boundary walls, railings, paving and other features within the public realm which contribute positively to the special character or appearance of the conservation area; and*
 - *demonstrates high standards of design and utilises materials appropriate to the historic environment.*
- 3.123 Planning applications should be submitted in a sufficiently detailed form with supporting information for the effect of the development proposal on the character and appearance of the area to be assessed.
- 3.124 Where a Design Statement is required for a proposal in a conservation area this statement should include reference to the relevant Conservation Area Character Appraisal and Council's 'Edinburgh Design Guidance and associated appendices', guidance on Conservation Areas and Listed Buildings and Historic Environment Scotland's relevant 'Managing Change in the Historic Environment' guidance series. The design statement should show how an assessment of the Conservation Area and consideration of these documents have informed the proposed design.
- 3.125 The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 is a statutory consideration in the assessment of applications and requires that

special regard be given to the preservation and enhancement of the character or appearance of Conservation Areas'

Env 15 Historic Gardens and Designed Landscapes

Development will only be permitted where there is no detrimental impact on the character of a site recorded in the Inventory of Gardens and Designed Landscapes as well as non-designated sites. There must be no adverse effects upon their setting or upon component features which contribute to their value. Elsewhere, adverse effects on historic landscape character and features should be avoided wherever possible, and always be minimised. Restoration and enhancement of these historic landscapes is actively encouraged.

- 3.126 This policy aims to protect Historic Gardens and Designed Landscapes (shown on the Proposals Map) as well as non-designated sites and other historic landscape features elsewhere across the Council area. An understanding of how the landscape has evolved can help inform a development proposal. A historical landscape appraisal may be requested from applicants to allow full assessment of the implications of development and identify if and where development may be possible, as well as restoration and enhancement opportunities for these historic landscapes.

Archaeology

- 3.127 The objective of policies Env 16 and Env 17 is to protect and enhance Edinburgh's historic environment and archaeological remains, where possible by preservation in situ and in an appropriate setting. When preservation in situ is not possible, recording and/or excavation followed by analysis, reporting and publication of the results will be required. In some cases, depending on the nature of the remains and character of the site, the Council may require provision for interpretation and also public access and engagement as part of the proposed development.
- 3.128 Developers should seek early advice from the Council's Archaeologist for sites where historic remains are known or thought likely to exist. Where a development

may affect a scheduled monument or its setting, early contact should also be made with Historic Environment Scotland.

Env 16 Protection of Important Archaeological remains and the historic environment

Development will not be permitted which would:

- a. adversely affect a scheduled monument, or other nationally important archaeological remains, or the integrity of their setting*
- b. damage or destroy non-designated archaeological remains which the Council considers should be preserved in situ.*

Env 17 Development of Sites of Archaeological Significance

Proposals will be supported by this policy on sites of known or suspected archaeological significance if it can be demonstrated that either:

- no significant archaeological or historic features are likely to be affected by the development; or*
- any significant archaeological or historic features will be preserved in situ and, if necessary, in an appropriate setting with provision for public access and interpretation; or*
- the benefits of allowing the proposed development outweigh the importance of preserving the remains in situ. The applicant will then be required to make provision for appropriate archaeological mitigation (for example historic building recording, environmental sampling, excavation, conservation, recording, and analysis, and publication of the results) before development starts, all to be in accordance with a programme of works agreed with the Council which should include provision for public benefit including public engagement.*

Assessment against the above criteria will be based on information derived from either a Desk-Based Assessment, Historic Building Assessment and, if requested by the Council,

an archaeological evaluation and survey, forming part of an Environmental Impact Assessment, Heritage Statement and Historic Impact Assessment, or a Design and

Access Statement.

The existing Natural Environment and Open Space

Env 18 Development in the Green Belt and Countryside

Within the Green Belt and Countryside shown on the Proposals Map, development must meet one of the following criteria and not detract from the rural environment or landscape of the surrounding area in terms of its quality, characteristics and views:

- *For the purposes of agriculture, woodland and forestry, horticulture or countryside recreation, or where a countryside location is essential and provided any buildings, structures or hard standing areas are of a scale and quality of design appropriate to the use.*
- *For the change of use of an existing building, provided the building is of architectural merit or a valuable element in the landscape and is worthy of retention. Buildings should be of domestic scale, substantially intact and structurally capable of conversion.*
- *For development relating to an existing use or building(s) such as an extension to a site or building, ancillary development or intensification of the use*, provided the proposal is appropriate in type in terms of the existing use, of an appropriate scale, of high-quality design and acceptable in terms of traffic impact.*
- *For the replacement of an existing building with a new building in the same use provided:*
 - a. *the existing building is not listed or of architectural /historic merit,*
 - b. *the existing building is of poor-quality design and structural condition,*
 - c. *the existing building is of domestic scale, has a lawful use and is not a*

temporary structure; and

- d. *the new building is of a similar or smaller size to the existing one, lies within the curtilage of the existing building and is of high design quality.*

- 3.129 It is necessary to control the type and scale of development in the green belt to enable it to fulfil its important role in terms of landscape setting and countryside recreation as described in Part 1. This policy sets out the circumstances in which development in the green belt can be supported.
- 3.130 In Edinburgh, Countryside areas i.e. land outwith existing settlements, which are not designated green belt are considered to be of equivalent environmental importance. For this reason, it is appropriate to apply the same level of protection to both green belt and Countryside areas.
- 3.131 The key test for all proposals in the green belt and Countryside areas will be to ensure that the development does not detract from the landscape and/or rural environment of the area in terms of quality, characteristics and views. The Council's guidance 'Development in the Countryside and Green Belt' provides more detailed advice.

- 3.132 *New dwellings, not associated with countryside use, are not a form of development that can be justified on the basis of intensification, nor being ancillary or incidental to an existing use.

Env 19 Special Landscape Areas

Planning permission will not be granted for development which would have a significant adverse impact on the special character or qualities of the Special Landscape Areas shown on the Proposals Map.

- 3.133 This policy aims to protect Edinburgh's unique and diverse landscape which contributes to the city's distinctive character and scenic value. Special Landscape Areas (SLA) are local designations, which safeguard and enhance the character and quality of valued landscapes across the Council area.
- 3.134 A Statement of Importance has been prepared for each SLA and can be viewed on the Council's website. This sets out the essential qualities and characteristics of the area and the potential for enhancement. The Statements of Importance should be used to guide development proposals in SLAs and will be a material consideration in assessing planning applications. A landscape and visual impact assessment is likely to be needed in support of proposals affecting a SLA.

Env 20 Protection of Trees and Woodlands

There is a presumption against development -that risks having a damaging impact on any tree, groups of trees or woodland unless the Council accepts this is necessary for good arboricultural reasons and also accounting for the value of the tree(s) in terms of amenity, health benefits, biodiversity, townscape and landscape character, local amenity or climate change adaptation and mitigation.

Any proposal which may adversely affect tree(s) will require a tree survey that is accepted as competent by the Council. If the Council considers there may be adverse impacts on trees of value then the proposal must be supported by a competent Tree Protection and

Mitigation Plan (including tree survey). Where permission is granted and there would be loss of trees, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.

- 3.134 A Tree Protection and Management Plan required under this policy should demonstrate how it has informed the proposal itself so that both permanent buildings and services as well as temporary construction structures are sited so as to minimise adverse impacts on existing and future trees. The Protection and Mitigation Plan should include temporary earth works and any site preparation as well as full details of compensatory planting proportionate to the value of trees lost in each of the above respects. Where applicable, root protection areas, canopy extents should be established, with details submitted of protective barriers to be erected prior to any work commencing.
- 3.135 This policy applies to all trees, including those outwith a tree protection order or conservation area. This policy recognises the important contribution made by trees to character, biodiversity, amenity and green/blue networks. In assessing proposals affecting trees, the Council will consider their value, taking into account their status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland. This will be considered alongside information from tree surveys, the green-blue network report, current Scottish Government guidance (presently contained in its Policy on Control of Woodland Removal) and the UK Forest Standard. Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.
- 3.136 Existing trees retained as part of proposals will contribute towards the minimum level of tree planting required under policy Env 27. Edinburgh Design Guidance

and associated appendices and appropriate British Standards are also applicable, as shall the Forest and Woodland Strategy once these are adopted during the lifetime of this Plan

Policy Env 21 Protection of Biodiversity

All proposals should safeguard habitat features of biodiversity value and priority species. This includes sites and species identified in the Edinburgh Biodiversity Action Plan (EBAP) and Green Blue Network section of the Edinburgh Design Guidance.*

Development that adversely affects sites designated for nature conservation or protected species will not be permitted except:

- *For European designated sites where: there are no alternative solutions; and there are imperative reasons of overriding public interest**; and compensatory measures are provided to protect the overall coherence of the European network. In these circumstances, Scottish Ministers must be notified.*
- *For Sites of Special Scientific Interest, where: the integrity and objectives of the designation will not be compromised; or any significant adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.*
- *For Local Nature Conservation Sites and Local Nature Reserves where adverse effects are adequately offset to maintain the integrity of the interests affected and the involvement of people.*
- *For European Protected species (EPS)***, where: the works accord with relevant legislation and all the relevant licensing tests are passed.*
- *For other specific species protected by legislation then reference should be made to the EBAP and UK legislation**** for the relevant species and considerations to be taken account of.*

3.137 In addition to safeguarding existing features, proposals must also create enhancement in terms of biodiversity value, which should be demonstrated by complying with policy Env 37 (Designing in positive effects for Biodiversity) and the mitigation hierarchy in that policy as well as according with Edinburgh Design Guidance.

3.138 *Features to be safeguarded and enhanced include but are not limited to woodlands, hedgerows, lochs, ponds, watercourses, wetlands, priority grassland habitats, wildlife corridors, geological features and areas that provide a food source for pollinators/invertebrates and insects.

3.139 **For European protected sites then reasons of overriding public interest include those of a social and economic nature. European sites within the City of Edinburgh are the Firth of Forth, Forth Islands (part), and Imperial Dock Lock Special Protection Areas.

3.140 Where a proposal may affect an internationally protected site, the Council will carry out a Habitats Regulation Appraisal. If it considers the proposal is likely to have a significant effect, the Council must then undertake an appropriate assessment that considers the implications of the development for the conservation interests for which the area has been designated. Applicants must provide information to inform the appropriate assessment. Development which could harm any of these internationally important areas will only be approved in exceptional circumstances.

3.141 *** European Protected Species (EPS) are covered by the Habitats Regulations. EPS found in the Edinburgh area are bats, otters, and great crested newts. The EU Habitats Directive defines 'favourable conservation status' as the distribution and population of the species being at least the same as when the Directive came into force in 1994. If the presence of an EPS or other protected species is suspected, appropriate survey work must be carried out to enable the Council to assess the likely impact of development on the species.

3.142 Sites of Special Scientific Interest (SSSIs) are areas of land (including land covered by water) which are considered by Scottish Natural Heritage (SNH) to be of special interest by reason of their natural features, i.e. their flora, fauna or geological or geomorphological features.

3.143 Local Nature Conservation sites and Local Nature Reserves often provide connectivity between internationally and nationally important sites and

contribute to green networks.

- 3.144 The impact on the habitat and species adjacent to protected sites, including watercourses and water bodies, is also relevant in the context of this policy.

Env 22 Pentlands Hills Regional Park

Development which supports the aims of the Pentlands Hills Regional Park will be supported by this policy provided it has no unacceptable impact on the landscape character and special qualities of the Park, including views to and from the Park.

The aims of the Pentland Hills Regional Park noted above are:

- *To retain the essential character of the hills as a place for the peaceful enjoyment of the countryside.*
 - *Caring for the hills so that the landscape and the habitat is protected and enhanced.*
 - *Within this caring framework to encourage responsible public enjoyment of the hills.*
 - *Co-ordination of these aims so that they co-exist with farming and other land uses within the Pentland Hills Regional Park.*
- 3.145 This policy aims to ensure that proposals for outdoor recreation activities, whilst likely to be supported in principle, do not detract from the special rural character of the Regional Park.

Env 23 Protection of Open Space Protection

Proposals involving the loss of open space will not be permitted unless it is demonstrated that:

- *there will be no significant impact on the quality or character of the local environment,*
- *the loss of open space should not cause any existing homes to stop being within the appropriate walking distance of Local or Large standard open space**
- *the loss would not be detrimental to the wider green and blue network (including*

its continuity, visual amenity, water management function or biodiversity value); and either:

- *there will be a local benefit, proportionate to the scale of the development, in allowing the development in terms of either alternative equivalent provision being made or improving an existing public park or open space; or*
 - *the development would be for a community purpose** and have an overriding benefit to the local community and public that outweighs the loss of open space.*
- 3.146 * Local Standard spaces are 500 square metres, or larger and Large Standard Spaces are 2 hectares or larger. Local and Large standard spaces which are protected under this policy are only those which are publicly accessible. The maximum appropriate walking distances between homes and open spaces are 400m for Local Standard spaces and 800m for Large Standard spaces. Edinburgh's Open Space Strategy (OSS) maps the areas of Edinburgh that are adequately served by both forms of open space.
- 3.147 This policy protects all open spaces designated in this plan or which otherwise: contribute to the amenity of their surroundings and the city; and/or provide or are capable of providing for the recreational needs of residents and visitors; and/or are part of the city's landscape and townscape character; and/or part of its biodiversity and the green/blue network. These spaces may be either public or privately owned.
- 3.148 To accord with criterion d), proposals for alternative provision or improvements to open space should normally address an identified action in the Open Space Strategy and/or a proposal in City Plan. Proposals must comply with greenspace proposals in this plan in addition, even if they comply with this policy.

- 3.149 **An example of community purpose providing an overriding benefit in this context may be a new school or medical facility.

Env 24 Protection of Outdoor Sports Facilities

In addition to the requirements of Policy Env 22, the loss of some or all of an outdoor sports facility (including playing field) will be permitted only where one of the following circumstances applies:

- *The proposed development is ancillary to the principal use of the site as outdoor sports facilities*
 - *The proposed development involves a minor part of outdoor sports facilities and would not adversely affect the use or potential of the remainder for sport and training*
 - *An alternative outdoor sports facility is to be provided of at least equivalent value in terms of sports it allows to be played and is accessible in a no less of a convenient location, or where existing provision is to be significantly improved to compensate for the loss**
 - *The Council is satisfied that there is a clear excess of the relevant sports facilities to meet current and anticipated future demand in the area, and the site can be developed without detriment to the overall quality of provision.*
- 3.150 Outdoor sports facility provision must be considered as a city-wide resource and in terms of its contribution to local needs.
- 3.151 *An example of this may be where development is allowed where it enables other pitches serving the local community are to be upgraded and equipped with

all-weather playing surfaces. The Open Space Strategy identifies the locations where such investment is to be concentrated in multi-pitch venues.

Sustainable placemaking

Env 25 Layout Design

Proposals will be supported by this policy (so far as applicable to the scale and nature of development proposed) where:

- *a comprehensive and integrated approach has been taken to the retention, design, layout and orientation of buildings, streets, footpaths, cycle paths, public and private open spaces, services, plant equipment, and green/blue networks (including SUDS features, landscape and tree planting, biodiversity connectivity and habitat),*
- *new streets and active travel routes within developments are direct and connected with adjoining networks wherever possible to ensure ease of access to local centres and public transport,*
- *the layout will encourage walking/wheeling and cycling to reduce emissions and address the climate emergency, cater for the requirements of public transport if required and incorporate design features which encourage slower driving, actively reduce the space and priority given over to private vehicles, and minimise potential conflict between pedestrians, cyclists and motorised traffic,*
- *car and cycle parking areas and pedestrian and cycle paths are overlooked by surrounding properties,*
- *safe and convenient access and movement in and around the development will be promoted, having regard especially to the needs of people with limited mobility or special needs,*
- *attractive public open spaces, focal points, SUDS features biodiversity habitat, play and education opportunities are provided and connected with the appropriate features and green blue network in the surrounding area; and*

- *it is designed to create and retain attractive public views of the site as well as through the development and from it.*

3.152 The layout of development should enhance community safety and urban vitality and provide direct and convenient connections on foot/wheel and by cycle. Where new road space is required as an integral and necessary part of new development, layouts should prioritise walking/wheeling and cycling, and not encourage greater car use or cause or add to congestion in the surrounding area.

Env 26 Housing Density

Sites identified to deliver housing in this Plan should provide density and numbers in line with the range set out for the relevant site in Part 4, Table 2.

On other sites where the principle of housing is acceptable, development must achieve an appropriate density having regard to:

- *the characteristics of the site and those of the surrounding townscape, where this positively contributes to the character of the area*
- *the need to create an attractive residential environment and safeguard living conditions within the development*
- *the accessibility of the site to public transport, in particular recognising the role of transport corridors*
- *the need to encourage and support the provision of local facilities necessary to high quality walkable neighbourhoods.*

Housing proposals which come forward through Policy Hou 4 - Housing Land Supply must deliver a density of dwellings of at least 65 dwellings per hectare as averaged across the overall site's residential developable area (this should be inclusive of open space but excluding other non-residential uses)

3.153 The aim of this policy is to promote an appropriate density of development, taking account of site characteristics and location. There are many benefits of higher density development – it makes efficient use of land, helps maintain the vitality and viability of local services and encourages the effective provision of public transport. Where appropriate, increasing density and building heights can also enhance an area's character and lead to better placemaking, particularly

where there is limited historic character and where visual focal points may enhance otherwise featureless townscapes.

Env 27 Public Realm, New Planting and Landscape Design

Planning permission will be supported by this policy where all external spaces, and features have had their design and position considered as a fundamental part of the scheme as a whole, and it has been demonstrated that:

- *the design and the materials to be used are appropriate for their intended purpose, to the use and character of the area generally, especially where this has a special interest or importance,*
- *the different elements of paving, landscaping, street furniture and other features are coordinated to avoid a sense of clutter, and in larger schemes design and provision will be coordinated over different phases of a development,*
- *a tree canopy coverage of appropriate species shall be achieved in line with Council guidance*, as well as hedge, shrub and wildflower planting to provide a setting for buildings, boundaries and road sides and create a robust landscape structure,*
- *a satisfactory scheme of maintenance will be put in place to ensure long-term viability, and*
- *in appropriate locations, where open space/public realm is created or enhanced by new development, public art or interpretation displays should be provided as an integral part of the design.*

3.154 This policy applies to all development with new public and semi-private external space. High-quality, well-designed public spaces are crucial elements of the urban environment and in making successful places. The Council encourages the preparation of public realm strategies to coordinate design and provide information on future maintenance in other major development schemes.

3.155 In terms of landscaping and maintenance arrangements, details of these should be submitted at the application stage so they can be considered as a central part of the proposal alongside the built form and overall layout. These schemes shall cover of landscape, including both existing and new tree planting during

and after construction. It is expected that, if acceptable, compliance with these landscape plans and maintenance arrangements shall be secured by condition.

- 3.156 The retention and planting of trees as well as other planting has many benefits, including to sequester carbon as well as assisting with climate change adaptation through urban heat regulation and reducing surface water run-off from sites.
- 3.157 Consideration should be given to positioning of planting and buildings as well as the species used to avoid detrimental effects of overshadowing.
- 3.158 Designs should follow the principles in the Edinburgh Design Guidance and associated appendices (including in respect of the Green and Blue Network) and guidance from Edinburgh Biodiversity Action Plan, Forest and Woodland Strategy, NatureScot, SEPA, Construction Industry Research and Information Association guidance and guidance from other appropriate agencies.

Env 28 Urban Edge Development

Planning permission will only be granted for development on sites at the green belt boundary where it:

- *conserves and enhances the landscape setting and special character of the city*
 - *promotes access to the surrounding countryside if appropriate*
 - *includes landscape and environmental improvements that strengthen the green belt boundary and contribute to multi-functional green and blue networks by improving active travel links, enhancing biodiversity and surface water management*
- 3.159 This policy applies to all new development situated at the edge of the urban area. A clear demarcation between town and country is important to the defensibility of the Green Belt boundary and its objectives.

Env 29 Waterside Development

Development on sites on the coastal edge or adjoining a watercourse, including the union canal, will only be supported where the proposals:

- *provide an attractive frontage to the adjacent water's edge and have had regard for character of the existing local area,*
 - *where appropriate maintains, provides or improves public access to and along the water's edge,*
 - *maintain and enhance the green and blue network, particularly the water environment and its nature conservation and landscape interest (including its margins and river valley) including incorporating a buffer zone* along the water's edge,*
 - *if appropriate promotes the recreational use of the water.*
- 3.160 *The width of the buffer zone noted in criterion c) should be proportionate to the nature and size of the adjacent water environment. Further details are set out in the Green Blue network section of the Edinburgh Design Guidance. Buffer zones should provide space for habitat creation as well as allowing fluvial and coastal processes to occur, including accounting for climate change and erosion. This buffer zone should be clear of new or existing development unless needed for flood defence or of historic merit.

Env 30 Building Heights

Development which rises above the building height prevailing generally in the surrounding area will only be supported by this policy where each of the following criteria are met:

- *a development is to be created that enhances the skyline and surrounding townscape and is justified by the proposed use,*
 - *the scale of the building is appropriate in its context, and*
 - *there would be no adverse impact on important views of landmark buildings, the historic skyline, landscape features in the urban area or the landscape setting of the city, including the Firth of Forth.*
- 3.161 Proposals for development that would be conspicuous in views of the city will be subject to special scrutiny. This is necessary to protect some of the city's most striking visual characteristics: the local, intermediate and distant views available from many vantage points within the city and beyond, of landmark buildings,

the city's historic skyline, the diversity of roof forms and heights, undeveloped hillsides within the urban area and the hills, open countryside and the Firth of Forth which create a unique landscape setting for the city.

- 3.162 In addition, the height of new buildings may need to be suppressed where necessary so that the city's topography and valley features continue to be reflected in roofscapes. This policy will play an important role in protecting the setting of the World Heritage Sites as well as Conservation Areas and Listed Buildings.
- 3.163 A study undertaken for the Council identifies key public viewpoints and is used in assessing proposals for high buildings on the World Heritage Site and its setting. Further advice is provided in Edinburgh Design guidance. Notwithstanding this, there will be a requirement for additional supporting information on a case-by-case basis where appropriate to consider a proposal's impact, for example in the form of Visual and Townscape Appraisals, TVIA, LVIA and for verified views and photomontages.
- 3.164 In relation to impact on local character and views, the relationship with views from ground level around the proposed development shall be of key importance.

Open space in new development

- 3.165 This section contains two policies on open space. All developments containing housing must be considered against Env 32 Useable Communal and Private open space in Housing Development. Non-residential development (including student accommodation and specialist housing) must be considered against Env 31 Useable Open Space in non-residential Development. Developments should also be aware of the need to meet requirements set out in the Open Space Strategy relating to standards of access to play facilities and different categories of open space.
- 3.166 The Development Principles in the Place Policies and Appendix D generally do *not* illustrate the extent or location of open space which needs to be provided. In some instances, the plans accompanying the principles show certain areas where it is important to provide open space, but this is not necessarily exhaustive of the full open space requirement for the site. In summary, developments must still comply with this policy and will be required to accommodate open space in

line with the policies below. This will typically mean open space will need to be incorporated within areas indicated for development in the site diagrams in sites covered by Place Policies.

Env 31 Useable Open Space in new Development*

All proposals containing new- build development (except householder development and housing proposals covered by policy Env 5 above) shall include the provision of good quality, attractive, useable and where appropriate publicly accessible open space that forms at least 20% of the total site area.

*** Wherever possible, this provision shall take the form of extensions and/or improvements to the green and blue network.*

- 3.167 *This policy ensures that development proposals (other than private and affordable housing development) include appropriate open space provision. This includes specialist housing built for occupation by groups such as students or the elderly. The supporting text for Env 32 also sets out an explanation of how open space should be provided as well as what type of space should be counted as open space, with this addressed further in the Edinburgh Design Guidance and associated appendices.

- 3.168 **A proposal which does not meet the full requirements of this policy on-site may be supported if appropriate provision or financial contribution is made to implement an action which improves park/open space/green network provision in the area (or access to these), with this normally needing to be an identified action in this Plan and/or Open Space Strategy

Env 32 Useable Communal Open Space and Private Gardens in Housing Development

Housing development will be supported by this policy where it provides good quality, useable open space and/or private gardens as applicable to meet the needs of future residents in line with the requirements below:

In developments containing flats where communal provision will be necessary, this will be based on a standard of 10 square metres per flat (excluding any units which are to be provided with adequate private gardens). A minimum of 20% of total site area should*

be useable open space and/or private gardens. Where development cannot meet the criteria above, a contribution towards the open space and/or green blue network will be negotiated.*

For housing developments with private gardens, a contribution towards the open space and/or green network will be negotiated if appropriate, having regard to the scale of development proposed and the opportunities of the site and surrounding area.

- 3.169 This policy applies to all private and affordable housing developments, including mixed use developments containing housing of these types. It also includes Built-to-rent accommodation. This policy does *not* apply to open space in student or other specialist accommodation which is addressed by Env 31.
- 3.170 To be considered good quality, all communal open spaces should provide useable amenity space that is accessible to everyone. They must also be multifunctional in their form, character and function. Multifunctional spaces should, at a minimum, have biodiverse habitat, receive acceptable daylight and sunlight, contribute to sustainable surface water management and provide an attractive place to rest and play. How developments enhance, extend and connect into existing green blue networks should be a key factor in establishing where and how open space is provided in a site's layout.
- 3.171 The Council expects housing development to meet these open space requirements in full within the site and plans/information to be submitted to demonstrate sufficient useable space has been provided in line with the definition set out above and in the Edinburgh Design guidance. Exceptions will only be considered if there are good reasons, for example for a conversion proposal with insufficient potential open space within the site.
- 3.172 A proposal which does not meet the full requirements of this policy on-site may be supported if appropriate provision or financial contribution is made to implement an action which improves park/open space and/or green network in the area (or access to these), with this normally needing to be an identified action in this Plan and/or Open Space Strategy identified action in this Plan.
- 3.173 *Edinburgh Design Guidance and associated appendices shall also set out what

is expected in further detail for private gardens and private open space, including what nature of space can be counted towards open space provision (such as if/when roof garden may contribute towards amenity space provision)

Env 33 Amenity

Development will be supported by this policy where it is demonstrated that the amenity of future occupiers of the development and occupiers of neighbouring developments are not adversely affected by ensuring acceptable levels of amenity, particularly in relation to odour, space standards, noise, daylight, sunlight, privacy or immediate outlook.

- 3.174 This policy protects the amenity of neighbouring and occupiers of proposed buildings as well as public and private amenity spaces. Edinburgh's Design Guidance and associated appendices provides further information on how to ensure proposals provide acceptable levels of amenity for new occupiers and neighbouring developments, including in relation to amenity spaces. Where a proposal may cause some existing or future occupiers to suffer inadequate amenity then further information may be required as necessary to assess whether the proposal complies with this policy and guidance noted above, for example such as daylight/sunlight assessments.

Env 34 Pollution and Air, Water and Soil Quality

Development will not be supported that would be subject to and/or have a significant adverse effects for health, amenity and the environment (including air, soil and water quality as well as ground stability, erosion and noise) unless any detrimental impacts are adequately addressed by design and layout (or by mitigation only if a design/layout solution is not possible) and that these measures are appropriate for the development and site context.

- 3.175 In applying the policy above there is a particular presumption against development that would increase the risk of major accidents and in this respect, the Council shall have particular regard the proximity of locations such as Hazardous Substances Consent Sites.
- 3.176 Pollution can arise from many sources and activities including traffic and transport, domestic heating, industrial processes, agriculture, waste disposal and landfill. Air, soil and water quality can all be affected and harmed by some

forms of development and land can present a potential pollution or safety threat if it has been contaminated or destabilised by previous activities. Air, noise and light pollution as well as odour can also be a source of harm to health and amenity

- 3.177 The effect of a proposal on future residents, workers and visitors within a development is relevant well as the effect on neighbouring areas and populations. Appropriate siting of buildings and uses on site as well as retaining and providing Green/blue infrastructure within developments should be the first options explored to address the adverse effects noted in this policy. Further details can be found in the Edinburgh Design Guidance and associated appendices.
- 3.178 The potential risk and significance of pollution will be considered when assessing planning applications, in consultation where necessary with relevant agencies, such as Scottish Environment Protection Agency and the Health and Safety Executive. Proposals will be assessed to ensure development does not adversely affect Low Emissions Zones or air quality in identified Air Quality Management Areas (AQMA) or, by cumulative impacts, lead to the creation of further AQMA in the city.

Env 35 Reducing Flood Risk

Planning permission will not be granted for development that would:

- *increase a flood risk (pluvial, fluvial, coastal or sewer flooding) elsewhere or within the site itself, including by failing to allow for the effect of future climate change or where the layout of the development does not adopt the *precautionary principle**
- *impede the flow of flood water or deprive a river system of flood water storage within the areas shown on the Proposals Map as areas of importance for flood management*
- *be prejudicial to existing or planned flood defence systems.*
- *fail to allow sufficient space to incorporate and enhance existing features into the proposal's design which would add to the blue network, for example de-culverting and re-meandering rivers.*

Proposals should not discharge surface water into the public sewer system to ensure they do not worsen sewer flooding. In exceptional circumstances, where no other option can

be achieved, agreement for discharge into a public sewer must be agreed by Scottish Water and not increase flood risk, including from unsanitary foul waste from combined sewers.

- 3.179 All development, including that which meets this policy, must also follow the principles in Edinburgh Design Guidance and associated appendices and meets the Flooding regulations. Identified areas of importance for flood management are identified on the Proposals Map. It is essential to maintain strict control over development in these areas. Proposals will only be favourably considered if accompanied by a flood risk assessment demonstrating how compensating measures are to be carried out, both on and off the site, and that any loss of flood storage capacity is mitigated to achieve a neutral or better outcome. In some circumstances, sustainable flood management or mitigation measures may not be achievable. In all instances mitigating measures must appropriate in planning terms and have fully explored sustainable, nature-based solutions as the optimal way to address adverse flood risk impacts.
- 3.180 The Climate Emergency is increasing and exacerbating flood risk from a wide range of causes, particularly through rises in sea level and increasing the frequency and severity of extreme rainfall events which cause flood risk from coastal, fluvial and surface water flood risk (including an exceedance of sewer network capacity causing water to back-up on streets). Proposals should account for contemporary predictions of climate change in addressing the policy requirements above.
- 3.181 Culverting of watercourses can exacerbate flood risk and have a detrimental effect on biodiversity. Any further culverting across the city will be opposed, and the removal of existing culverts will be sought when possible (see criterion d above), including where culverts adjoin development sites on neighbouring land. New development can add to flood risk if it leads to an increase in surface water runoff. It is also at risk from water flowing over land during heavy rainfall. Env 36

– Designing for Surface Water requires that these risks should be avoided by the use of sustainable drainage techniques (SUDs) and careful design of land levels to create additional storage on site.

Env 36 Designing for surface water

Detailed applications involving the construction of one or more buildings will be supported by this policy where:*

- *They are accompanied by a Surface Water Management Plan which has considered design exceedance scenarios,*
- *The development creates an attractive, biodiverse sustainable drainage system* that manages the first 5mm of rainwater on-site at a plot level wherever possible as well as ensuring all water is stored and flows above ground avoiding pumping of water,*
- *The design is adaptable and resilient to climate change and considers overland flow paths, maximises permeable surfaces, avoids pinch points and potential blockages to collection points in the system, and stores water on site to the level stated in the Council's Flood regulations and maximising long-term* storage where appropriate,*
- *The design provides a drainage system that is safe, reliable and effective over the design life of the development and long-term maintenance has been considered and agreed between the developer and each party responsible for management of the system,*
- *Developments fail to remove existing surface water pipes on-site or adjacent, unless it is demonstrated this is not viable.*

Stand-alone proposals for SuDS development described in this policy will also be supported.

- 3.182 In addition to the policy requirements above, developments should comply with the Council's Surface Water Management Plan guidance. They should also account for contemporary predictions of climate change in addressing the policy

requirements above. In order to fulfil the requirements of criterion (e) above then developers should collaborate with Scottish Water and the City of Edinburgh Council to fully explore and, wherever possible, replace existing surface water pipework (both on site and adjacent) by using SuDS onsite instead. Surface water in the combined sewer network can increase the risk of impacts on the water environment and/or sewer flooding as a consequence of more intense rainfall.

- 3.183 Water can be stored above ground in basins, ponds or in features such as blue roofs. Development must avoid the use of underground tanks and maximise evapotranspiration to reduce both volume and rate at which water enters rivers and drainage systems. Further detail on how the above principles should be achieved as part of developments is set out in the Edinburgh Design Guidance and associated appendices as well as the Council's 'Vision for Water Management for the City of Edinburgh'.

- 3.184 *not including domestic out-buildings which are addressed by 'Policy Env 5 -Alterations, Extensions and Domestic Outbuildings'

Env 37 Designing-in Positive effects for Biodiversity

So far as applicable to the scale and nature of the development, proposals must have a positive effect on biodiversity by ensuring proposals follow the sequence of principles below:

- *Avoid impact wherever possible by identifying existing species, spaces and features of biodiversity on-site and including these within new developments*
- *Where impact cannot be avoided this effect must be minimised, for example by prioritizing the retention most the important areas for ecological networks*
- *Any remaining adverse impacts must be wholly mitigated by new biodiversity measures*
- *Additional improvements must then be included to tilt the balance of impact*

from neutral to an overall positive effect for biodiversity, for example through incorporating measures to improve the conservation status of notable species.

Consideration of biodiversity should include, but is not limited to, soils, habitat networks and environmental quality within and linking to a site.

- 3.185 Ecological features within the built environment can include features such as Swift bricks and hedgehog highways, with biodiversity corridors being a particularly valuable form of asset to protect and create to allow the movement of species across the city. The extent of enhancement will be proportional to the scale of the development rather than the size of the site. For example, this may mean taller developments may require green walls in addition to green roofs. Further information on what levels and types of positive effect will be required at different scales of development and in different habitat types/areas shall be set out in the Edinburgh Design Guidance and associated appendices.
- 3.186 Where any deficiency in on-site provision exists, this will only be accepted where it is demonstrated that this cannot be achieved on the site and where a financial contribution is made to off-site delivery of green blue infrastructure in the local area, with this normally relating to improvements identified in this Plan, Action Programme, Open Space Strategy and/or Forestry and Woodland Strategy. This is in line with financial contributions framework set out in Inf 3 Infrastructure Delivery and Developer Contributions.
- 3.187 Further details on features that have positive effects on biodiversity can be

found in Chartered Institute for Ecology and Environmental Management (CIEEM) Biodiversity Net Gain Principles and BS 8683 Process for designing and implementing Biodiversity Net Gain – Specification (Draft)

- 3.188 In exceptional circumstances, it may be accepted that certain measures may not be appropriate to incorporate into a particular proposal, for example where this involves the conversion of a listed building on a site otherwise lacking in space. In all circumstances however it should be ensured that all opportunities to embed measures to provide improvements to biodiversity have been explored. Stand-alone proposals for green and blue infrastructure will also be supported where it accords with this policy.

Env 38 - Shopfronts

Planning permission will be granted for alterations to shopfronts which are improvements on existing and relate sensitively and harmoniously to the building as a whole. Particular care will be taken over proposals for the installation of illuminated advertising panels and projecting signs, blinds, canopies, security grills and shutters to avoid harm to the visual amenity of shopping streets or the character of historic environments.

- 3.189 Shopfront design, shop designs and shopfront advertising play an important role in the visual environment of the city. Important traditional or original features on older buildings, such as stall risers, fascias and structural framing of entrances and shop windows, should be retained and incorporated into the design. In conservation areas and on listed buildings, design and materials used will be expected to be of a high standard, and not damaging to existing fabric of buildings or wider character. Detailed advice on shopfronts is provided in Council guidance.

Housing Policies

Hou 1 Housing Development

Housing Proposals table set out at Part 4, Table 2, allocates sites to deliver the housing land requirement in the period of the plan. Development should accord with the Place Policies and development principles set out in Place 1-Place 36 and Appendix D.

In addition to these sites proposals for housing will be supported:

- *on other sites within the urban area, provided proposals are compatible with other policies in the plan and,*
- *as part of redevelopment proposals in a commercial centre subject to retention of its function as a commercial centre and a Place Brief or master plan of the overall site area in accordance with plan policies.*

3.190 Place Policies and Development Principles (and technical requirements in Appendix D) set out the key elements to be delivered on allocated housing sites. Where no place policy or development principles are provided, proposals for housing development should meet with the requirements of the Housing Density policy Env 26, provide any required community facilities as set out in Inf 1 and any other infrastructure requirements in accordance with Inf 3.

3.191 To maximise the opportunity to meet affordable housing need through the Affordable Housing Policy Hou 2 and provide opportunities for provision of affordable housing directly, the development of housing on sites, not allocated for other uses, within the urban area is strongly encouraged. Policy Econ 2 sets out a requirement to provide housing as part of commercial development. The Council will work with public sector partners to deliver land in the urban area for affordable housing. On sites in private ownership the Council will, where necessary, intervene to ensure that land comes forward utilising compulsory purchase powers if required.

3.192 Commercial centres provide 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. The role of commercial centres in providing shopping and leisure facilities is supported in Policy Re 6. Through redevelopment, housing could complement existing retail floorspace and utilise available land to create sustainable mixed-use communities within the urban area.

Hou 2 Affordable Housing

Developments including conversions, consisting of 12 or more units are required to provide affordable housing amounting to 35% of the total number of units proposed. The provision should normally be on site. Tenure should be consistent with local housing need.

3.193 Given the scale of affordable need housing developments should support the delivery of new affordable homes as far as possible. Affordable housing is defined as housing that is available for rent or sale to meet the needs of people who cannot afford to buy or rent the housing generally available on the open market. There is a range of approved affordable housing tenures. The highest housing need in the city is for homes delivered for social rent. Early engagement with a Registered Social Landlord should be undertaken when designing a scheme. Further information about how this policy will be applied is set out in Council Guidance. This policy will be applied to all developments of 12 or more residential units. It does not apply to student accommodation.

Hou 3 Mixed Communities

Proposals for housing will be permitted if it is demonstrated that:

- *development provides an appropriate range of housing of different types and sizes,*
- *developments of 12 or more units provide a minimum of 20% of units suitable for larger families and,*
- *the range of housing provided is well integrated through the entire development*

scheme

- 3.194 A mix of housing types and sizes provides potential for multi-generational communities, allowing people to remain in their home or find a new home within the same community as their needs evolve and provides opportunities for informal social and practical support.
- 3.195 The mix should respond to the differing needs of residents, including families, older people and those with special needs, immediate site conditions and citywide objectives. [An inclusive approach to design of market and affordable housing should be taken.](#) Guidance is provided in the Edinburgh Design Guidance. This supports the Scottish Government's Housing for Varying Needs Standards which set out good practice on the design of housing to achieve flexibility and suitability for people of all abilities and is the standard which applies to all Registered Social Landlord (RSL) development. The mix of size of dwellings should provide for the needs of larger families. This includes larger units of three or more bedrooms, with access to private garden ground from ground or first floor level. To support diverse and well-integrated neighbourhoods, affordable homes should reflect the range of dwelling types and sizes provided across the development as a whole and be tenure blind.
- 3.196 The Private Rented Sector is a key provider of homes throughout the city. Purpose built accommodation for rent (BTR) offers professionally managed homes under single ownership with shared facilities that can be delivered rapidly and provide affordable housing. BTR developments are considered as a strand of mainstream housing and proposals should meet with the affordable housing policy and fulfil placemaking principles. Guidance on size and type of housing is provided in the Edinburgh Design Guidance.

Hou 4 Housing Land Supply

Where a shortfall in the maintenance of the 5-year housing land supply is identified (as evidenced through the housing land audit) proposals within the countryside or green belt area will only be permitted where it is demonstrated that the proposal:

- is in keeping with the character of the settlement and local area,
- will not undermine green belt objectives,

- is sustainable development,
- is effective or capable of becoming effective in the relevant timeframe,
- provides requisite infrastructure capacity to absorb the additional impact of the development or demonstrates that infrastructure is already available or can be delivered at the appropriate time; and,
- is compatible with other policies of the plan

3.197 The aim of the plan is to deliver mixed use sustainable communities on the allocated land supply set out in Part 4, Table 2 and other suitable sites within the urban area. Proposals that do not accord with the development plan will not be considered acceptable unless material considerations indicate otherwise. Scottish Planning Policy requires that a 5-year supply of effective housing land is always maintained. Where a shortfall in the housing land supply is established, the above policy will be applied.

3.198 A mix of uses should be provided to create sustainable communities that minimise car usage and improve affordability and availability of housing overall. Higher densities than have traditionally been provided on greenfield/greenbelt sites will be required to provide the critical mass to support services, including public transport and amenities. Policy Env 26 – Housing Density sets out requirements. Infrastructure requirements for greenfield development are significant. Inf 1, Inf 3 and Inf 4 set out requirements.

Hou 5 Conversion to Housing

Planning permission will be granted for the change of use of existing buildings in non-residential use to housing, provided:

- a satisfactory residential environment can be achieved,
- housing would be compatible with nearby uses,
- appropriate open space, amenity and car and cycle parking standards are met and,
- the change of use is acceptable having regard to other policies in this plan

including those that seek to safeguard or provide for other uses

- 3.199 Conversion of existing buildings can make a contribution to housing provision. It can help to create the high-density mixed-use environments which are supported by this plan. Policy Re 4 presumes against the conversion of shop units to residential use, and safeguard these for shopping and small business use. However, conversion to residential use could be supported where the shop unit has been vacant for a significant period of time and been actively marketed, where there is a local need and demand for a range of housing types and for town centre living.

Hou 6 Student Accommodation

Planning permission will be granted for purpose-built student accommodation where:

- *there is good access by public transport and active travel routes to further and higher education institutions,*
 - *it provides suitable amenity to students, including open space,*
 - *no more than 10% studio flats are provided and,*
 - *there will be no adverse impact on the established character of the area*
- 3.200 Purpose built student accommodation makes a valuable contribution to housing Edinburgh's many students. Ensuring it is delivered at the right scale and in the right locations is required to balance this with the needs of the existing community and the need for residential dwellings. It is particularly important that the design of purpose-built student accommodation should create safe and pleasant places for occupants, residents and the wider community, create a mix of uses avoiding a single land use and ensure adaptability.
- 3.201 Larger sites provide an opportunity to balance the mix of land uses and to contribute to delivery of housing. A mix of student accommodation and housing is required on all sites greater than 0.25Ha. Housing should comprise 50% of all student accommodation units. The affordable housing policy of 35% will apply. This will not apply in self-contained campus locations. Council Guidance sets out

further details.

- 3.202 To avoid additional pressures on existing local amenities and open space there is a need for purpose-built student accommodation to provide students with high quality living and adequate on-site amenity spaces and communal facilities. Student accommodation is expected to be designed to provide equivalent amenity required for housing. This includes daylight and sunlight, open space, internal space standards and noise. Standards are provided in Council Guidance.
- 3.203 Studio flats can lead to social isolation and in high concentration do not foster healthy student communities. Cluster flat arrangements allow the opportunity for students to interact and improve wellbeing. This policy seeks to provide flexibility for future conversion to other residential uses studio can pose issues for conversion.
- 3.204 This policy applies to all types of student accommodation developments, including new build, change of use and conversion.

Hou 7 Loss of housing

Proposals which would result in the loss of residential dwellings through demolition or a change of use will not be permitted, unless in exceptional circumstances, where it would provide necessary community facilities without loss of amenity for neighbouring residents.

- 3.205 The retention of existing dwellings is important as a means of meeting housing need. Over the last decade, Edinburgh has witnessed a significant increase in the use of residential properties for short-term lets, reducing the number of homes available. In some areas this has resulted in the dilution of the resident population. Over and above that, any change of use of residential properties to commercial uses can have a detrimental impact on the amenity of residents, particularly where there is a high density of people occupying one building with communal areas.
- 3.206 For these reasons, the change of use of a residential unit will only be permissible in exceptional circumstances, such as where the change of use would provide

necessary community facilities.

Hou 8 Inappropriate Uses in Residential Areas

Developments, including change of use which would have a materially detrimental effect on the living conditions of nearby residents, will not be permitted.

3.207 The intention of the policy is to preclude the introduction or intensification of non-residential uses incompatible with predominantly residential areas and prevent any deterioration in living conditions in more mixed-use areas, which nevertheless have important residential functions.

Hou 9 Sites for Gypsies, Travellers and Travelling Showpeople

The development of a site for caravans for gypsies, travellers and/or travelling showpeople will be permitted provided:

- *it has been demonstrated that a site is needed in the location proposed,*
- *the site would not detract from the character and appearance of the area,*
- *the site would not detract from the amenity currently enjoyed by residents in the area,*
- *the site can be adequately screened and secured and provided with essential services and,*
- *it has been demonstrated that the site will be properly managed*

Infrastructure and Transport Policies

- 3.208 The policies in this chapter support the City Mobility Plan's ambition to shift car trips to more sustainable modes, in line with sustainable transport hierarchy. By meeting the criteria in these policies, support is given to development (or its mitigation) that is people focussed and reduces the reliance on private car use and helps the Council to meet its mode share targets as set out in the Council's City Mobility Plan technical note. These may be reviewed over time reflecting changes in mobility infrastructure and the monitoring of their success.
- 3.209 The intention of the following policy is to ensure that new housing development is directed to where residents can access a range of key services within walking distance when this is practicable and reasonable. This supports the '20-minute neighbourhood' concept to create sustainable, walkable places. Applicants should demonstrate a proposal's walkability to key services as part of their submission, using a methodology established by the Council.

Inf 1 Access to Community Facilities

Housing development will be supported where key community facilities are walkable within a 20-minute return trip. Applicants must demonstrate this through an assessment of walking distances to key services and infrastructure. Proposals for housing in areas that do not currently meet this walking distance will be considered only where these services can be delivered, relative to the scale of development, and managed as an integral component of a mixed-use development.*

In areas that do not currently meet this walking distance, opportunities to provide services will be considered where these meet other policies in the plan. Wherever possible, delivery of new community facilities should be as part of multi-service hubs that brings community services together, increasing opportunities for linked trips where the long-term sustainability of the facilities is prioritised. Proposals for new schools provide the opportunity to consider the integration of community services provision.

**our analysis is based on a walking trip of 800m.*

- 3.203 Facilities such as schools/lifelong learning, green spaces, community gardens, sport and recreation, local doctor and dental surgeries, local shops, community halls and shared work/meet spaces, public toilets and water fountains, are necessary to foster community life and reduce the need to travel for everyday services and should be protected.

Inf 2 Loss of Community Facilities

Development involving the loss of a valuable community facility will not be permitted, unless appropriate alternative provision:

- already exists within a walkable 20-minute return trip,*
- the service can be provided within another, existing facility or as part of a new multi-service hub or,*
- where the service is to be provided in a different way, for example, as part of the Council's strategic approach to service delivery but maintaining or improving the accessibility by the community.*

- 3.204 The Council will seek to retain facilities of proven value, if threatened by redevelopment proposals without prospect of suitable alternative provision.

Inf 3 Infrastructure Delivery and Developer Contributions

Development will be supported where there is sufficient infrastructure capacity already being available or can be delivered at the appropriate time or where the development can deliver the infrastructure necessary to mitigate any negative impacts. This should be secured by legal agreement. Where, by the nature of the infrastructure, it cannot be delivered by the developer directly, developer contributions will be sought.

Proposals will be required to deliver or contribute to the following infrastructure provision where relevant and necessary to mitigate any negative impact (either on an individual or cumulative basis) and to ensure the proposal can meet the Council's sustainable transport targets (mode share targets) and where commensurate to the scale of the proposed development:*

- *transport proposals and safeguards from Part 4, tables 3-10 and/or interventions identified in transport assessments and/or transport consultations in accordance with Policy Inf 4 Provision of Transport Infrastructure,*
- *education provision including new schools, early years nursery proposals, school extensions to accommodate additional classrooms, and associated requirements to support the additional pupil numbers such as dining and gym facilities, taking into account opportunities to co-locate community services from Part 4, table 11,*
- *primary healthcare infrastructure capacity – proposals to provide floorspace for the provision of new facilities or to extend existing facilities,*
- *greenblue network actions, including Part 4, Table 1 and public realm where identified for the town centres or projects delivering the Council's City Centre Transformation and,*
- *infrastructure of a regional scale where identified as part of national or regional strategy with a cross-boundary delivery mechanism.*

Where necessary to mitigate cumulative impacts, contribution zones will apply. These will demonstrate the direct relationship between development, either individually or cumulatively, and the need for that infrastructure. For strategic infrastructure projects of regional significance, the Council will continue to work with partners across the region for an approach to funding.

- 3.205 Planning guidance will set out the mechanism for the detailed calculation of proportionate contributions within a contribution zone, as well as any exceptions. It will detail which appraisal identified the impact of development on existing infrastructure capacity and the recommendation of mitigating actions.
- 3.206 It is the Council's preference that infrastructure is directly delivered by developers wherever possible. In most cases this will be possible where the land is in the control of the developer or the Council. Where an off-site action

is needed on land not controlled by the Council or is an action that addresses cumulative impacts of more than one development, proportionate developer contributions will be sought. The details of the actions are also set out and updated in the Plan's action programme.

- 3.207 Planning guidance will set out the exceptions and mechanisms for the detailed calculation of proportionate contributions within a contribution zone. It will detail the relationship of development and the infrastructure action(s) with its appraisal source for their identification. Developer contributions must be proportionate and attributable to the impacts of the development.

Inf 4 Provision of Transport Infrastructure

Development proposals relating to housing or other development sites which would generate a significant amount of trips, shall demonstrate through an appropriate transport assessment or statement, and proposed mitigation that:

- *Identified*local, city-wide and cross boundary individual and cumulative transport impacts can be timeously addressed where this is relevant and necessary for the proposal and,*
- *any required transport infrastructure in place policies or development principles to be prepared has been addressed where relevant to the proposal.*

- 3.208 The approach to the delivery of the required transport infrastructure is set out in Policy Inf 3 Infrastructure Delivery and Developer Contributions and will be detailed within planning guidance.

- 3.209 * The identified transport proposals in Part 4, tables 3-10 and interventions set out in the Place Policies take into account the cumulative impact with other sites in the Plan, from the Transport Appraisal modelling and analysis. This policy requires that proposals carry out further assessment at the planning application stage to further inform any local impacts and to take into account the impact of any windfall sites progressed through the housing policies.

Inf 5 Location of Major Travel Generating Development

Proposals for major development which would generate significant travel demand will not be supported where there is a reliance on private car use. Such uses will only be permitted on suitable sites with very good accessibility by sustainable transport. Proposals must demonstrate their suitability using the following evidence:*

- *the accessibility levels of the site by sustainable modes other than the car using existing or planned** sustainable transport and,*
 - *impact of any travel demand generated by the new development on the existing road and public transport networks.*
- 3.210 The location and design of the proposed scheme should demonstrate it follows the sustainable transport hierarchy with priority given to walking, wheeling, cycling and public transport. Measures to mitigate any adverse effects on networks should be through increasing the use and accessibility by modes other than private car, contributing towards meeting the City's mode share targets. Travel plans are a tool that encourages behaviour change of future users and residents to more sustainable travel choices and are expected to play a role in achieving mode share targets and should be encouraged in major developments.
- 3.211 *applies to any retail, office, leisure, housing or mixed-use development that is likely to be a significant trip generating use. **identified in Part 4 or other committed sustainable transport projects at the local, regional or national level.

Inf 6 Cycle Parking

Proposals for residential development will be supported where:

- *residents' cycle parking is securely and conveniently provided within buildings,*
- *secure external visitor cycle parking and storage is located close to building entrances and,*
- *the provision meets or exceeds the standards set out in Council guidance and is designed in accordance with the current Council guidance.*

All other development (offices and other employment uses, retail, leisure and entertainment) must provide a range of cycle parking and storage options for both employees/future users and visitors, reflecting the expected length of stay, and be designed in accordance with the standards set out in Council guidance. Ancillary facilities, including shower/changing and space for cycle maintenance equipment and e-bike charging must be provided.

Major housing and mixed-use developments should consider the integration of cycle hire docking stations into the layout taking into account secure by design principles and explore the potential for cycle hire to form part of wider hub for shared mobility services and public transport.

- 3.212 The appropriate provision, ease of access to and security of high-quality cycle parking facilities is important to encourage greater levels of cycling and to help meet the Council's mode share target for active travel and should always be closer to development entrances than any car parking spaces that may be provided.

Inf 7 - Private Car Parking

Development will be supported where private car use is not needed. This policy encourages private car parking free or low car parking developments. Within the Council's Low Emission Zone private car parking (other than accessible spaces) will not be permitted. The appropriate level of provision will be determined by the following factors:

- *sustainable transport accessibility levels*, including committed public transport and active travel infrastructure or located in a central area,*
- *if development is on the edge of the Council's Low Emission Zone,*
- *parking controls on neighbouring streets to mitigate any potential overspill parking,*
- *the proposed use assumes no or low car ownership and use by potential occupiers, for example purpose-built sheltered housing or student accommodation,*
- *availability of shared mobility services to make it more convenient for residents not to own a car, for example the city's car club and cycle hire schemes,*

- *for major new developments, and where identified in a Place Policy or Development Principles, shared mobility services should be provided and be conveniently located close together and near to public transport stops, potentially in a ‘mobility hub’ with additional services, located with good natural surveillance,*
- *any car parking spaces will have smart electric vehicle charging provision,*
- *no additional space for car parking can be accommodated within the curtilage of a dwelling by careful design of gardens, driveways and integral garages,*
- *whether, in the case of non-residential developments, the applicant has demonstrated through a travel plan that practical measures can be undertaken to significantly reduce the use of private cars to travel to and from the site and,*
- *meets standards for accessible parking.*

**Following a methodology to determine a location’s public transport accessibility and walkability ratio that will be set out in planning guidance.*

- 3.213 Determining the appropriate level of parking must be informed by location, access to public transport and other controls and incentives that can be put in place. Private car parking free developments (with carparking provision for disabled users only) will be supported in accessible central locations, including within and on the edge of the low emission zone or elsewhere where high-density developments are supported. Excessive parking levels in less central locations cannot be justified. The Council will continue to manage residents parking permits in new development.
- 3.214 Meeting our targets for shifting car use to sustainable travel modes must guide our approach to controlling the demand for car parking. Restricting car parking spaces available on-site, controlling on-street parking in surrounding streets, encouraging use of sustainable and public transport and providing alternatives to car ownership through the provision of shared mobility services are all needed to meet the mode share targets set for reducing private car use and creating places for people.

- 3.215 Measures that support people to not need to own a private car, such as shared car hire schemes and mobility hubs offering a range of shared sustainable travel modes at the local/neighbourhood level, are required to support lower car parking provision and will be supported in appropriate locations. Where shared mobility services are necessary to mitigate the impact of development, but is not practical to deliver on site, contributions to off-site delivery will be sought. Where Place Briefs are to be developed, there is the opportunity to identify an appropriate location for a mobility hub, tailored to the needs of the area, in consultation with communities.

Inf 8 - Design of Car Parking

Where parking provision within a development site is required or considered to be acceptable, it will be supported where it meets the following criteria:

- *car parking should wherever practical be provided in on-street vehicle bays to avoid creating single large surface car parks at the expense of public spaces, private open space and active frontages*
- *car parking at basement level within a building may be acceptable, if appropriate to the scale of development*
- *the layout strategy for car parking should always prioritise safe and direct walking and wheeling access and routes, conveniently locate disabled parking, and integrate with drop-off points or mobility hubs*
- *on larger developments a range of parking solutions should be explored that use land efficiently, for example communal car park garages, creating pedestrian friendly places with less car dominance*
- *integration of structural planting, including tree planting, to minimise visual and environmental impact of any on-street or surface car parks and,*
- *space should be provided for small-scale community recycling facilities in the car parking area in appropriate development, such as large retail developments.*

- 3.216 This policy sets out important design considerations for car parking provision including environmental quality, pedestrian safety and security. Poorly located or designed car parking can detract from the visual appearance and vitality of the surrounding area. Parking that separates a building frontage from the road can be an added discouragement to public transport use and walking/wheeling.
- 3.217 A high standard of design for surface car parking will be sought, with landscaping to soften its visual impact, and in larger car parks the provision of marked walkways for ease of pedestrian movement and safety. New off-street car parking provides an opportunity to expand the city's network of small recycling points to complement larger community recycling centres.

Inf 9 - City Centre Public Parking

Proposals for new off-street car parking within the city centre and the Low Emission Zone will not be supported.

- 3.218 The city centre is highly accessible by a range of sustainable transport modes and we want to manage the traffic that enters the city centre. The City Centre Transformation project aims to create a walkable city centre prioritising movement on foot, wheels, by bike and by public transport.

Inf 10 - Cycle and Footpath Network

Development proposals must design for and deliver direct connections to adjacent segregated active travel infrastructure and/or the off-road cycle and footpath network. Development proposals should address improvements to safe walking routes to local schools, including those identified in school travel plans, where relevant. Development will not be supported which would:

- *prevent the implementation of proposed cycle paths and pedestrian/wheeling routes shown on the Proposals Map and Part 4, safeguarded routes identified in this plan, other routes identified in the Council's Active Travel Action Plan, or other routes identified through Place Policies and Development Principles or Place Briefs following community consultation,*
- *prejudice the continuity of the core path network or off-road network generally,*
- *obstruct or adversely affect a public right of way or other route with access rights unless satisfactory provision is made for its replacement,*

- *prejudice the possible incorporation of an abandoned railway alignment into the off-road path network and,*
 - *prevent the implementation or connectivity of proposals identified in an approved Regional Transport Strategy.*
- 3.219 Increasing trips made by walking, wheeling and cycling is central to the Sustainable Transport Hierarchy and the Council's targets for walking and cycling. Creating a well-connected cycle and footpath network is important to meet those targets, and all the proposals in the proposals map make crucial links to support safe connections and increase the off-road network or connections to segregated on road cycle lanes.
- 3.220 Development layout will be expected to deliver routes within their boundary and layouts will coordinate and connect with any proposed routes and links in their vicinity. This policy also ensures that development proposals do not obstruct or damage existing cycle paths and footpaths and other routes with access rights and do not prejudice the future implementation of potential additions or improvements to off-road routes across the city and the Active Travel Action Plan network.

Inf 11 Public Transport Proposals and Safeguards

Development will not be supported which would prejudice the implementation of the public transport proposals and safeguards listed in Part 4 and shown indicatively on the Proposals Map or that will come forward as part of the Edinburgh Strategic Sustainable Transport Study, Regional Transport Strategy and Strategic Transport Projects Review 2

- 3.221 This policy is to ensure that development proposals take account of committed and potential public transport proposals. These are required to reduce reliance on travel by private car and help meet climate change targets and the Council's targets for public transport.
- 3.222 The Edinburgh Strategic Sustainable Transport Study (ESSTS) remit is to examine strategic transport corridors within, and potentially beyond, Edinburgh to assess whether, and how, the development of transit-led solutions could deliver against stated transport objectives and support wider policy outcomes such as sustainable economic growth, reducing carbon emissions, promoting equity and supporting healthier lifestyles. Phase 2 of the study continues to build a strategic business case for two mass rapid transit routes for the city.

Inf 12 Park and Ride

Development proposals for park and ride facilities will be supported on sites closely related to public transport corridors and railway stations provided that:

- *visual impacts can be mitigated through careful design and landscaping*
- *they integrate with wider pedestrian routes and connection made to any segregated cycle travel routes, and include secure cycle parking and storage*
- *they support the co-location of shared mobility services and ancillary facilities at park and ride sites and,*
- *they provide electric vehicle charging facilities (in line with the Council's EV charging hub strategy).*

3.223 This policy sets out criteria for assessing new proposals for park and ride sites that to add to those already serving commuters and residents of Edinburgh. Options for a new park and ride in West Lothian are being developed as part of the West Edinburgh Transport Improvement Programme with improved bus and active travel connections.

Inf 13 Road network infrastructure

Development is not supported where it would prejudice proposed new transport infrastructure and junction improvements listed in Part 4 and shown indicatively on the Proposals Map.

3.224 Additional capacity on the road network for private car use is not supported. This policy relates to new access roads to connect new parts of the city to the existing road network, as well as supporting upgrades to junctions that can prioritise active and sustainable transport.

Inf 14 Rail Freight

Development will not be supported which would prejudice the retention of viable freight transfer facilities at Seafield and Portobello.

3.225 There are rail freight transfer facilities at Seafield (Leith Waterfront) and Portobello. The re-designation of Leith Docks for industrial purposes assumes that a rail-sea freight transfer capability will be retained. Keeping a reduced general freight rail head to the east in Seafield will complement the safeguard for a waste management facility in that location (see Policy Inf 18). It is also prudent to retain the rail freight capability at Portobello.

Inf 15 Edinburgh Airport Public Safety Zones

Development will not be permitted within the Airport Public Safety Zones, as defined on the Proposals Map. This includes new or replacement houses, mobile homes, caravan sites or other residential buildings. Depending on the circumstances of individual proposals, the following types of development may be permitted as an exception to this general policy:

- *extensions and changes of use; and/or*
- *new or replacement development which would be associated with a low density of people living, working or congregating.*

In assessing applications, the Council will take account of the detailed guidance and assessment criteria in Circular 8/2002: Control of Development in Public Safety Zones.

3.226 Public Safety Zones are identified at either end of Edinburgh Airport's main runway. In these zones, special development restrictions apply to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing.

Resources and services

Inf 16 Sustainable Energy and Heat Networks

Development of low and zero carbon energy schemes including small-scale wind turbine generators, solar panels, ground and air source heat pumps, water source heat and power, heat and/or power networks where energy comes from a renewable/low carbon source, and energy storage schemes that help support low and zero carbon energy schemes will be supported provided the proposals:

- *do not cause significant harm to the local environment, including natural heritage interests and the character and appearance of listed buildings and conservation areas and,*
- *will not unacceptably affect the amenity of neighbouring and future occupiers or users of open space by reason of, for example, noise emission or visual dominance.*

All new developments should connect to an existing or planned heat network or other significant heat source wherever possible to do so. Where this is not possible then all substantial development must, subject to a viability and feasibility study, instead include a source of renewable/low carbon heat generation (and avoids any negative impact on air quality) and associated heat network within the development.*

Developments which are smaller than this substantial threshold are still encouraged to provide heat generation where they cannot connect to an existing network, however this is only supported where such heat generation would be from a renewable/low carbon source.

Planning proposals should include details (insofar as they are available) of how heat networks and heat generation equipment will be incorporated into developments, with this being sited in such a way as to minimise detrimental visual impact wherever possible.

Any developments that are not heated through heat networks must demonstrate they are future proofed to allow future connections to heat networks to be made and all buildings to be readily able to be connected to a heat network when one becomes available. In particular it must be shown that the development will not prevent access to corridors and areas that may be needed to allow pipework to be laid at a future date for this purpose.

- 3.227 This policy is intended to support developments of appropriately sited and designed freestanding wind turbines. All wind turbine proposals will be assessed for their individual and cumulative effect on the landscape and biodiversity, taking account of other turbines proposals approved or proposed in the surrounding area. Given the importance of protecting the landscape setting of the city, it is unlikely that wind turbines located in the green belt will accord with Policy Inf 16 and Policy Env 18.
- 3.228 Proposals to fit micro-generation equipment onto existing buildings will be assessed using the above policy and non-statutory guidance for householders.
- 3.229 The Council will review and update Guidance over the lifetime of this Plan regarding heat mapping and consideration of the potential to establish district heating and/or cooling networks and associated opportunities for heat storage and energy centres - as well as regarding how implementation of such initiatives could best be supported.
- 3.230 * ‘Substantial’ developments may consist of new towns, urban extensions, large regeneration areas or large development sites subject to master planning.

Inf 17 Safeguarding of Existing Waste Management Facilities

Development in the area immediately surrounding an existing or safeguarded waste management facility (as identified on the Proposals Map) will only be allowed if it is demonstrated that there will be no adverse implications for the approved waste handling operations.

Inf 18 Provision of New Waste Management Facilities

Planning permission for new waste management facilities will be granted:

- *on the existing sites safeguarded through Policy Inf 17*
- *on land designated 'Business and Industry' on the Proposals Map*
- *on other suitable sites within the urban area provided there will be no significant adverse impact on residential amenity or the environment*
- *on operational or former quarries including those identified through Policy Inf 20, provided the waste management operation would not sterilise the identified mineral extraction potential.*

Seafield Industrial Estate is designated EW 1d on the Proposals Map for a waste management facility incorporating thermal treatment with energy recovery. Other development proposals at Seafield will only be permitted if they do not adversely affect this waste management option.

*Any developments including waste facilities should make provision for the local reuse of heat energy and be supported by a Heat and Power Plan detailing how this has been achieved***

- 3.231 ** in line with the Thermal Treatment of Waste Guidelines 2014. Where potential uses for such heat are firmly identified, the necessary connections should either be implemented or safeguarded. Such proposals will be assessed for their impact on air quality using Policy Env 34. Heat generation from biomass is not supported given adverse impacts on air quality.

Inf 19 Waste Disposal Sites

New landfill or land raise sites will not be supported. An exception may be made where it is demonstrated that there will be significant environmental benefits and no dis-benefits and the proposal will address an identified shortfall in landfill capacity established at the national or regional level.

- 3.232 Policy Inf 17 continues the safeguarding of the existing three Household Waste Recycling Centres (Craigmillar, Seafield, Sighthill) and two enhanced waste transfer stations at Bankhead and Seafield. It also safeguards two existing waste management sites at Braehead Quarry, off Craigs Road, (one Council owned, currently not in use, and another private facility) where there is sufficient separation from the new housing proposed in this Plan. The policy also applies to development proposals in the immediate vicinity of the safeguarded sites and is intended to ensure that such development does not introduce conflict between uses, for example in terms of noise or air quality.
- 3.232 Policy Inf 18 supports the principle of new facilities at those sites. Modern waste management facilities are highly controlled and can be similar in impact to general or light industrial processes. Many waste management facilities would be appropriate in locations designated for industrial or storage and distribution uses. Accordingly, Policy Inf 18 continues to support new facilities in industrial areas and introduces the scope for low impact waste management uses on suitable sites elsewhere in the urban area.
- 3.233 Land at Seafield Ind (identified as EW 1d) has unique locational advantages: it is sufficiently remote from housing areas; it has the benefit of rail access; and it has an outlet in nearby regeneration and potentially industrial uses for energy recovered after thermal treatment. Accordingly, it's potential as a location for energy from waste and combined heat and power uses should be retained in any development proposals.
- 3.234 Policy Inf 18 identifies quarries as opportunities to locate new waste management facilities which comply with the minerals policy below. This could be done by establishing such facilities on a temporary basis or by siting and designing them in a way which does not sterilise the mineral resource or significantly constrain quarrying operations.
- 3.235 This Plan does not identify opportunities for the disposal of residual municipal waste or other forms of waste to landfill sites. It similarly opposes (through Policy Inf 19) land raise operations unless there will be demonstrable benefits to the appearance of the environment and no harmful impacts and the need for additional relevant landfill capacity in the Plan area has been established at the national or regional level.

Inf 20 Minerals

Planning permission will be granted for development to extract minerals from the quarries identified on the Proposals Map: Hillwood, Bonnington Mains, Ravelrig and Craigiehill Quarry. Development which would prevent or significantly constrain the potential to extract minerals from these sites with economically viable mineral deposits will not be allowed.

- 3.236 It is important to protect economically viable mineral deposits from sterilisation by permanent development. The only mineral resource within the area likely to be economically viable in the Plan period is hard rock. There are three operational quarries in the Council area - Hillwood (dormant), Bonnington Mains and Ravelrig. The above policy is intended to protect that resource, and to ensure that new development does not introduce conflict which would prejudice mineral operations.
- 3.237 The Plan area also includes deposits of coal in the west and southeast and small areas of peat in the southwest. Proposals for their extraction will be assessed for their environmental and traffic impact using other policies in this Plan. An additional consideration, when assessing proposals affecting peat, is its role as a carbon sink.

Inf 21 Telecommunications

Telecommunications development will be supported provided:

- *the visual impact of the proposed development has been minimised through careful siting, design and, where appropriate, landscaping,*
 - *it has been demonstrated that all practicable options and alternative sites have been considered, including the possibility of using existing masts, structures and buildings and/or site sharing and*
 - *the proposal would not harm the built or natural heritage of the city.*
- 3.238 The provision of new telecommunications infrastructure is essential to economic competitiveness. The telecommunications industry must be enabled to expand and diversify, but this must be undertaken sensitively and imaginatively, and with minimum environmental impact. Telecommunications equipment such

as antennas, mobile phone masts and base stations can have a significant visual impact in both urban and rural areas. Telecommunications operators are therefore required to demonstrate that all practicable options to minimise impact have been explored, and the best solution identified.

- 3.239 There will be a limited number of locations, including city landmarks such as Arthur's Seat and Salisbury Crag, where the impact of an installation cannot be satisfactorily minimised, and where it will therefore be unacceptable in principle. In other locations, individual proposals may be acceptable but where there is a concentration of these uses, consideration will be given to the cumulative visual impact. Conditions will be imposed on any consent, requiring the removal of any mast or apparatus and the reinstatement of a site to its former condition when it becomes redundant.
- 3.240 Edinburgh is one of ten UK cities to receive early delivery of high-speed broadband and large areas of wireless connectivity in public areas. The latter will require installation of new equipment, some of which may require planning permission or conservation area / listed building consent. These will be assessed using the above policy if appropriate and a separate non-statutory guideline on telecommunications.

Inf 22 Water Supply and Foul Waste Water

Planning permission will not be granted where there is an inadequate water supply or foul waste water sewerage available to meet the demands of the development and necessary improvements cannot be provided.

Scottish Water has replaced the main storage and treatment facilities in Edinburgh, at Fairmilehead and Alnwickhill, with a new facility at Glencorse in Midlothian. Further, smaller scale, enhancements of the water supply and sewerage network may be needed to serve new development. For larger developments this will be identified and delivered as described in Policy Inf 3. Management of surface water has its own requirements separate to water supply and foul waste water and these are addressed by Policy Env 36 (Designing for Surface Water).

Economy Policies

Econ 1 Supporting inclusive Growth, innovation and culture

Proposals for development associated with social enterprises, business start-ups, university linked education, research and innovation, and culture will be supported in principle, where they meet relevant LDP policies and are associated with one of the following:

- *Addressing poverty and inequality*
- *Edinburgh city centre transformation*
- *Edinburgh's cultural festivals and events throughout the city*
- *Edinburgh's universities and colleges*
- *Life science research*

3.241 The Council's Economy Strategy sets out steps and actions needed to enable good growth for Edinburgh's economy. The strategy is built around two priorities of inclusion and innovation, and on an approach to delivery centred on strong collaboration between key institutions, such as the universities and colleges, Edinburgh Chamber of Commerce etc. The strategy sets out eight steps to achieve this, but in particular to tackle barriers such poverty and inequality, to build on the success of the city's world leading culture and tourism sectors and enhance the city's position as the UK's most entrepreneurial city.

3.242 This policy seeks to support development proposals that help to address the need for inclusive growth, innovation and culture. Social enterprise proposals will be expected to be associated with measures to improve social and mental wellbeing. Proposals relating to culture will be expected to be associated with relevant matters such as Scottish arts, history, music etc. Developers will have to demonstrate that proposals are not just associated with the five key criterion but meet other relevant LDP policies such as heritage and environmental policies.

Econ 2 Commercial development

Proposals for commercial uses within the urban area on sites 0.25ha or larger, should where compatible and appropriate within the site context, provide at least 50% of the site for housing.

3.243 This policy supports the approach of the plan to create sustainable communities, maximise opportunities for housing and avoid large mono use developments. It applies to development for commercial uses including student housing, retail, leisure, hotels and other commercial developments where they are compatible with residential use. This policy does not apply to sites allocated for housing or designated by this plan for a specific use.

Econ 3 Office Development

High quality office developments will be permitted:

- *in the City Centre as identified on the Proposals Map*
- *in the other strategic business centres identified on the Proposals Map at Edinburgh Park/South Gyle, West Edinburgh and Leith, preferably as part of business led mixed use proposals*
- *in town or local centres as identified in Part 4, table 14 and on the Proposals Map (where of an appropriate scale)*
- *in commercial centres as identified in Part 4, table 14 and on the Proposals Map (where of an appropriate scale)*
- *Where it is demonstrated that sites in locations a-d above are unavailable or unsuitable, other accessible mixed-use locations may be considered where:*

- a. in proximity to public transport nodes, compatible with the accessibility of the location by public transport and active travel, and with the character of the local environment and
 - b. for any development exceeding 2,500 square metres an assessment of impact has been prepared which demonstrates that the impact on existing town centres is acceptable.
- 3.243 Within strategic business centres, proposals should include office development as a significant element of any mixed-use development reflecting their importance as major office locations. This policy supports a range of suitable locations for office development in recognition of the important role of the financial sector and other office-based businesses in providing jobs and contributing to economic growth.
- 3.244 The city centre remains a prime location for office development, due to proximity to other office, service and transport hubs. There has been a number of new developments in the last decade which have provided additional office space in the City Centre including the Edinburgh St James, Caltongate, Haymarket, Fountainbridge and the Exchange District.
- 3.245 To meet continuing demand for office space in the city centre, major redevelopment opportunities should include office provision, and where possible large, flexible floor-plates as part of the overall mix of uses. A development brief may be prepared when a redevelopment opportunity arises to ensure proposals incorporate an appropriate mix of uses to support economic growth and the important shopping and leisure role of the city centre.
- 3.246 The plan identifies three other strategic business centres at Edinburgh Park/ South Gyle, West Edinburgh and Leith. Each is different in character, but all are in accessible locations providing readily available opportunities for office development. In order to create an attractive place in which to invest, work and visit, proposals should incorporate a mix of uses.
- 3.247 To meet economic growth and accessibility objectives in the context of the climate emergency, the plan applies a flexible approach to office proposals in other accessible mixed-use locations across the city. Such proposals will be supported provided the scale of development is appropriate in terms of accessibility by public transport and the character of the area.

Econ 4 Business and Industry Areas

Planning permission will be permitted for business, industrial or storage development on sites identified on the Proposals Map as part of a 'Business and Industry Area'. Development, including change of use, which results in the loss of business, industrial or storage floorspace or potential will not be permitted in these areas.

- 3.248 This policy aims to retain a range of employment sites across the city where new and existing businesses can operate, expand or relocate. It applies to land at Leith Docks, large industrial areas such as Sighthill and Newbridge and other smaller estates dispersed across the city.

Econ 5 Employment Sites and Premises

Planning permission will be supported for the development for employment purposes of business and industrial sites or premises in the urban area.

Proposals to redevelop employment sites or premises in the urban area for uses other than business, industry or storage will be permitted provided:

- *the introduction of non-employment uses will not prejudice or inhibit the activities of any nearby employment use;*
- *the proposal will contribute to the regeneration and improvement of the wider area where relevant; and,*
- *the proposal forms part of a mixed-use development and includes floorspace designed to provide for a range of business and commercial users, including existing uses and their associated operational requirements where appropriate in the context of the site and the urban environment.*

- 3.249 This policy applies to sites or premises in the urban area currently or last in use for employment purposes not covered by Place Policies 16-21, 31 and Econ 4. It provides support for such sites to be redeveloped for mixed use development including housing in order to contribute towards meeting the city's housing requirements.

- 3.250 Small businesses contribute significantly towards the economy of the city by providing jobs and services. The policy aims to help meet the needs of small businesses and the city's residents by ensuring that full consideration is given in the design and layout of developments to the retention and inclusion of small business/commercial units within mixed use developments which is a policy approach consistent with the strategy of the City Plan 2030. Where small business/commercial units are not included within redevelopment proposals applicants should provide clear justification for their exclusion and demonstrate why it would be appropriate in the circumstances of the site. Supplementary Planning Guidance will be used to inform development principles further.
- 3.251 Redevelopment proposals on all employment sites, regardless of size, need to take account of the impact on the activities of neighbouring businesses and in the context of criterion b) any other regeneration or redevelopment proposals for the wider area.

Econ 6 Hotel Development

Hotel development will be permitted:

- *in the City Centre where developments may be required to form part of mixed-use schemes, if necessary to maintain city centre diversity and vitality, especially retail vitality, on important shopping frontages*
 - *within the boundaries of Edinburgh Airport, the Royal Highland Centre and West Edinburgh.*
 - *in defined town, local and commercial centres*
 - *in locations within the urban area with good public transport access to the city centre.*
- 3.252 Tourism is the third biggest source of employment in Edinburgh, providing jobs for over 31,000 people. Maintaining and developing this key sector in the city's economy relies upon sufficient provision of high-quality tourist accommodation. The Council commissioned consultants to prepare a visitor accommodation needs report as part of the Edinburgh Commercial Needs Study to inform the preparation of the plan. The study identified there has been strong growth in hotel supply over the last 10-15 years particularly in the budget hotel sector.

Even with the growth in supply the hotel market has performed very well with growth in occupancy.

- 3.253 However, as a result of the impact of Covid-19 and the reduction in visitors particularly those passing through Edinburgh airport there has been an impact on tourism and hospitality. It is unclear at this time what the long-term implications will be. Assuming the sector overcomes its challenges in the short term, as identified in the study there is scope for further growth in the visitor accommodation sector over the lifetime of the City Plan 2030.
- 3.254 Therefore, this policy continues to reflect the importance of hotels to generating economic benefit from growth in tourism and is satisfying the main sources of demand for accommodation. The city centre continues to be the preferred location for most visitors, but accessible locations with good public transport accessibility within the urban area including defined centres also offer opportunities for further new hotel development.

Econ 7 Goods distribution hubs

Proposals for city wide goods distribution hubs will be supported provided they meet the following:

- *the proposal is on a site within the urban area, or the proposal is on a site already identified as an established business and industry area or the site is already an existing employment use, and*
- *the proposal will not have an unacceptable detrimental impact on adjacent uses,*
- *the proposal site is or can be made easily accessible by sustainable transport modes including committed active travel routes,*
- *the proposal demonstrates that it will reduce vehicle movements and associated emissions of heavy good vehicles within the city, and*
- *the proposal will contribute towards achieving the City Mobility Plans objectives relating to freight and goods vehicles.*

Proposals for smaller sub-city scale neighbourhood goods distribution hubs will be supported provided they meet the following:

- the proposal is within the urban area,
- the proposal will not have an unacceptable impact on residential amenity,
- the proposal site is or can be made easily accessible by sustainable transport modes including active travel routes,
- the proposal demonstrates that it will reduce vehicle movements and emissions of heavy good vehicles within the city,
- the proposal will contribute towards achieving the City Mobility Plans objectives relating to freight and good vehicles, and
- it is demonstrated that the proposal for a sub-city scale distribution hubs is designed to function in coordination with city wide distribution hubs.

3.255 This policy supports the introduction of freight distribution hubs to rationalise and facilitate a more sustainable approach to the delivery of goods in Edinburgh. The Council's City Mobility Plan seeks to rationalise, coordinate and integrate freight and goods vehicles and deliveries in the city, including edge of town goods consolidation centres, micro distribution centres within the city, and click and collect hubs in communities. This approach will support walking and cycling based deliveries and restrict access and emissions standards to particular vehicle types bringing beneficial effects such as reduced congestion and emissions. Applications, through evidence submitted in transport appraisals, must demonstrate that the proposal will help to reduce heavy freight vehicle trips, and in turn deliver a corresponding reduction in associated emissions.

Re 1 Town Centres First Policy

Planning permission will be permitted for retail and other uses which attract a significant amount of people including commercial leisure use, community and cultural facilities and where appropriate libraries, education and healthcare facilities in the following order of preference:

- Town centres (including city and local centres)
- Edge of town centre
- Other commercial centres as identified in the plan

- Out of centre locations that are or can be made easily accessible by a range of sustainable transport modes.

Where a retail or leisure development with a gross floorspace over 2,500sq.m. or occasionally for smaller proposals, if proposed outwith a town centre and contrary to the development plan, a retail impact analysis will be required sufficient to demonstrate that there is no significant adverse effect on the vitality and viability of existing town centres. Town and local centres within adjoining council areas will also be considered when assessing retail impact if they fall within the intended catchment area of the proposal.

3.256 In line with national and strategic planning policy, the retail policies apply a sequential approach to the identification of preferred locations for new retail development. They provide policy guidance to assist the assessment of proposals for retail development at different locations throughout the plan area - the City Centre Retail Core, town centres, commercial centres, local centres and out-of centre locations (Part 4, Table 14).

Re 2 City Centre Retail Core

Planning permission for retail development in the city centre retail core will be permitted having regard to the following considerations:

- whether the proposal will provide high quality, commercially attractive units to a high standard of design that will strengthen the role of Edinburgh as a regional shopping centre, safeguard historic character and improve the appearance of the city centre,
- whether the proposal will reinforce the retail vitality of the shopping streets in the retail core,
- whether the proposal has paid special attention to upper floors if not to be used for retail purposes, and how these may be put to, or brought into, beneficial use which will enhance city centre character,
- whether the proposal will help to create a safe and attractive pedestrian environment, safeguard historic character and improve the appearance of the city centre including the public realm.

Planning permission will be permitted for retail development on sites which adjoin or can form an effective extension to the city centre retail core if it is clear that no suitable sites are available within the city centre retail core, and subject to considerations a) to d) above.

- 3.257 This policy supports proposals for additional retailing floorspace in or adjacent to the city centre retail core. It recognises that the success of this regional shopping centre depends not just on the quantity and quality of shopping facilities but also the appearance of the shopping environment taking account of its historic character and ease of movement, by pedestrians in particular.
- 3.258 A number of non-statutory planning documents have been prepared to guide development proposals in the city centre retail core and will be a material consideration in the determination of planning applications. These identify key issues which retail development proposals should address, for example encouraging a mix of uses on upper floors, promoting evening activity, providing flexible retail floorplates and enhancing public realm.
- 3.259 Edinburgh's City Centre Transformation programme will create a people-focused capital city centre, which improves community, economic and cultural life. The experience of George Street, Princes Street, Rose Street and the perpendicular streets of Castle Street, Frederick Street and Hanover Street will be improved: as places to spend time, shop, enjoy leisure and to get around by walking, wheeling, cycling and public transport with enhanced links to Princes Street Gardens. Alongside Supplementary Guidance on change of use within the city centre retail core, the Princes Street and Waverley Valley Strategy will provide further guidance on redevelopment opportunities on Princes Street and the design of its public realm (perhaps this should be inserted in a background sections at beginning of the retail policies).

Re 3 Town Centres

Planning permission will be permitted for retail development within a town centre, where it has been demonstrated that:

- a *there will be no significant adverse effects on the vitality and viability of the city centre retail core or any other town centre,*
- b *the proposal is for a development that will be integrated satisfactorily into the centre and will help to maintain a compact centre,*
- c *the proposal is compatible, in terms of scale and type, with the character and function of the centre,*
- d *the proposal will reinforce the retail vitality and improve the appearance, including public realm, or*
- e *it can form an effective extension to the centre by promoting linked trips with safe and easy access to the town centre, where it is clear the proposal will help to improve the accessibility of the centre for all transport modes.*

Planning permission will be granted for retail development on sites which adjoin the boundary of a town centre or can form an effective extension to the centre, and if it is clear that no suitable sites are available within the town centre itself, and subject to considerations a) to e) above.

- 3.260 This policy applies to the following eight town centres – Corstorphine, Gorgie/Dalry, Leith/Leith Walk, Morningside/Bruntsfield, Nicolson Street/Clerk Street, Portobello, Stockbridge and Tollcross. The boundaries of each centre are shown on the Proposals Map.
- 3.261 This policy supports proposals for retail development in or adjacent to Edinburgh's eight town centres in recognition of their important role in providing shopping and services in locations well served by public transport. Development opportunities are seldom available within town centres, especially to meet the requirements of larger stores, and are more likely to arise on edge of town centre sites. Edge of centre development should benefit rather than compete with the town centre. Such proposals will need to demonstrate how the development integrates with the existing centre in terms of appearance and pedestrian connections.

Re 4 Alternative Use of Shop Units in the City Centre and Town Centres

In the City Centre Retail Core and town centres, change of use of a shop unit to a non-shop use will only be permitted if it can be demonstrated that:

- *The change would not undermine the retailing function of the centre, and*
- *The proposal is for an appropriate commercial, community or business use, which would complement the character of the centre and would not be detrimental to its vitality and viability.*

The Council's city centre and town centre planning guidance will be used to assess whether the change of use would undermine the retail function of the centre. These guidelines have been prepared following detailed analysis of each centre and set out detailed advice tailored to identify the appropriate balance of uses within each centre to maintain their vitality, viability and deliver good placemaking.

- 3.262 This plan aims to protect the important retailing function of defined centres but recognises the benefits of a wide range of complementary service, leisure and other community uses. The right mix of shopping and other uses will vary in the different centres and in the case of the city and town centres, in different parts of the centre. The policy applies to ground floor units only or basement/first floor units that are directly accessed from the pavement.
- 3.263 Within the City Centre Retail Core, a strong, high quality retail offer is a key aspect of sustaining and enhancing the city centre and policies are required to ensure that shopping continues to be the predominant use. However, in order to achieve a diverse, thriving and welcoming city, a more flexible approach to complementary uses that support the main shopping function and encourage use into the evening is supported. Supplementary guidance has been prepared to guide the mix of uses in different parts of the City Centre Retail Core and set out criteria for assessing proposals for uses other than shops.
- 3.264 Each of the town centres in Edinburgh is different in terms of the current mix of uses and how well it is meeting the needs of those who live, work and shop in the surrounding area. In order to take account of these differences, this plan takes a tailored approach for each town centre. Separate supplementary guidance

has been produced to guide change of use applications in each of the eight town centres. The supplementary guidance, where relevant, will be reviewed to take account of changing retail trends and alterations to their boundaries in the CP2030.

- 3.265 The policy aims to avoid areas of 'dead frontage' and reduced pedestrian flow which would detract from the character and vitality of the centre by requiring that a certain proportion of units in each centre to be in shop use.;

Re 5 Local Centres

Planning permission for retail development in or on the edge of a local centre will be permitted provided the proposal:

- *can be satisfactorily integrated into the centre,*
- *is compatible, in terms of scale and type, with the character and function of the centre,*
- *makes a positive contribution to the shopping environment and appearance of the centre,*
- *would not have a significant adverse impact on the city centre retail core or any town or local centre, and*
- *is easily accessible by public transport, foot and cycle.*

Proposals for non-retail development in a local centre or on edge of a local centre which would have a detrimental impact on the function of the centre will not be permitted.

The change of use of a shop unit in a local centre to a non-shop use will be permitted provided:

- *The change of use would not result in half the units in the centre being in non-shop use, and*
- *The proposal is for an appropriate commercial, community or business use, which would complement the character of the centre and would not be detrimental to its vitality and viability.*

- 3.266 This policy applies to the local centres listed in Table 14 and in Appendix B the boundaries of which are shown on the Proposals map.
- 3.267 The policy supports new retailing development of an appropriate scale and type in local centres and protects local centres from development which would threaten their future existence or undermine their role. ‘Edge of local centre’ will only apply to sites physically adjoining the existing boundary of the centre. This policy also protects the network of existing local centres as this helps contribute towards delivering a 20-minute city.
- 3.268 The policy applies a flexible approach to change of use applications in local centres provided the use will be beneficial to the local community such as providing services, hot food or entertainment facilities. In local centres, former shop units may also be suitable for business use, providing a beneficial use for vacant properties and opportunities for small start-up businesses and job creation close to where people live.

Re 6 Commercial Centres

Proposals for retail floorspace requiring permission in a Commercial Centre (see Table 14 and Proposals Map) will not be supported unless it can be demonstrated that:

- *the proposal will address a quantitative or qualitative deficiency within its catchment area, and will be restricted to a scale which makes good this deficiency,*
- *all potential town centre and edge of town centre options (including the city centre retail core) have been thoroughly assessed and can be discounted as unsuitable or unavailable,*
- *the proposal will not have significant adverse individual or cumulative impacts on any other town, local or commercial centre and, in particular, will not impact adversely on the strategy and objectives for enhancing the vitality and retail attractiveness of the city centre retail core, and*
- *the scale, format and type of development proposed is compatible with the centre the proposal will assist in making the centre more accessible by public transport, walking and cycling, contribute to less car travel, and will improve the appearance and environment of the centre.*

- 3.269 Policy Re 6 covers the seven commercial centres in Edinburgh – Cameron Toll, Craigleith, Hermiston Gait, Meadowbank, Newcraighall/The Jewel (which includes Fort Kinnaird retail park and an Asda superstore) Ocean Terminal and The Gyle. The purpose of this policy is to indicate the circumstances in which retail floorspace in a commercial centre will be supported.
- 3.270 The plan supports and values the role of the commercial centres in providing shopping and leisure facilities. However, with the slow recovery in household expenditure which has only recently returned to its 2008 pre-financial crisis level, and the trend to more online shopping there is not expected to be any significant gap in comparison floorspace provision in the first half of the LDP period to justify expansion of any of the commercial centres.
- 3.280 Although there may be scope for expanded comparison floorspace in the second half of the LDP period, the recommendation from the Council’s commissioned Commercial Needs Study is that the city centre is best placed to attract additional expenditure and that if the commercial centres were expanded there would be a higher risk of deflecting trade away from the city centre to its detriment. However, there may also be opportunities to improve the quality of shopping and leisure facilities, through changes to layout of the centre and unit sizes.
- 3.290 In addition, Policy Econ 3 also supports high quality office development within commercial centres and through redevelopment, housing and associated uses could complement existing retail floorspace and utilise available land to create sustainable mixed-use communities within the urban area, minimising travel needs and strengthening viability of centres and units. Policy Hou 1 supports this approach.
- 3.291 The effect of this policy is to complement policies Re 2 and Re 3 by directing any new retail development to the city or town centres in the first instance. This approach will help support the role of the city centre and town centres and promote investor confidence in these locations.

Re 7 Out-of-Centre Development

Proposals for retail development in an out-of-centre location will only be permitted provided it has been demonstrated that:

- *the proposal will address a quantitative or qualitative deficiency or will meet the needs of a growing residential or working population across its catchment area,*
- *all potential sites, either within or on the edge of an identified centre (see Part 4, Table 14), have been assessed and can be discounted as unsuitable or unavailable,*
- *the proposal will not have a significant adverse effect, either individually or cumulatively with other developments, on the vitality and viability of any existing centre,*
- *the site is or can be made easily accessible by a range of sustainable transport modes and will reduce the length and overall number of shopping trips made by car, and*
- *The proposed retail unit is no more than 250sqm in size, is in a location where it is demonstrated that there is a need for a retail unit and is more than 800m from an existing designated centre and established out of centre retail units.*

3.292 New retail development should be of an appropriate scale and in locations which can be easily accessed on foot or cycle contributing towards delivering a walkable city and by public transport as well as by car and preferably in close proximity to other local services and community facilities to allow linked trips. This is why existing and proposed centres are the preferred locations for new retail development. Policy Re 7 will be used to assess proposals for retail development in out-of-centre locations.

3.293 This policy recognises that in exceptional circumstances, there may be retail proposals of an appropriate type and proportionate scale that can justify an out of centre location. The policy sets out four mutually exclusive scenarios for proposals and it is expected that a proposal conforming with one scenario would be unlikely to meet another. Examples would include proposals where it can be demonstrated that there is a quantitative deficiency across a clearly defined catchment area. Catchment areas should be reasonable in terms of their

defined boundaries and should not appear to deliberately exclude existing stores to manufacture a deficiency. Proposals to meet a qualitative deficiency should take account of provision within the whole catchment area and not just part of it. Proposals seeking to meet the additional needs of a growing population should demonstrate that there are specifically meeting their needs and not the needs of existing population. Proposals for non-local provision, for example a free-standing retail unit which would trade over a much wider area and encourage car-borne shopping, would not be acceptable in terms of this policy.

3.294 There are benefits in providing small scale, convenience stores (up to 250sq.m. gross floorspace) in locations easily accessible on foot or by cycle. These will complement the role of the identified centres and therefore for such proposals it is not necessary to demonstrate that there is no site suitable and available in or adjacent to an identified centre (criterion b) in Policy Re 7. The other requirements of Policy Re 7 do need to be satisfied. This will allow, for example, large scale housing proposals to include local shopping facilities to serve new residents. This will also help meet create more sustainable communities, one of the overall objectives of the plan.

Re 8 Alternative Use of Shop Units in Other Locations

Outwith defined centres, planning applications for the change of use of a shop unit will be determined having regard to the following:

- *where the unit is located within a speciality shopping street (defined on the Proposals Map and in Appendix B), whether the proposal would be to the detriment of its special shopping character,*
- *where the unit is located within a predominantly commercial area, whether the proposal would be compatible with the character of the area,*
- *whether the proposal would result in the loss of premises suitable for small business use,*
- *whether there is a clear justification to retain the unit in shop use to meet local needs, and*
- *where residential use is proposed, whether the development meets the requirements of Hou 5 Conversion to Housing.*

- 3.295 The purpose of this policy is to guide proposals for change of use involving shop units not located within defined centres. Independent and specialist retailers may be found in secondary locations throughout the city. But their concentration in some streets in the Old Town and on the fringes of the City Centre has given these a distinctive shopping character and interest worthy of protection. The defined speciality shopping streets are Cockburn Street; High Street (parts) Lawnmarket and Canongate; Victoria Street and West Bow, Grassmarket; Jeffrey Street and St Mary's Street; Stafford Street, William Street and Alva Street in the New Town. More detailed information on the frontages to which Policy Re 8 applies is provided in Appendix B.
- 3.296 In parts of the city, mainly the City Centre and Leith, there are concentrations of commercial uses including retail, food and drink, and entertainment uses which, although not fulfilling the role of a local centre, do make a positive contribution to the vibrancy of the city. Proposals incompatible with the commercial character of such areas will be resisted.
- 3.297 Single convenience shops and parades of small shops play an important role in providing the 20-minute city, meeting neighbourhood shopping needs and creating a sense of community, particularly in areas not well served by the network of shopping centres. It may be necessary to resist the loss of shop units to ensure local needs, particularly for people without access to car, are met.
- 3.298 The Council's Guidance for Business provides advice on relevant design and amenity considerations for the conversion of shop units to residential use.

Re 9 Entertainment, Leisure and café/restaurant Developments – Preferred locations

Planning permission will be permitted for high quality, well designed arts, café/restaurant, leisure and entertainment facilities and visitor attractions in the City Centre, at Leith and Granton Waterfront, in a town centre, and local centres provided:

- *the proposal can be integrated satisfactorily into its surroundings with attractive frontages to a high quality of design that safeguards existing character,*
 - *the proposal is compatible with surrounding uses and will not lead to a significant increase in noise, disturbance and on-street activity at unsocial hours to the detriment of living conditions for nearby residents, and*
 - *the development will be easily accessible by public transport, foot and cycle.*
- 3.299 Policies Re 9 and Re 10 apply a sequential approach to the location of entertainment and leisure uses such as cinemas, theatres, restaurants, night clubs, ten pin bowling, bingo halls and soft play centres. These policies will also be applied to proposals for visitor attractions supporting Edinburgh's role as a major tourist destination and cultural centre of international importance.
- 3.300 The preferred locations for entertainment and leisure development in accord with the sequential approach are the City Centre (as shown on the Proposals Map), the eight town centres, as part of mixed-use regeneration proposals at Leith Waterfront and Granton Waterfront and local centres.
- 3.301 The purpose of this policy is to identify the preferred locations for entertainment and leisure development and to ensure that such proposals make a positive contribution in terms of the type of use and quality of design, are in accessible locations and do not introduce unacceptable noise and late-night disturbance
- 3.302 The City Centre has a mixed-use character and provides a wide range of leisure uses, arts and cultural establishments and pubs and restaurants. Whilst recognising the importance of such uses to the local and national economy, the policy takes account of potential impact on the environment and local residents.
- 3.303 Entertainment and leisure uses will be a key component of the major regeneration proposals at Leith Waterfront and Granton Waterfront and are also appropriate in town centres and local centres, contributing to the diversity and vitality.

Re 10 Entertainment, Leisure and café/restaurant Developments – Other Locations

Planning permission will be granted for entertainment, leisure and café/restaurants developments in commercial centres and other locations in the urban area provided:

- *all potential City Centre, town centre, and local centre options have been thoroughly assessed and can be discounted as unsuitable or unavailable,*
- *the site is or will be made easily accessible by a choice of sustainable transport and not lead to an unacceptable increase in traffic locally,*
- *the proposal can be integrated satisfactorily into its surroundings with attractive frontages to a high quality of design that safeguards existing character, and*
- *the proposal is compatible with surrounding uses and will not lead to a significant increase in noise, disturbance and on-street activity at unsocial hours to the detriment of living conditions for nearby residents.*

3.304 This policy sets out criteria for assessing proposals for entertainment and leisure developments in other locations, such as commercial centres, and elsewhere in the urban area. Key considerations include accessibility by sustainable transport modes, design quality and impact on the character of the area and local residents.

Re 11 Food and Drink Establishments

The change of use of a shop unit or other premises to a licensed or unlicensed restaurant, cafe, pub, or shop selling hot food for consumption off the premises (hot food take-away) will not be permitted:

- *if likely to lead to an unacceptable increase in noise, disturbance, on-street activity or anti-social behaviour to the detriment of living conditions for nearby residents, or*
- *in an area where there is considered to be an excessive concentration of such uses to the detriment of living conditions for nearby residents.*

3.305 The provision of food and drink establishments in areas where people live is a recognisable component of urban living. However, such uses can cause a number of problems for local residents. Particular care will be taken to prevent an excessive concentration of hot food shops, pubs and bars in areas of mixed but essentially residential character. The Council's Guidance for Businesses identifies sensitive areas in this regard namely Tollcross, Grassmarket, Nicolson/Clerk Street and Broughton Place/Picardy Place and their environs.

Part four

Proposals



Part four - Proposals

Table 1 - Environment Proposals

Ref	Name	Type	Description
BGN1	Inch nursery and Park	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and additional details regarding costings, business plan and implementation plan to be completed by multi-discipline consultant team from July 2021 - January 2022. This Plan's outputs will include proposals for Inch Nursery, the CEC Depot, Inch House, and boundaries to better connect it within the 20-minute neighbourhood.
BGN2	Leith Links	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement
BGN3	Inverleith Park and Depot	Park Improvement	Park Improvement Plan of entire park to be produced and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement
BGN4	Clerwood	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Corstorphine Hill. The new allotments/food growing areas are to cover an area of approximately 0.24 hectares
BGN5	Gypsy Brae	Allotments / food growing areas	New allotments and/or food growing areas to be created at West Shore Road. The new allotments/food growing areas are to cover an area of approximately 1.36 hectares
BGN6	Fernieside	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Fernieside Drive. The new allotments/food growing areas are to cover an area of approximately 0.2 hectares
BGN7	Little France	Allotments/ food growing areas	New allotments and/or food growing areas to be created at Castlewood Avenue . The new allotments/food growing areas are to cover an area of approximately 0.7 hectares

Ref	Name	Type	Description
BGN8	Kirk Loan	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN9	Seafield	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN10	Stewartfield	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>

Ref	Name	Type	Description
BGN11	St Clair St	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN12	Norton Park	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN13	North Fort Street	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN14	Roseburn Street	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>

Ref	Name	Type	Description
BGN15	Russell Road (Royal Mail)	Strategic SuDS	<p>The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout.</p> <p>Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32</p>
BGN16	Broomhouse Terrace	On-site green and blue infrastructure	Retain and enhance existing landscape structure and tree-planting at site perimeter, with selective thinning to form new pedestrian links into the site. Improve boundary treatment and use site layout and green-blue infrastructure to strengthen existing green networks and natural habitats.
BGN17	Murrayburn Road	On-site green and blue infrastructure	<p>Retain and enhance existing mature trees and planting on frontages to Murrayburn Road and Dumbryden Drive. Improve boundary treatment.</p> <p>Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Design landscape edge and planting abutting Hailes Park to complement and integrate with park setting.</p> <p>Investigate Murray Burn culvert location/condition/capacity to see how and if development should daylight this and incorporate this</p>
BGN18	Stevenson Road (A)	On-site green and blue infrastructure	Create new tree-lined street linking Stevenson Road to Gorgie Road to form part of new, direct link to existing greenspace (Slateford Green-Hutchison Crossway). Retain mature trees and enhance landscape buffer and boundary treatment between site and Westfield Court to form link to wider green network.
BGN19	Gorgie Rd (east)	Green and blue infrastructure	Retain existing mature trees and improve all boundary treatments. Create new tree-lined street linking Gorgie Road to Slateford Green-Hutchison Crossway to form part of new, direct route between Stevenson Road and the greenspace. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Investigate options to de-culvert the natural water pipe that crosses the site. If retained, provide access strip on either side of this pipe. Provide access strips on either sides of combined sewer pipe and mains water pipe that also cross the site.

Ref	Name	Type	Description
BGN20	Crewe Rd South	Green and blue infrastructure	<p>Retain and enhance greenspace on northern and eastern boundaries within a new structure of tree/woodland planting and blue-green infrastructure. Reinforce existing green network between Comely Bank Cemetery and Inverleith Park and enable potential for new allotment space. Respect green landscape setting of Inverleith Conservation Area, in particular dominance of landscaped open space and its relationship with built form.</p> <p>The development shall incorporate a new open river channel that maximises riparian habitat and reduces overall flood risk from the culvert to the north of the site by diverting the stretch of the existing culverted watercourse that is north of the site from Crewe Road South (at the North West corner of this site) up to the junction of Carrington Road at its junction with Fettes Avenue (at the North East corner of this site). The diverted watercourse shall be routed to run inside the northern boundary of the site as shown the site brief diagram. As part of this, the developer shall upgrade any remaining length of culvert between where the open watercourse enters the culvert under Crewe Road South, and the start of the open river channel within the site. The developer shall coordinate with Scottish Water, SEPA and City of Edinburgh Council regarding the planning, design and delivery of this diversion, and,</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership</p>
BGN21	South Fort Street	Green and blue infrastructure	<p>Maintain a 20m buffer zone between the top of the bank to the Water of Leith and new built form, designing landform and planting to reduce flood risk, benefit biodiversity and create an attractive river edge. Integrate blue-green infrastructure into design of greenspace and movement routes and link to existing green corridors north and south of the site. Retain mature trees and shrubs.</p>
BGN22	Royal Victoria Hospital	Green and blue infrastructure	<p>Retain and enhance designated open space lining southern boundary as public open space. Ensure design and layout of streets and spaces incorporate surviving historic features (landscape and built form) and key views towards listed buildings.</p> <p>Design greenspace and active travel links to incorporate green blue infrastructure (including tree-planting).</p> <p>Line all new routes and open space with active frontages that promote pedestrian movement between inside and out and good passive surveillance at ground floor level.</p> <p>Retain mature trees and stone walls. Use selective thinning and sensitive adjustment to boundary walls to strengthen visual and physical connections between the site and its surroundings, and,</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership</p>

Ref	Name	Type	Description
BGN23	Astley Ainsley Hospital	Green blue infrastructure and play facilities	<p>Protect and respect the mature landscape setting of the site and retain its special character, including its green and open space as well as its many high quality trees. The whole site is covered by a TPO.</p> <p>Daylight covered sections of the Jordan Burn, with any new development also set back at least 15m from the top of the bank to the Burn.</p> <p>Layout must addresses numerous overland flows/sewers at capacity in the area. Diverting flows into green spaces should be considered for both sites of the Jordan Burn, reducing restriction and enabling development. The creation of ‘blue corridors’ following the natural flow paths are encouraged to convey water into the Jordan Burn.</p> <p>New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities</p>
BGN24	Granton Waterfront Coastal Park	Proposed coastal park and landscaped coastal flood defence	Create 11ha coastal park by making use of partly brownfield land. A key role of the Coastal Park is managing the impacts of climate change in relation to flood risk and water management along the coast of the Forth. There is also an opportunity to strongly centre the benefits of new, high quality and accessible green space to a community's health & wellbeing, and to deliver a wider destination resource that has benefits at a city wide or city-region level.
BGN25	Granton Waterfront West Shore Road	Proposed landscaped coastal flood defence	Creation of landscaped greenspace that will also assist with the management of the impacts of climate change in relation to flood risk and water management.
BGN26	Cramond Road	Large standard, publicly accessible open space of good quality to be created	This site currently comprises open space however it has scope for significant improvement to provide greater amenity for the surrounding area. This is especially important as the surrounding area is inadequately served by Large Standard open space in line standards set out in the Open Space Strategy. As a result, this site should deliver a minimum of a Large standard (i.e. 2 hectare area) good quality open space which is publicly accessible.
BGN27	Redford Barracks	New play facilities and open space to be provided	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. The site shall also ensure all homes are adequately served by open space in line with the standards for different sizes of open space set out in the OSS. See proposal H85

Ref	Name	Type	Description
BGN28	Lanark Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H75
BGN29	Craiglockhart Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H74
BGN30	Eastfield	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H58
BGN31	Land at Ferrymuir	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H64
BGN32	Murrayburn Gate	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H82
BGN33	Clovenstone House	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H83
BGN34	Liberton Hospital/ Ellen's Glen Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H91/Place 34

Ref	Name	Type	Description
BGN35	Roseburn Public Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY141: Roseburn Public Park to excellent standard as necessary to ensure that sites H6: Russell Road (Royal Mail) and H5: Roseburn Street meet the Play Access Standard and are adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space. H6: Russell Road (Royal Mail) shall contribute 31% of this cost and H5: Roseburn Street shall contribute 69%.
BGN36	Royal Victoria Hospital	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H31
BGN37	Orchard Brae Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H33
BGN38	Duddingston Park South	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H87
BGN39	London Road (B)	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H25
BGN40	Morrisons at Gilmerton Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H90
BGN41	Gilmerton Dykes Street	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H92

Ref	Name	Type	Description
BGN42	Balgreen Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY135: Balgreen Park to excellent standard as necessary to ensure that sites H69: Corstorphine Road (A) and H70: Corstorphine Road (B) meet the Play Access Standard and are adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space. H69: Corstorphine Road (A) shall contribute 66% of this cost and H70: Corstorphine Road (A) shall contribute 34%.
BGN43	Dalry Community Park	Enhance and extend existing 1.1ha local park and associated green blue infrastructure	<p>Enhance and extend existing 1.1ha local park.</p> <p>Associated with Fountainbridge redevelopment where open space provision cannot be met onsite.</p> <p>Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway.</p> <p>Linked to Roseburn to Union Canal Cycleway development (see transport action).</p> <p>Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.</p>
BGN44	Leith Western Harbour Central Park Western Harbour EW1a	New 5.2ha public parkland and associated green blue infrastructure	<p>New 5.2ha public parkland.</p> <p>To include formal and informal recreation facilities and community spaces.</p> <p>To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers.</p> <p>Public land status to be secured.</p>
BGN45	Leith Links Seaward Extension	Linear extension to Leith Links	<p>Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments.</p> <p>Associated with housing-led redevelopment of Salamander Place.</p> <p>Allotments to be transferred to CEC on completion.</p> <p>Openspace to be maintained by developers.</p> <p>Public land status to be secured.</p>

Ref	Name	Type	Description
BGN46	South East Wedge Parkland (Little France Park)	Improvements to Little France Park	<p>The following actions have secured funding and on target for delivery by summer 2022:</p> <ul style="list-style-type: none"> *1900m new path network across the site *Arboretum tree trail planting of approx 30 specimen trees *Boundary improvements with 300m double row native hedging, *Reflective Orchard site feature for amenity including edible hedge, orchard trees, hard landscaping features, signage, internal pathworks with links to ERI via new Edin University and BioQ funded spur path link. <p>Future opportunities subject to additional funding: Wetland scrape and enhancement of current saturated ground and habitat improvement potential in low South slope, unmanaged SUDS associated with BioQ and Flood Alleviation Basin. Included in management plan and future desire to better manage wetland areas for habitat. Potential funding via Green Action Trust / SG funds if found to be a suitable project for allocation. Enquiry via Thriving Greenspace Teams in P&G. Funding not yet secured but future priority for 2021/2022.</p> <p>Springfield Wedge enquiry with planning team to determine future costs / potential for acquisition and integration into parkland. Broad concepts and estimations of development costs to be provided. If the land were to be purchased approx 10Ha incorporated into the existing parkland the acquisition would have the potential to;</p> <ul style="list-style-type: none"> • Improve active travel routes to the Wisp and beyond linking communities and neighbouring local authorities (Midlothian /Shawfair). • Improve local pedestrian and cycling access for through routes linking East and South Edinburgh. • Invest in greenspace for communities in an area that has received significant housing development in recent years. • Further protect and extend valuable habitats and greenspaces.
BGN47	Niddrie Burn	Restoration of Niddrie Burn and formation of footpath	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.
BGN48	West Edinburgh green network	Extending and embedding the Green network into developments at West Edinburgh (Place 16)	Development which takes account of the West Edinburgh Landscape Framework as appropriate and considers how the site connects into the wider, strategic green network at West Edinburgh in creating a landscape structure and green network as a setting for development which incorporates north - south and east-west corridors and views, linked blue/green spaces and water management and ecosystem services;

Ref	Name	Type	Description
BGN49	Gogar Burn	Restoration of Gogar Burn	<p>Diversion of Gogar Burn (I.e. Restoration) to reduce flood risk, improve water quality and enhance biodiversity. Indicative route of the diverted section of the burn is shown in the Proposals map however the exact route will be refined through further detailed work and modelling but will likely require meandering along the length of restored section of burn. The restored burn shall require a buffer to be provided along its length. This buffer shall have a minimum width of at least 40m, however it may likely require to be substantially greater than this depending on refinement of this proposal.</p> <p>Maintenance / access requirement unknown.</p> <p>The current route of the burn shall be used as a sustainable surface water management feature as part of the Edinburgh 205 development (Proposal 63).</p>
BGN50	Clovenstone Drive and Curriemuiend	Open space, playspace and green blue infrastructure	<p>Two connected development sites.</p> <p>New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace some of the open space at Curriemuiend.</p> <p>Maintenance / Access - CEC, Curriemuiend Developer</p> <p>Curriemuiend to be developed for housing with provision for allotments and improvements to open space and woodland edge.</p> <p>Active travel routes to connect through both sites.</p>
BGN51	Edinburgh Bioquarter	Play facilities and Open Space	<p>The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal H86</p>
BGN52	Edinburgh 205	Play facilities and Open Space	<p>The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 63</p>
BGN53	Turnhouse Rd	Play facilities and Open Space	<p>The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 59</p>

Ref	Name	Type	Description
BGN54	Turnhouse Rd (SAICA)	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 60
BGN55	Crosswinds	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 61
BGN56	Land adj. to Edinburgh Gateway	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 62
BGN57	Seafield	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS. See proposal 55

Table 2 - Housing proposals

Reference	Name	Units	Comments
Central Edinburgh			
Existing ELDP 2016 Housing Proposals			
CC3	Fountainbridge	1,139*	Existing ELDP 2016 proposal. Part of site has planning consent and is currently under development. Development should accord with Fountainbridge Development Principles set out at Place 2.
New Housing Proposals			
H1	Dundee Street	45	Development should accord with Development Principles set out in Appendix D.
H2	Dundee Terrace	45	Development should accord with Development Principles set out in Appendix D.
H3	Chalmers Street (Eye Pavilion)	68	Development should accord with Development Principles set out in Appendix D.
H4	Dalry Road	45	Development should accord with Development Principles set out in Appendix D.
H5	Roseburn Street	152	Development should accord with Development Principles set out in Appendix D.
H6	Russell Road (Royal Mail)	69	Development should accord with Development Principles set out in Appendix D.
H7	Murieston Lane	69	Development should accord with Development Principles set out in Appendix D.
H8	Astley Ainslie Hospital	500	The Council will prepare a Place Brief for the site which will establish high level principles to inform future master planning and design processes. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature, line with Policy Env 2. Proposals will also be assessed against the Astley Ainslie Development Principles set out at Place 3.
H9	Falcon Road West	11	Development should accord with Development Principles set out in Appendix D.
H10	Watertoun Road	72	Development should accord with Development Principles set out in Appendix D.
H11	Watson Crescent Lane	8	Development should accord with Development Principles set out in Appendix D.
H12	Temple Park Crescent	16	Development should accord with Development Principles set out in Appendix D.
H13	Gillespie Crescent	166	Development should accord with Development Principles set out in Appendix D.
H14	Ratcliffe Terrace	97	Development should accord with Development Principles set out in Appendix D.

Reference	Name	Units	Comments
H15	St Leonard's Street (car park)	24	Development should accord with Development Principles set out in Appendix D.
H16	Eyre Terrace	245	Development should accord with Development Principles set out in Appendix D.
H17	Eyre Place	69	Development should accord with Development Principles set out in Appendix D.
H18	Royston Terrace	28	Development should accord with Development Principles set out in Appendix D.
H19	Broughton Road (Powderhall)	262	Development should accord with Development Principles set out in Appendix D.
H20	Broughton Market	41	Development should accord with Development Principles set out in Appendix D.
H21	East London Street	41	Development should accord with Development Principles set out in Appendix D.
H22	McDonald Road (B)	158	Development should accord with Development Principles set out in Appendix D.
H23	McDonald Place	152	Development should accord with Development Principles set out in Appendix D.
H24	Norton Park	69	Development should accord with Development Principles set out in Appendix D.
H25	London Road (B)	113	Development should accord with Development Principles set out in Appendix D.
H26	Portobello Road	41	Development should accord with Development Principles set out in Appendix D.
H27	Willowbrae Road	24	Development should accord with Development Principles set out in Appendix D.
H28	Cowans Close	55	Development should accord with Development Principles set out in Appendix D.
North of Edinburgh			
Existing ELDP 2016 Housing Proposals			
EW 2a	Forth Quarter	1,223*	Existing ELDP 2016 proposal. Development underway with homes already built along with offices, superstore and a new park. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
EW 2b	Central Development Area	1,149*	Existing ELDP 2016 proposal. Part of site developed. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
EW 2c	Granton Harbour	1,546*	Existing ELDP 2016 proposal. Housing-led mixed-use development. Some housing development has been completed in accordance with an approved master plan. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
EW 2d	North Shore	988*	Existing ELDP 2016 proposal. Development should accord with the Waterfront Development Principles set out in Place 4.

Reference	Name	Units	Comments
New Housing Proposals			
H29	Silverlea	120	Development should accord with Development Principles set out in Appendix D.
H30	Ferry Road	14	Development should accord with Development Principles set out in Appendix D.
Comely Bank			
H31	Royal Victoria Hospital	360	Former hospital site proposed for housing-led mixed-use development. Proposals should accord with the Royal Victoria Hospital Development Principles set out in Place 5.
H32	Crewe Road South	256	Proposal to provide housing-led mixed use development. Development should accord with the Crewe Road South Development Principles set out in Place 6. A density range of 60-100 dwellings per hectare should be achieved.
H33	Orchard Brae Avenue	55	Development should accord with Development Principles set out in Appendix D.
H34	Orchard Brae	124	Development should accord with Development Principles set out in Appendix D.
East of Edinburgh			
Existing ELDP 2016 Housing Proposals			
EW1A	Leith Waterfront (Western Harbour)	2,091*	Existing ELDP 2016 proposal. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
EW 1B	Central Leith Waterfront	2,138*	Existing ELDP 2016 proposal. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
EW 1C	Leith Waterfront (Salamander Place)	757*	Existing ELDP 2016 proposal. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.
New Housing Proposals			
H35	Salamander Place	113	Development should accord with Development Principles set out in Appendix D.
H36	North Fort Street	8	Development should accord with Development Principles set out in Appendix D.
H37	Coburg Street	152	Development should accord with Development Principles set out in Appendix D.
H38	Commercial Street	45	Development should accord with Development Principles set out in Appendix D.
H39	Pitt Street	48	Development should accord with Development Principles set out in Appendix D.
Jane Street/ Stead's Place			

Reference	Name	Units	Comments
H40	Steads Place	193	Development should accord with the Stead's Place Development Principles set out in Place 7. A density range of 100-175 dwellings per hectare should be achieved.
H41	Jane Street	372	Development should accord with the Jane Street Development Principles set out in Place 8. A density range of 100-175 dwellings per hectare should be achieved.
H42	Leith Walk /Manderston Street	235	Development should accord with Development Principles set out in Appendix D.
Bonnington			
H43	West Bowling Green Street	83	Development should accord with the West Bowling Green Street Development Principles set out in Place 9. A density range of 100-175 dwellings per hectare should be achieved.
H44	Newhaven Road 1	90	Development should accord with the Newhaven Road 1 Development Principles set out in Place 10. A density range of 200-275 dwellings per hectare should be achieved.
H45	Newhaven Road 2	193	Development should accord with the Newhaven Road 2 Development Principles set out in Place 11. A density range of 100-175 dwellings per hectare should be achieved.
H46	Bangor Road	290	Development should accord with the Bangor Road Development Principles set out in Place 12. A density range of 100-175 dwellings per hectare should be achieved.
H47	South Fort Street	414	Development should accord with the South Fort Street Development Principles set out in Place 13. A density range of 100-175 dwellings per hectare should be achieved.
H48	Stewartfield	207	Development should accord with the Stewartfield Development Principles set out in Place 14. A density range of 100-175 dwellings per hectare should be achieved.
H49	Corunna Place	24	Development should accord with Development Principles set out in Appendix D.
H50	Bonnington Road	56	Development should accord with Development Principles set out in Appendix D.
H51	Broughton Road	23	Development should accord with Development Principles set out in Appendix D.
H52	Iona Street	83	Development should accord with Development Principles set out in Appendix D.
H53	Albert Street	28	Development should accord with Development Principles set out in Appendix D.
H54	St Clair Street	373	Development should accord with Development Principles set out in Appendix D.

Reference	Name	Units	Comments
H55	Seafield	800	The Council will prepare a Place Brief for the site which will establish high level principles to inform future master planning and design processes. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Env 2. Proposals will also be assessed against the Seafield Development Principles set out in Place 15.
H56	Sir Harry Lauder Road	104	Development should accord with Development Principles set out in Appendix D.
H57	Joppa Road	8	Development should accord with Development Principles set out in Appendix D.
H58	Eastfield	40	Development should accord with Development Principles set out in Appendix D.
West of Edinburgh			
Existing ELDP 2016 Housing Proposals			
DEL 4	Edinburgh Park/South Gyle	1,737*	Existing ELDP 2016 proposal. Development should accord with the Edinburgh Park/South Gyle Development Principles set out in Place 19.
HSG 1	Springfield	176*	Existing ELDP 2016 proposal. The site lies on the western edge of the town between existing housing at Springfield and the line of the replacement Forth Crossing.
HSG 4	West Newbridge	490*	Existing ELDP 2016 proposal. 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 a flood risk assessment.
HSG 5	Hillwood Rd	124*	Existing ELDP 2016 proposal. 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. Investigate existence of culvert in the area which would allow connection of surface water flows from the site into the watercourse.
HSG 7	Edinburgh Zoo	80*	Existing ELDP 2016 proposal. 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. A Flood Risk Assessment is required and should inform the development and design/layout of the site,
HSG 19	Maybury	2,085*	Existing ELDP 2016 proposal. Proposal for housing-led development on land to the north and south of Turnhouse Road. Development should accord with the Maybury Development Principles set out in Place 22.
HSG 32	Buileyon Road	840*	Existing ELDP 2016 proposal. Proposal for housing-led development on land to the south of Buileyon Road. Development should accord with the Buileyon Road Development Principles set out in Place 23.

Reference	Name	Units	Comments
New Housing Proposals			
West Edinburgh			
H59	Land at Turnhouse Road (SAICA)	1,000	Development should accord with West Edinburgh Development Principles set out in Place 16.
H60	Turnhouse Road	200	Development should accord with West Edinburgh Development Principles set out in Place 16.
H61	Crosswinds	2,500	Development should accord with West Edinburgh Development Principles set out in Place 16
H62	Land adjacent to Edinburgh Gateway	250	Development should accord with West Edinburgh Development Principles set out in Place 16.
H63	Edinburgh 205	7,000	Development should accord with West Edinburgh Development Principles set out in Place 16.
H64	Land at Ferrymuir	88	Development should accord with Development Principles set out in Appendix D.
H65	Old Liston Road	104	Development should accord with Development Principles set out in Appendix D.
H66	St John's Road (A)	14	Development should accord with Development Principles set out in Appendix D.
H67	St John's Road (B)	72	Development should accord with Development Principles set out in Appendix D.
H68	Kirk Loan	16	Development should accord with Development Principles set out in Appendix D.
H69	Corstorphine Road (A)	16	Development should accord with Development Principles set out in Appendix D.
H70	Corstorphine Road (B)	8	Development should accord with Development Principles set out in Appendix D.
South West of Edinburgh			
Existing ELDP 2016 Housing Proposals			
HSG 31	Curriemuirend	188*	Existing ELDP 2016 proposal. Proposal for housing and allotments with opportunity to improve the quality of green space at Clovenstone Drive. Proposals must accord with the Curriemuirend Development Principles set out in Place 24 and a Place Brief
New Housing Proposals			
H71	Gorgie Park Close	110	Development should accord with Development Principles set out in Appendix D.
H72	West Gorgie Park	110	Development should accord with Development Principles set out in Appendix D.

Reference	Name	Units	Comments
H73	Gorgie Road (Caledonian Packaging)	138	Development should accord with Development Principles set out in Appendix D.
H74	Craiglockhart Avenue	24	Development should accord with Development Principles set out in Appendix D.
H75	Lanark Road	80	Development should accord with Development Principles set out in Appendix D.
H76	Peatville Gardens	10	Development should accord with Development Principles set out in Appendix D.
Gorgie Road			
H77	Gorgie Road (east)	469	Proposal for Housing-led mixed-use development. Development should accord with the Gorgie Road East Development Principles set out in Place 25. A density range of 100-175 dwellings per hectare should be achieved.
H78	Stevenson Road (A)	290	Proposal for Housing-led mixed-use development. Development should accord with the Stevenson Road Development Principles Set out in Place 26. A density range of 100-175 dwellings per hectare should be achieved.
Broomhouse			
H79	Broomhouse Terrace	320	Proposal for Housing-led mixed-use development. Development should accord with the Broomhouse Terrace Development Principles set out at Place 27. A density range of 60-100 dwellings per hectare should be achieved.
Wester Hailes			
H80	Murrayburn Road	384	Proposal for Housing-led mixed-use development. Development should accord with the Murrayburn Road Development Principles set out in Place 28. A density range of 60-100 dwellings per hectare should be achieved.
H81	Dumbryden Drive	124	Proposal for Housing-led mixed-use development. Development should accord with the Dumbryden Drive Development Principles set out in Place 29. A density range of 100-175 dwellings per hectare should be achieved.
H82	Murrayburn Gate	135	Development should accord with Development Principles set out in Appendix D.
H83	Clovenstone House	97	Development should accord with Development Principles set out in Appendix D.
H84	Calder Estate	28	Development should accord with Development Principles set out in Appendix D.
H85	Redford Barracks	800	The Council will prepare a Place Brief for the site which will establish high level principles to inform future master planning and design processes. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Env 2. Proposals will also be assessed against the Redford Barracks Development Principles set out in Place 30.

Reference	Name	Units	Comments
South East of Edinburgh			
Existing ELDP 2016 Housing Proposals			
HSG 15	Greendykes Road	145*	Existing ELDP 2016 proposal. Current site of Castlebrae High School expected to become available on completion of replacement High School. Development should accord with the Craigmillar Urban Design Framework.
HSG 17	Greendykes	308*	Existing ELDP 2016 proposal. 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. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
HSG 18	New Greendykes	291*	Existing ELDP 2016 proposal. The finalised site capacity, design and layout should be informed by an adequate flood risk assessment.
HSG 27	Newcraighall East	154*	Existing ELDP 2016 proposal. Planning permission was granted for housing on the majority of the site in 2012. This site is larger with a higher estimated capacity. Development should accord with the Newcraighall Development Principles set out in Place 3
HSG 29	Brunstane	1330*	Existing ELDP 2016 proposal for housing-led development on land to the south of Brunstane Burn and north of Newcraighall Road. Development should accord with the Brunstane Development Principles set out in Place 33.
HSG 30	Moredunvale Road	200	Existing ELDP 2016 proposal for housing development and open space improvements. Development should accord with Moredunvale Development Principles set out in Place 35 and a Place Brief. A Flood Risk Assessment is needed for this site and should inform the development and layout of the site.
HSG 40	SE Wedge South - Edmonstone	696*	Existing ELDP 2016 proposal. Development should accord with the Edmonstone Development Principles set out in Place 36.
New Housing Proposals			
H86	Edinburgh BioQuarter	2,500	A masterplan will be prepared for the Edinburgh BioQuarter to support the future development of a net-zero mixed-use development with a net-zero emissions target. Development should accord with the Development Principles set out at Place 31 Edinburgh BioQuarter.
H87	Duddingston Park South	24	Development should accord with Development Principles set out in Appendix D.
H88	Moredun Park Loan	32	Development should accord with Development Principles set out in Appendix D.
H89	Moredun Park View	24	Development should accord with Development Principles set out in Appendix D.
H90	Morrisons at Gilmerton Road	32	Development should accord with Development Principles set out in Appendix D.

Reference	Name	Units	Comments
H91	Liberton Hospital/Ellen's Glen Road	360	Site of Liberton Hospital combined with existing ELDP 2016 proposal HSG 28. Proposals should accord with the Liberton Hospital/Ellen's Glen Road Development Principles set out in Place 34.
H92	Gilmerton Dykes Street	24	Development should accord with Development Principles set out in Appendix D.
H93	Rae's Crescent	32	Development should accord with Development Principles set out in Appendix D.
H94	Old Dalkeith Road	24	Development should accord with Development Principles set out in Appendix D.
H95	Peffermill Road	16	Development should accord with Development Principles set out in Appendix D.

*remaining homes to be built calculated from 2021 Housing Land Audit

Infrastructure proposals

Mobility Proposals and Safeguards

Table 3 - Active Travel Strategic Projects and Safeguards

These include some safeguarded routes that are longer distance active travel routes, sometimes more leisure in nature, that do not necessarily have a direct relationship with the plan's development sites. It also includes projects that are programmed as part of the Active Travel Investment Programme, and within scope of the City Centre Transformation package of public realm and pedestrian priority projects. It also includes proposals that serve a cluster of development sites.

Reference	Title	Description
ATSR1	Edinburgh Waterfront Promenade	Form a continuous walkway/cycleway extending for almost 17km from Joppa in the east to Cramond in the west.
ATSR2	Roseburn to Union Canal route/ green network ¹⁶)	Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases. First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline. Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments. Later section new bridge over East Coast Mainline.
ATSR3	Pentlands to Portobello Walking and Cycling Route	Long distance walking and cycling route mainly via off-road or on quiet roads.
ATSR4	River Almond Valley Walkway	Strategic off-road route from Cramond to Kirkliston.
ATSR5	Lochend to Powderhall	Off-road route connection - potential to connect North Edinburgh Paths, Bonnington with Lochend and London Road to Portobello AT proposals.
ATSR6	West Edinburgh Link	New walking, cycling and public spaces in East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes linking with Edinburgh Park/the Gyle.
ATSR7	Meadows to George Street	Part of Edinburgh City Centre Transformation
ATSR8	City Centre West-East Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.
ATSR9	Lothian Road	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.

Reference	Title	Description
ATSR10	Waverley Valley Bridge Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.
ATSR11	Currie to Heriot-Watt	Active travel safeguard connecting Currie settlement with safe, segregated route to university campus.
ATSR12	A71 South Livingston to West Edinburgh	Part of WETIP/Sustrans strategic route.
ATSR13	Bonnington Link East-West Great Junction Street to Powderhall	Bonnington cluster related to development.
ATSR14	Leith Walk to West Bowling Green Street	Bonnington cluster related to development.
ATSR15	Foot of Leith Walk to Ocean Terminal	Phase 1 of Leith Connections providing better connections to new protected cycle lanes on Leith Walk, planned as part of Trams to Newhaven project, the north Edinburgh path network, the Water of Leith path and Quiet Route 10.
ATSR16	Lanark Road/Slateford Road	Segregated route along main arterial road, related to development.

Table 4 - Active Travel Proposals relating to development sites

Active travel routes and connections to existing active travel infrastructure that are required to make development proposals acceptable in terms of mitigating transport impact.

Reference	Site reference	Title
ATPR1	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and Portobello High Street
ATPR2	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and connection to Craighentinn Avenue via Fillyside.
ATPR3	Place 15 - Seafield	New active travel route: City Centre along Portobello Road/London Road.
ATPR4	Place 15 - Seafield	Active Travel connections: Harry Lauder Junction
ATPR5	Place 15 - Seafield	Active Travel Route: Seafield Road to Edinburgh Promenade - safe crossing
ATPR6	Place 15 - Seafield	Mobility Hub: Seafield
ATPR7	Place 3 - Astley Ainslie	Active travel link and crossing: Cannan Lane to Grange Loan

Reference	Site reference	Title
ATPR8	Place 3 - Astley Ainslie	New Active Travel route and crossing: Oswald Road to Cluny Gardens/Charterhall Road junction
ATPR9	Place 3 - Astley Ainslie	New active travel infrastructure: Newbattle Terrace/Grange Loan
ATPR10	Place 3 - Astley Ainslie	Mobility Hub: Astley Ainslie
ATPR11	Place 30 - Redford Barracks	New Active Travel connections: Water of Leith (NCR75 Colinton Dell) to Colinton Mains Drive
ATPR12	Place 30 - Redford Barracks	New Active Travel Route: Colinton Road to Colinton Village
ATPR13	Place 30 - Redford Barracks	New Active Travel Route: Redford Barracks to City Centre
ATPR14	Place 30 - Redford Barracks	New active travel connection: Union canal ramp access.
ATPR15	Place 30 - Redford Barracks	Mobility Hub: Redford Barracks
ATPR15	Place 30 - Redford Barracks	Active travel link: connection to supermarket and Colinton Primary School and Oxfords Road North/Colinton Mains Drive.
ATPR16	Place 5 - Royal Victoria Hospital	New Active Travel Route: Royal Victoria Hospital to Roseburn Path via Quiet Route 20.
ATPR17	Place 5 - Royal Victoria Hospital	New Active Travel Route and crossing: from Victoria Hospital site to Carrington Road (Quiet Route 20)
ATPR18	Place 5 - Royal Victoria Hospital	New active travel crossing: Craigleith Road at Orchard Drive
ATPR19	Place 6 - Crewe Road South	New Active Travel link: along Fettes Avenue from Comely Bank to Carrington Road.
ATPR20	Place 6 - Crewe Road South	New Active Travel Route: Crewe Road South from Orchard Brae Roundabout to Crewe Toll.
ATPR21	Place 6 - Crewe Road South	Mobility hub: Fettes Avenue
ATPR22	Place 34 - Liberton Hospital/ Ellen's Glen Road	New Active Travel Route: Liberton Hospital to City Centre
ATPR23	Place 34 - Liberton Hospital/ Ellen's Glen Road	Active travel link: connections through site to Malbet Wynd - Liberton Community Campus
ATPR24	Place 34 - Liberton Hospital/ Ellen's Glen Road	Active Travel link: connection to Gilmerton Road and A7
ATPR25	Place 31 - Edinburgh BioQuarter	New Active Travel route: Connection to the Wisp from East of Bioquarter.
ATPR26	Place 31 - Edinburgh BioQuarter	New Active Travel route: A7 north-south - Bioquarter to City Centre and Midlothian.

Reference	Site reference	Title
ATPR27	Place 31 - Edinburgh BioQuarter	Mobility Hub: BioQuarter
ATPR28	Place 25 - Gorgie Road East	New Active Travel Link: Stevenson Road to open space at Hutchison Crossway and path west of Slateford Green, allowing connection to Hutchison Road.
ATPR29	Place 28 -Murrayburn Road	New Active Travel route and junction upgrade: Union Canal to Calder Road.
ATPR 30	Place 28 - Broomhouse Terrace	New Active Travel link and crossing: Saughton tram stop to Broomhouse Row
ATPR31	Place 28 - Broomhouse Terrace	New active travel crossing: Broomhouse Road
ATPR32	Place 28 - Broomhouse Terrace	New Active Travel route: North-South connections at parallel Saughton Road including crossing point.
ATPR33	Place 28 - Broomhouse Terrace	Mobility hub: Broomhouse Terrace
ATPR34	Bonnington cluster	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall.
ATPR34 (details)	Place 10 - Newhaven Road 1	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).
ATPR34 (details)	Place 11 - Newhaven Road 2	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).
ATPR34 (details)	Place 14 -Stewartfield	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).
ATPR35	Bonnington cluster	New active travel route and crossing: Leith Walk to West Bowling Green Street
ATPR35 (details)	Place 12 - Bangor Road	New active travel route: Leith Walk to West Bowling Green Street
ATPR35 (details)	Place 8 - Jane Street	New active travel route: Leith Walk to West Bowling Green Street (section)
ATPR36	Place 12 - Bangor Road	New active travel link and crossing: Great Junction St to Cables Wynd
ATPR37	Place 13 - South Fort Street	New active travel connections: safe crossing of West Bowling Green Street
ATPR38	Place 7 - Stead's Place	New active travel route: Leith Walk to Pilrig Park
ATPR39	Place 8 - Jane Street	New active travel route: Great Junction Steet to Pilrig Park
ATPR40	Bonnington cluster	Mobility Hub.

Reference	Site reference	Title
ATPR41	Place 4 – Edinburgh Waterfront (Granton Framework)	Promenade link to Granton Harbour
ATPR42	Place 4 – Edinburgh Waterfront (Granton Framework)	West Granton Road - Key Street Interface 8
ATPR43	Place 4 – Edinburgh Waterfront (Granton Framework)	Marine Drive / West Shore Road - Key Street Interface 7 (Forth Quarter Park to Promenade)
ATPR44	Place 4 – Edinburgh Waterfront (Granton Framework)	Key Street Interface 1 - West Shore Road Key Street Interface 2 - West Harbour Road
ATPR45	Place 4 – Edinburgh Waterfront (Granton Framework)	East West Primary Route (Waterfront Park/Broadway/Avenue)
ATPR46	Place 4 – Edinburgh Waterfront (Granton Framework)	W Granton Road / Saltire Street / W Shore Road Route
ATPR47	Place 4 – Edinburgh Waterfront (Granton Framework)	Waterfront Broadway Key Street Interface 3
ATPR48	Place 4 – Edinburgh Waterfront (Granton Framework)	Key Street Interface 4 – The Diagonal
ATPR 49	East of Milburn Tower	North South active travel route along Gogar Station Road
ATPR50 -51	Place 4 - Edinburgh Waterfront (Granton Framework)	Mobility Hubs – Granton and Granton Square

Table 5 - Active Travel Safeguards – local connections

A range of potential connections to the local active travel network that are safeguarded for when the opportunity arises to make the connection either through development or as part of the Council's Active Travel Action Plan.

Reference	Title
ATSG1	Blackhall path westwards extension to Cramond Road South
ATSG2	Couper Street - Citadel Place
ATSG3	Craigentinny - Leith Links at Craigentinny Ave North
ATSG4	Craigentinny - Leith Links cycle link
ATSG5	Edinburgh Park to Gogar Burn
ATSG6	Fort Kinnard - Queen Margaret University
ATSG7	Gillberstoun link
ATSG8	Inglis Green cycle link, new Water of Leith Bridge
ATSG9	Liberton Road – Robert Burns Drive link path
ATSG10 / ATSR2	Link along railway viaduct - Gorgie/Dalry Community Park - Roseburn Path.
ATSG11	Lochend Butterfly cycle link with new bridge
ATSG12 / ATSR5	Lochend - Powderhall
ATSG13	Mcleod Street/Westfield Road
ATSG14	Morningside - Union Canal link
ATSG15	Morrison Crescent - Dalry Road
ATSG16	North Meggetland - Shandon link
ATSG17	Off road alternative NCNR 75 at Newmills, Balerno
ATSG18	Pitlochry Place - Lochend Butterfly
ATSG19	Quiet Route Link via Liberton Tower
ATSG20	Quiet Route link to Blackford Glen Road
ATSG21	Round the Forth cycle route at Joppa
ATSG22	Salamander Cycle Link
ATSG23	To King's Buildings & Mayfield Road
ATSG24	West Approach Rd - Westfield Road cycle link
ATSG25	Wisp - Fort Kinnard link
ATSG26	Ramped access from Canal to Yeoman Place
ATSG27	Waterfront Avenue to Granton Rail path link

Public Transport

Table 6 - Orbital Bus Route and Improved Bus Connections

The Orbital Bus Route, North and South sections are proposals for new or upgraded bus services to connect the plan's development proposals in the north of the city to West Edinburgh, and the plan's development proposals in the south-east and south-west with West Edinburgh. This is required to address transport impacts of new development. Other bus service proposals to mitigate the impact of development.

Reference	Title
PT1	Northern Orbital Route – Airport to Seafield via West Edinburgh and Edinburgh Park to Seafield.
PT2	Seafield Road to Leith (southside of Leith Links)
PT3	Bonnington Road
PT4	West Edinburgh A8 Corridor
PT5	East of Milburn Tower
PT6	North South Orbital bus connection - Bankhead - Edinburgh Park to Craig's Road
PT7	South Orbital Bus Route - Sighthill to Redford Road/Oxgangs
PT8	South Orbital Bus Route - Redford Barracks to Gilmerton
PT9	South Orbital Bus Route - Gilmerton to BioQuarter
PT10	Little France Drive to the Wisp
PT11	The Wisp to Fort Kinnaird
PT12	The Wisp to Newcraighall/Duddingston Rd Junction
PT13	Newcraighall to QMUC Public Transport
PT14	Gorgie Road/A71 and connections with Orbital Bus Route
PT 15	Astley Ainslie: Morningside Rd/Cluny Gardens
PT 16	Bioquarter to City Centre
PT 17	Liberton Hospital to City Centre and West

Table 7 - Tram Route Proposal and Option Safeguards

Safeguards options for the extension of the tram network connecting Granton and the South East. The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case. Route of existing and under-construction line is also shown in the Proposals Map.

Reference	Title	Further Information
TR1	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park	Existing Safeguard
TR2	Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll.	Existing Safeguard
TR3	Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South.	New Safeguard
TR4	Safeguard C1 route leaves the existing tramline at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square.	Existing Safeguard
TR5	Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	New Safeguard option
TR6	Safeguard D: Nicolson Square to Bioquarter	Existing Safeguard
TR7	Safeguard option E1a: BioQuarter to Newcraighall via segregated route	New safeguard option
TR8	Safeguard option E1b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	New safeguard option
TR9	Safeguard option E1c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	New safeguard option
TR10	Safeguard Airport to Newbridge	Existing safeguard
TR11	Safeguard Newhaven to Granton	Existing safeguard

Table 8 - West Edinburgh Transport Improvements

This table comprises the list of necessary transport proposals to support the development envisages for Place 16 West Edinburgh as set out in the development principles. It includes measures identified in the WETA 2016 Refresh – a package of necessary infrastructure interventions required to support major development in West Edinburgh and to encourage a shift to sustainable travel. Some of these interventions are being appraised as part of the on-going WETIP (West Edinburgh Transport Improvement Programme) work. This looks to progress the delivery of some of the public transport and active travel measures identified in WETA Refresh 2016 into a package that are deliverable in the short term and affordable within City Deal funding.

Reference	Title	Further Details	Type
WE1	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	This is being progressed in discussion with the redesign of Maybury Junction (R7)	Active Travel
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	Being appraised as part of WETIP Core Package.	Public Transport
WE3	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Required to facilitate access the Gogar Link Road	Roads
WE4	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	Public Transport
WE5	Gogar to Maybury additional eastbound traffic lane (R5)	Scale of this intervention being determined by option appraisal of lower cost measures. Additional capacity would help bus movement. WETIP is also considering how the additional traffic lane which would impact level of provision for segregated cycle lane.	Roads
WE6	Maybury Road Approach to Maybury Junction - bus priority measure.	Potentially superseded by Maybury Junction upgrade and Maybury Road feasibility study, and measure outcome to be considered as part of the strategic appraisal of the Orbital Bus route as part of the Bus Partnership Fund.	Public Transport
WE7	A8 North active travel infrastructure ('missing link')	New active travel route north of the A8 between Eastfield Road and Gogar roundabout following close to the carriageway but separate to the roadside. Being appraised by WETIP as part of the core package.	Active Travel
WE8	New active travel only bridge to north of Edinburgh Gateway station to tie in to West Craigs	To be delivered by Place 22 Maybury	Active Travel
WE9	Active travel route linking active travel bridge to cycle network northwards to Cammo/Barnton	To be delivered by Place 22 Maybury and other housing sites	Active Travel
WE10	Active travel route west of Maybury to city and West Edinburgh Links	Connections from sites west of Maybury to the WEL active travel project.	Active Travel
WE11	Active travel route alignment on the north side of A8 with additional provision of a connection to East of Milburn Tower development utilising the RBS Gogarburn bridge towards Gogar Station Road		Active Travel

Reference	Title	Further Details	Type
WE12	New bus/active travel only connection bridge to north of Edinburgh Gateway station and West Craigs Development, tying into Maybury Road around Craigs Road.	Potential option to create an additional crossing that would allow bus route services in West Edinburgh connect directly with housing in West Craig, thereby avoiding Gogar and Maybury junctions.	Public Transport
WE13	Bus and Active travel link across City Bypass, south of the A8 to connect East of Milburn Tower development with Edinburgh Park and improve links with public transport	Requires development layout of East of Milburn Tower to accommodate this potential link. Active travel element is being considered in WETIP. See ATSG5.	Active Travel/ Public Transport
WE14	Upgraded Bus interchange facility at Ingliston P+R	To be appraised as part of WETIP. Potentially to be superseded by bus interchange improvements at Edinburgh Gateway. (See intervention below WE14 Enhanced interchange at Edinburgh Gateway)	Public Transport
WE15	Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips.	Part of the WETIP package being appraised.	Public Transport
WE16	Improved northern and southern orbital bus routes from Maybury (via Maybury Rd and Edinburgh Park respectively)		Public Transport
WE17	Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).	Public Transport and Active Travel
WE18	Segregated public transport route - North connecting West Edinburgh sites through the Main Street	Transit corridor to the north of A8 serving IBG and tying into Gogar Link Road/Gogar and Eastfield Road. This would be developed as part of the Main Street.	Public Transport
WE19	Segregated public transport route - West alignment - using safeguarded tram line	Offline bus corridor to the south of the A8, crossing to the west of Eastfield Road without interfering with A8 traffic and connecting into Eastfield Road north of Ingliston Park and Ride	Public Transport
WE20	Segregated public transport route South - Harvest Road	Bus route, utilising Harvest Road as a bypass of Newbridge Roundabout	Public Transport
WE21	Segregated public transport route South - Newbridge	Offline PT route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible	Public Transport
WE22	Dumbbells Roundabout Improvement - capacity and AT	A8 Dumbbells (R3) Includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	Roads
	Dumbbells westbound off slip	Part of dumbbells junction (R3)	Roads
WE23	Eastfield Road Road dualling - integration of segregation cycle - connection from A8 along Eastfield Road into Airport	High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells	Active Travel

Reference	Title	Further Details	Type
WE24	Dualling of Eastfield Road Phase 1 - northern section	Eastfield Road to Airport (R3)	Roads
WE25	Dualling of Eastfield Road Phase 2- southern section	Eastfield Road (from dumbbells) (R3)	Roads
WE26	Main Street - Development Link Road	Main Street with bus route serving the development sites.	Roads
WE27	Gogar Link Road Segregated cycle route	Part of Gogar Link Road (R4)	Active Travel
WE28	Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane)	Part of Gogar Link Road (R4)	Roads
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option	Part of Gogar Link Road (R4)	Roads
WE30	New Tram Stop		Public Transport
WE31	Ratho Station and A8 along Station Road - improved active travel access and Glasgow Road / Ratho Station - improved crossing.	Wider intervention for active travel. Part of the WETIP package being appraised.	Active Travel
WE32	Improved Station Road/A8 bridge access for cyclists.	Potential for at-grade replacement on Station Road. Part of the WETIP package being appraised.	Active Travel
WE33	Station Road to Newbridge Interchange bus lane	To be appraised as part of WETIP	Public Transport
WE34	Improvements to gravel path (old railway line) from A8/ M9 interchange north to Kirkliston (incl. lighting)	Part of the WETIP package being appraised. Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	Active Travel
WE35	Active travel priority enhancements at key junctions on A89 approaching Newbridge	Part of the WETIP package being appraised.	Active travel
WE36	Broxburn to Newbridge Roundabout bus lane	Broxburn to Newbridge public transport interventions (part of WETIP package being appraised)	Public Transport
WE37	Kilpult Park and Ride	Part of the WETIP package being appraised.	Public Transport
WE38	Intelligent traffic signal interventions at Newbridge/ Gogar/Maybury junctions.	Intelligent traffic signal interventions at roundabout at Gogar (R5).	Roads
WE 39	Mobility Hub	On Main Street near tram stop	Public Transport
WE 40	Mobility Hub	Indicative location near proposed High School.	Public Transport

Table 9 - Road Improvements

These proposals either required to enable development layouts to connect to the wider road network, or junction improvements to facilitate bus priority and active travel alongside anticipated additional traffic volume in areas of development growth. Sheriffhall junction is project led by Transport Scotland.

Reference	Title	Further Details
R1	New Street in Leith Docks	New street connecting Ocean Drive to Salamander Street. Scope to create new development plots as part of delivery project.
R2	West of Fort Kinnaird Road to The Wisp	Link between the Wisp and Newcraighall Road to enable bus priority and active travel infrastructure development along Niddrie Mains Road.
R3	Eastfield Road and dumbbells junction	Dualling of Eastfield Road and dumbbells roundabout improvements with segregated cycle infrastructure.
R4	Gogar Link Road	Road proposal required to support development in West Edinburgh. Largely single carriageway with some widening for bus priority.
R5	Gogar Roundabout to Maybury Junction additional eastbound lane	Part of the WETA package of interventions to improve junction capacity and assisting bus movement.
R6	Maybury Junction	Junction redesign to provide bus priority and improved provision for active travel. Also in WETIP.
R7	Craigs Road Junction	New signalised junction improved provision for bus and active travel.
R8	Barnton Junction	Increase efficiency of signals.
R9	Newbridge Roundabout	Intelligent traffic signal interventions at Newbridge would seek to prioritise public transport.
R10	Sheriffhall junction	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.

Table 10 - Public Transport – Other Safeguards

Safeguards to ensure development does not prejudice potential future improvements or re-use.

Reference	Title	Further Details
PTSG 1	Future railway infrastructure improvements	Safeguards at Almond Chord and Abbeyhill required to ensure development does not prejudice future infrastructure improvements.
PTSG 2	Rail Halts at: Portobello, Piershill and Meadowbank	Required to ensure development does not prejudice future re-use of existing abandoned halts.
PTSG 3	South Suburban Halts	Required to ensure development does not prejudice future re-use of existing abandoned halts.

Table 11 - Education Infrastructure

Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	
	EBJG1	Boroughmuir / James Gillespie's	Additional primary school capacity	43% of a new 14-class primary school (South Edinburgh)	
	EBJG2	Boroughmuir / James Gillespie's	Additional secondary school capacity	46 secondary pupils (Boroughmuir HS)	
	EBJG3	Boroughmuir / James Gillespie's	Additional secondary school capacity	91 secondary pupils (James Gillespie's HS)	
	EBJG4	Boroughmuir / James Gillespie's	Additional ELC capacity	64 Place ELC setting	
ED1	ECA1	Castlebrae	Additional primary school capacity	New 14-class primary school (New Greendykes)	A site with an area of 2.0 ha is required.
ED2	ECA2	Castlebrae	Additional primary school capacity	New 18-class primary school (Brunstane)	A site with an area of 2.0 ha has been allocated and design work is underway.
	ECA3	Castlebrae	Additional RC primary school capacity	3 classrooms (St Francis RC PS)	
	ECA4	Castlebrae	Additional secondary school capacity	575 secondary pupils (Castlebrae HS)	
ED3	ECB1	Craigroyston / Broughton	Additional primary school + ELC capacity	Early Level Annexe to provide additional primary and ELC places (Flora Stevenson PS)	A site with an area of 0.8 ha is required and has been identified in the Site Principles for Place 6 Crewe Road South. A safe walking route between the school and the annexe, and any improvements to existing transport infrastructure, will also have to be secured.
ED4	ECB2	Craigroyston / Broughton	Additional primary school capacity	New 18-class primary school (Granton Waterfront)	A site with an area of 2.0 ha is required.
	ECB3	Craigroyston / Broughton	Additional primary school capacity	Catchment change affecting Stockbridge and Broughton Primary Schools.	
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Craigroyston HS)	A site with an area of 1.3 ha is required for offsite playing fields with associated improvements to transport infrastructure to/from the school.
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Broughton HS)	
	ECB5	Craigroyston / Broughton	Additional RC primary school capacity	1 class (St David's RC PS)	
	DLT1	Drummond / Leith / Trinity	Additional primary school capacity	Catchment change affecting Abbeyhill and Leith Walk Primary Schools.	

Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	
ED5	DLT2	Drummond / Leith / Trinity	Additional primary school capacity	New 14-class primary school (Bonnington – Jane Street)	A site area of 1.4ha is required. Site location identified in Place 8 - Jane Street with outdoor space potentially in Pilrig Park
	DLT3	Drummond / Leith / Trinity	Additional primary school capacity	4 classes (Broughton PS)	These classes could be added to the new primary school in the Jane Street / Bonnington / Pilrig area.
ED6	DLT4	Drummond / Leith / Trinity	Additional primary school capacity	New 12-class primary school (Leith Waterfront)	A site with an area of 1.3 ha is required.
	DLT5	Drummond / Leith / Trinity	Additional primary school capacity	6 classes (Craigentinny PS)	
	DLT6	Drummond / Leith / Trinity	Additional primary school capacity	New 17-class primary school (Victoria)	
	DLT7	Drummond / Leith / Trinity	Additional secondary school capacity	161 secondary pupils (Drummond HS) 461 secondary pupils (Leith Academy) 290 secondary pupils (Trinity Academy)	The new primary school in the Jane Street/Bonnington /Pilrig area will feed into either Drummond HS, Leith Academy or Trinity Academy. Flexibility to use contributions to extend one or more of these schools to accommodate demand is required.
	FH1	Firrhill	Additional primary school capacity	6 classes and dining / assembly hall extension (Colinton PS)	
ED7	FH2	Firrhill	Additional secondary school capacity	85 secondary pupils (Firrhill HS)	A site with an area of 2.3 ha is required. A safe walking route between the school and the annexe, and any improvements to existing transport infrastructure, will also have to be secured.
	FH3	Firrhill	Additional ELC capacity	New 64 place ELC setting.	
ED8	LG1	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (Bioquarter/Edmonstone)	A site area of 2.0 ha is required.
ED9	LG2	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (Gilmerton Station Road)	A site area of 2.0 ha is required.
	LG4	Liberton / Gracemount	Additional RC primary school capacity	5 classes (St Catherine's RC PS)	
	LG5	Liberton / Gracemount	Additional secondary school capacity	172 secondary pupils (Gracemount HS)	
	ELG6	Liberton / Gracemount	Additional secondary school capacity	358 secondary pupils (Liberton HS)	

Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	
	EPB1	Portobello	Additional primary school capacity	3 class extension of The Royal High Primary School	
	EPB2	Portobello	Additional secondary school capacity	55 secondary pupils (Portobello HS)	
	EQF1	Queensferry	Additional primary school capacity	2 classes and dining hall extension (Echline PS)	
	EQF2	Queensferry	Additional primary school capacity	New 14-class primary school (Builyeon Road)	
	EQF3	Queensferry	Additional primary school capacity	2 classes (Kirkliston PS)	
	EQF4	Queensferry	Additional secondary school capacity	274 secondary pupils (Queensferry HS)	
	ERC1	Roman Catholic	Additional RC primary school capacity	2 classes (Holy Cross RC PS)	It may be necessary to prioritise baptised RC pupils to reduce accommodation pressure, however this will increase rolls and accommodation pressure at nearby non-denominational schools. The Council will determine how to alleviate accommodation pressure at denominational (RC) primary and secondary schools by either extending denominational (RC) schools and/or non-denominational schools.
	ERC2	Roman Catholic	Additional RC primary school capacity	5 classes (St Cuthbert's RC PS)	
	ERC3	Roman Catholic	Additional RC primary school capacity	4 classes (St John Vianney RC PS)	
	ERC4	Roman Catholic	Additional RC primary school capacity	1 class (St Joseph's RC PS)	
	ERC5	Roman Catholic	Additional RC primary school capacity	3 classes (St Mary's (Leith) RC PS)	
	ERC6	Roman Catholic	Additional RC secondary school capacity	235 secondary pupils (Holy Rood RC HS)	
	ERC7	Roman Catholic	Additional RC secondary school capacity	351 secondary pupils (St Augustine's RC HS)	
	ERC8	Roman Catholic	Additional RC secondary school capacity	101 secondary pupils (St Thomas of Aquin's RC HS)	
	ESW1	South West	Additional primary school capacity	3 classes (Canal View PS)	
	ESW2	South West	Additional primary school capacity	4 classes (Dean Park PS)	
	ESW3	South West	Additional primary school capacity	3 classes (Sighthill PS)	
	ESW4	South West	Additional secondary school capacity	53 secondary pupils (Balerno HS)	
	ESW5	South West	Additional ELC capacity	New 64 place ELC setting	

Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	
	ETY1	Tynecastle	Additional primary school capacity	5 classes (Balgreen PS)	
	ETY2	Tynecastle	Additional ELC capacity	New 128 place ELC setting.	
	EWE1	West	Additional primary school capacity	3 classes (Broomhouse PS)	Or catchment change with Carrick Knowe Primary School.
	EWE10	West	Additional secondary school capacity	1,684 places for secondary pupils (Craigmount HS's catchment area)	New secondary school(s) will be required to accommodate the ND SS pupils expected to be generated from new housing developments. Flexibility to use contributions to increase secondary school capacity by building new high schools and/or extending existing high schools to accommodate demand is required. A decision on how contributions will be used will be reached following informal consultation with the schools affected and in line with the phasing of developments.
	EWE11	West	Additional secondary school capacity	41 secondary pupils (Forrester HS).	
	EWE12	West	Additional secondary school capacity	2 secondary pupils (The Royal High Secondary School)	
	EWE13	West	Additional RC primary school capacity	2 classes (St Andrew's RC PS)	
ED10	EWE2	West	Additional primary school capacity	New 14-class primary school (East of Milburn Tower)	A site area of 2 ha is required
ED11	EWE3	West	Additional primary school capacity	New 21-class primary school (Maybury)	2 ha site secured, and school design is in development
ED12	EWE4	West	Additional primary school capacity	New 7-class primary school (Turnhouse)	A site area of 1 ha is required.
ED13	EWE5	West	Additional primary school capacity	New 21-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2.1 ha is required.
ED14	EWE5			New 21-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2.1 ha is required.
WD15	EWE5			New 15-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2 ha is required.
	EWE7	West	Additional primary school capacity	2 classes (Gylemuir PS)	
ED16	EWE8	West	Additional primary school capacity	New 10-class primary school (Hillwood PS)	
ED17	EWE9	West	Additional RC primary school capacity	New 14-class RC primary school (West Edinburgh)	

Table 12 - Healthcare Infrastructure

Area	Action	Description
North West Locality		Although a new practice for West Edinburgh is already being planned to accommodate the needs of existing development proposals a further new GP practice/s would be required to accommodate the additional population in West Edinburgh. The Stockbridge Health Centre would not be able to accommodate population generated from development sites and the accommodation can not be extended. Eyre Medical Practice is also at capacity with no ability to be extended and therefore new premises would be required.
North East Locality		Although the existing GP practices in the north part of this locality were able to accommodate the population associated with existing development proposals, additional development would exceed practice provision and there is limited scope for increasing the capacity of existing premises. Therefore, it is likely a new building will be required. The accumulation of sites between Leith Walk and Ferry Road also presents a challenge. There is no capacity in any of the existing practices and therefore increased physical capacity will be required and this will require a detailed review of GP provision and accommodation. The opportunity of new accommodation on the development site at Leith Walk (currently the tram depot sites) is noted. Development in the Wisp/Niddrie/Peffermill area will create pressure in this area. Existing developments can be absorbed through small schemes but a more substantial scheme will be required to accommodate further development.
South East Locality		Development at the Edinburgh Bioquarter will require a new practice in this area. Development pressure in Midlothian around Danderhall will require a joint analysis of the collective impact on GP provision. The South East of the city is already under considerable pressure from existing development proposals. A new practice is proposed to address this but it may be able to accommodate some further development but not the Edinburgh Bioquarter. In addition, the development of the Astley Ainslie Hospital site will affect several other practices that are not able to be expanded. This would require re-provision of accommodation with increased capacity, assuming the practices are willing to do so.
South West Locality		The Garden District site will create significant new population in an area already under pressure and access to the new practice planned for West Edinburgh is not straightforward. There may be scope to expand some of the existing practices in the area but the constraints of existing accommodation will require further analysis. If the Garden District expands further in future then a dedicated practice would be required. Development in the Gorgie/Slateford/Longstone area will also require additional GP provision. Further analysis of how to increase capacity will be required. Finally, development of the Redford Barracks site would have a significant impact although this could be addressed by expanding capacity at existing local practices particularly those located in the nearby new health centre.

Economy Proposals

Table 13 - Areas of Economic Importance

Area	Purpose
Edinburgh Bioquarter	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. Development of the site will also incorporate housing development to support its delivery. Its development is being promoted by a partnership of the Council and Scottish Enterprise, University of Edinburgh and NHS Lothian.
Riccarton University Campus and Business Park	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 hectares of undeveloped land available within Riccarton Research Park.
Edinburgh Airport	The connectivity provided by Edinburgh Airport supports and enhances Scotland's economy. The most recent Airport Master Plan was published by the owner in November 2016. The Master Plan sets out development intentions for airport and related uses up to 2025 and 2040 with more speculative proposals up to 2050.
West Edinburgh	<p>National Planning Framework 3 identifies West Edinburgh, including the land identified as the International Business Gateway, as being a significant location for investment, a key location to attract international markets and secure appropriate business led mixed use development. NPF3 is under review. The Position Statement for NPF4 sets out an emphasis on 20 minute neighbourhoods, as committed to in the most recent Programme for Government, as part of a sustainable, mixed use approach to development. Alongside this shifting direction of policy, market conditions are also moving and it is seen as highly unlikely that the type of business/office led investment envisaged by NPF3 would now be taken forward. A different future is now envisaged for West Edinburgh as identified and evidenced through the new West Edinburgh Strategy. Given this and the strategy of City Plan in relation to addressing climate change impacts, West Edinburgh allocations should come forward as housing led, high density, mixed use neighbourhoods to provide homes, jobs and facilities around the existing tramline and rail infrastructure.</p> <p>It will come forward through a collaborative master plan process coordinated by the Council and with Key Agencies amongst the stakeholders. The master plan will inform a series of phases of mixed use development with potential for some 7000 thousand homes along with the commercial and community facilities required for a 20 minute neighbourhood and supporting additional active travel and public transport infrastructure and services. The supporting uses will still include significant opportunities for business. The Development Principles identify the requirements for the consideration of proposals for West Edinburgh through the development management process, indicating how an appropriate mix of uses can be accommodated together.</p>
Royal Highland Centre	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. The RHC may need to relocate to the south of the A8 in the longer term to allow for airport expansion and a site is safeguarded accordingly.
RBS Gogarburn	The main purpose of the site is for office development in a high quality landscape setting. Part of the site remains undeveloped and provides the opportunity for additional office and ancillary development.
Leith Docks	The main purpose of this area is for business and industry. The National Renewables Infrastructure Plan highlighted 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. The Scottish Government is developing plans to establish green ports which will bring operators and business the benefits of a package of tax and customs incentives. This may provide an opportunity to develop a renewable energy hub at the docks.

Table 14 - Network of Centres

City Centre		
Edinburgh City Centre		
Town Centres		
Corstorphine	Gorgie / Dalry	Leith/Leith Walk
Morningside/Bruntsfield	Nicolson St/Clerk Street	Portobello
Stockbridge	Tollcross	
Local Centres		
Ashley Terrace	Balgreen Road	Blackhall
Boswell Parkway	Broughton Street	Bryce Road, Currie
Buckstone Terrace	Chesser	Chesser Avenue
Colinton	Comiston Road	Corslet Place
Craiglockhart	Crew	Crewe Road North (new)
Dalkeith Road	Davidson 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, Queenferry	Sighthill
Stenhouse Cross	Viewforth	Walter Scott Avenue
Waterfront Broadway	West Maitland Street	Western Corner
West Granton Road (new)	Whitehouse Road	Wester Hailes
Commercial Centres		
Cameron Toll	Craigleith	Hermiston Gait
Meadowbank	Newcraighall/The Jewel	Ocean Terminal
The Gyle		

Proposed New Centres		
Fountainbridge	Granton Waterfront	West Edinburgh
Brunstane		
Commercial Centres		
Centre	Role and character	Current Commitments and Future Role
Cameron Toll	Enclosed shopping centre, built in 1984. 45? Shop units. Includes superstore, discount food retailer, with petrol station, and drive through restaurant and coffee shops in car park. Located in South East Edinburgh on major transport intersection well served by bus.	Permission granted in 2020 for cinema and additional retail floorspace. This commercial centre may have scope to accommodate new housing to compliment existing uses on site, however, this would need to be considered as part of a comprehensive proposal for the redevelopment of the whole commercial centre. A masterplan would therefore need to be produced for the whole commercial centre and before any proposals could be considered for individual parts of the commercial centre where these would propose any new residential development. This would provide the opportunity to address the new safeguarded route of the tram line, and to improve and extend the Cameron Toll to BioQuarter segregated cycle route with links from Lady Road to Craigmillar Park and East Suffolk Park, and through the commercial centre.
Craigleith	Retail park which opened in 1996. 20 Units. Mix of bulky goods, fashion, large stand-alone food store, petrol station and drive through restaurant.	No current proposals for change, but maybe scope for future reconfiguration or enhancement.
Hermiston Gait	Retail park which opened in 1995, originally with bulky goods focus with restriction on total floorspace. 10 shop units. Centre now includes large food store, and small food and drink units. Located in West Edinburgh next to city bypass and M8. Poor bus service and limited walking catchment. But site serves as a gateway to rail and tram stops.	Retail floorspace is capped by conditions of consent. May be scope for future reconfiguration or enhancement.
Meadowbank	Smaller urban retail park which opened in 1997. 10 units. Mix of homeware and clothing stores with supermarket, leisure use and drive through restaurant. Located in high density residential area with good bus services.	Permission granted in 2019 to allow change of use of a retail unit from comparison to convenience goods. May be scope for future reconfiguration or enhancement.
Newcraighall/ The Jewel	One of the largest out-of-centre retail facilities in the UK which opened in 1989. 71 units. Contains superstore, retail warehouses and variety of other retail operators. Also includes cinema and café/restaurants. Located on edge of urban area providing shopping facilities for the south east of the city and beyond. Regular bus services despite peripheral location and poor access to rail via Newcraighall station but walk in catchment limited.	Retail floorspace is capped by conditions of consent. May be scope for future reconfiguration or enhancement.

Ocean Terminal	Enclosed shopping centre which opened in 2001. 87 units. Contains a range of high street retailing, including an anchor department store, restaurant/cafes and a multiplex cinema over three floors. Serves north Edinburgh and planned as part of the Waterfront regeneration. Well served by bus services and the tram in due course.	Located in Edinburgh Waterfront, an area where significant regeneration is still proposed. Any future increase in floorspace must reflect the scale and phasing of residential development. May be scope for future reconfiguration or enhancement.
Gyle	Enclosed shopping centre, built in 1993. 64 units. Provides broad range of shopping facilities including superstore, and café/foodcourt, to the west of the city, located on urban edge close to the city bypass and major business park. Well served by buses and next to tram route but rail lines and major roads act as barriers.	There is scope for future reconfiguration or enhancement of this commercial centre. In particular the centre may have scope to accommodate new housing to compliment existing uses on site however this would need to be considered as part of a comprehensive proposal for the redevelopment of the whole commercial centre. A masterplan would therefore need be produced for the whole commercial centre and before any proposals could be considered for individual parts of the commercial centre where these would propose any new residential development. Development should provide or contribute towards education, and healthcare infrastructure and community facilities.

Part five

Technical appendices



Part five - Technical Appendices

Appendix A - Conservation Area Map



Table to follow

Appendix B – Shopping Centres

Local Centres	
Ashley Terrace	30 - 36 Ashley Terrace, 37 - 50 Ashley Terrace
Balgreen Road	472 - 480 Gorgie Road, 191 - 229 Balgreen Road.
Blackhall	5 - 1 Craigcrook Place, 16 Marischal Place, 1 Craigcrook Terrace, 232 - 248 Queensferry Road
Boswall Parkway	2 - 14 Wardieburn Drive, 31 - 53 Boswall Parkway
Broughton Street	10 - 40 Broughton Street, 42 - 76 Broughton Street, 2 Picardy Place, 1 Forth Street, 2a Broughton Place, 1 - 9 East London Street, 1 - 7 Barony Street, 42 - 54 London Street, 19 - 45 Broughton Street, 49 - 87 Broughton Street, 91 - 115 Broughton Street
Bryce Road, Currie	120 - 124 Lanark Road West, 56, 60 - 62 Bryce Road
Buckstone Terrace	2 - 16 Buckstone Terrace
Chesser	536 - 560 Gorgie Road, 1 Chesser Avenue
Chesser Avenue	1 - 9 Hutchison Terrace, 1 - 9 Fruitmarket Place, 1 - 11 Newmarket Road
Colinton	2-8 Bridge Street, 7 - 23 Bridge Road, 10 - 64 Bridge Road
Comiston Road	2 - 34 Comiston Road, 1 - 19 Comiston Road, 6 - 22 Morningside Drive, 36 - 42 Comiston Road, 1 - 23 Morningside Drive
Corslet Place	Currie 13 - 17 Bryce Road, 1 - 11 Corslet Place
Craiglockhart	2 - 4 Craiglockhart Road North, 116 - 142 Colinton Road
Craigmillar	1 - 2 Craigmillar Castle Road, 1 - 13 Niddrie Mains Road, 101 Niddrie Mains Road, 196 - 200 Peffermill Road, 3 - 9 Craigmillar Castle Road, 2 - 106 Niddrie Mains Road, 119 Niddrie Mains Road, 161 Duddingston Road West, 2-10 Harewood Drive
Dalkeith Road	152 – 218 Dalkeith Road
Davidson Mains	36 - 38 Cramond Road South, 8 - 14 Main Street, 15 - 51 Main Street, 51 - 55 Quality Street, 44 - 80 Main Street, 61 - 89 Main Street
Drylaw	645 - 683 Ferry Road, 20 - 26 & 28 - 40 Easter Drylaw Place
Drumbrae	24-42 Duart Crescent
Dundas Street	12 - 160 Dundas Street 3-23 Henderson Row
Dundee Street	137 - 183 Dundee Street
East Craigs	1-4 Bughtlin Market

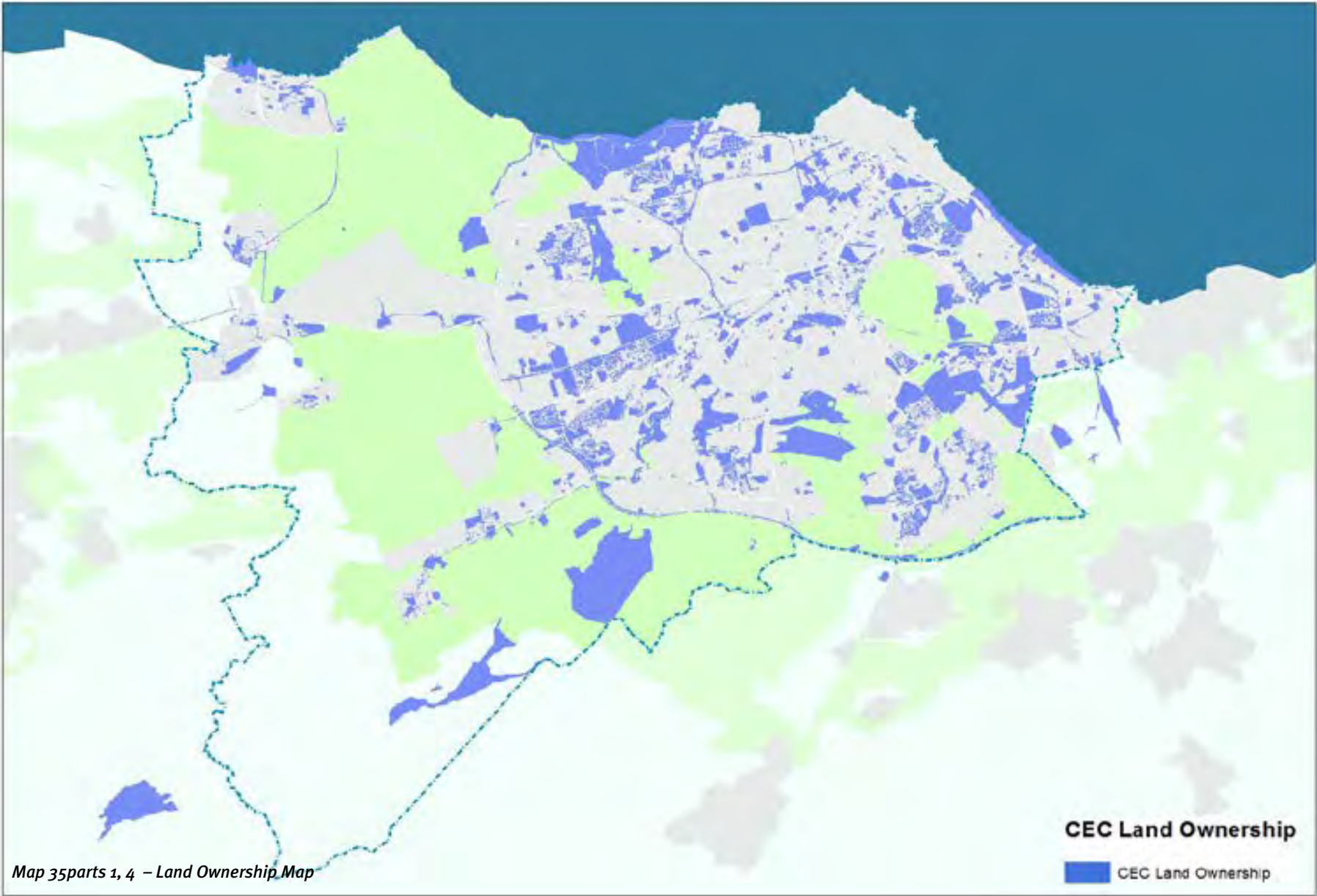
Local Centres	
Easter Road	1 - 107 Easter Road, 4 - 162 Easter Road, 1 Maryfield - 10 Earlston Place (London Road), 3 - 28 East Norton Place (London Road), 1 - 21 Cadzow Place (London Road), 2-80 Montrose Terrace, 27-61 Montrose Terrace, 3 Lyne Street.
Ferry Road (East)	1 - 53 Ferry Road, 2 - 12 North Junction Street, 28 - 44 Ferry Road
Ferry Road (West)	109 - 147 Ferry Road, 120 - 142 (excluding 122) Ferry Road, 27 - 28 Summerside Place, 144 - 162 Ferry Road
Forrest Road	1 - 6 Greyfriars Place, 4 - 32 Forrest Road, 1 - 61 Forrest Road, 1 - 22 Teviot Place,
Gilmerton	1- 13 Drum Street, 8 - 38 Drum Street, 27 - 55 Drum Street, 2 Ferniehill Road
Goldenacre	1 Inverleith Gardens, 1 Goldenacre Terrace, 1 - 27 Montagu Terrace, 1 - 2 Bowhill Terrace, 58 - 66 Inverleith Row, 1a-1b Royston Terrace.
Gracemount	1 - 21 Gracemount Drive, 2 Gracemount Drive, 62 Captains Road
Hillhouse Rd/Telford Rd	2 - 14 Telford Road, 1 - 9 Telford Road, 12 - 34 Hillhouse Road, 2 - 4 Strachan Road
Jocks Lodge	1 - 5 Wolseley Place, 1 - 18 Willowbrae Road, 1 - 7 Wolseley Terrace, 15 - 23 Jocks Lodge; 23a - 25 Jocks Lodge; 27, 29 Jocks Lodge; 35 Jocks Lodge
Juniper Green	574 - 606 Lanark Road, 534 - 546d Lanark Road, 553 - 565 Lanark Road, 529 - 539 Lanark Road
Liberton Brae	129-149 Liberton Brae
Main Street, Balerno	6 - 48 Main Street, 15 - 29 Main Street
Main Street Kirkliston	22 - 28, 66, 74 - 86 Main Street, 1 - 5 Station Road, 27 - 35 Main Street
Marchmont North	39 - 43 Warrender Park Road, 26 – 34 Warrender Park Road, 48 -60 Warrender Park Road 27a - 35 Marchmont Road, 22 - 30 Marchmont Crescent, 15 - 30 Argyle Place, 2 - 8 Warrender Park Road, 22 - 38 Marchmont Road, 23 - 29 Marchmont Crescent, 26 - 28 Roseneath Place, 5 - 17 Roseneath Street
Marchmont South	94 - 110 Marchmont Road, 123 - 129 Marchmont Road, 2 - 4 Spottiswoode Road, 20 - 21 Strathearn Road, 126 – 146 Marchmont Road, 1 - 5 Spottiswoode Road, 92 - 104 Marchmont Crescent, 2 - 10 Beaufort Road.
Mayfield Road	55-69 Mayfield Road
Milton Road West	2 - 10 Milton Road West, 94 - 98 Duddingston Park
Moredun Park Road	70 - 92 Moredun Park Road, 101 - 117 Moredun Park Road
Muirhouse/Pennywell	39 - 47 Pennywell Road, 1 - 15 Pennywell Court, 49 - 63 Pennywell Road, 2 - 16 Pennywell Court
Oxgangs	1 - 18 Oxgangs Broadway 2 Oxgangs Bank, 343 Oxgangs Road North, 345 Oxgangs Road North, 4 Oxgangs Path
Parkhead	283 - 291 Calder Road, 8 - 10 Parkhead Gardens, 299 - 345 Calder Road

Local Centres	
Pentland View Court, Currie	1 - 9 Pentland View Court
Piershill	4 - 42 Piersfield Terrace, 89 Northfield Broadway, 161 - 177 Piersfield Terrace, 88 - 100 Northfield Broadway
Polwarth Gardens	1 - 7 Polwarth Gardens, 2 - 14 Polwarth Crescent, 2 - 18 Polwarth Gardens, 34 - 44 Merchiston Avenue
Queensferry (Centre)	1 - 52, High Street, South Queensferry (odd and even), 2 - 6 Hopetoun Road (even), 15 & 19 West Terrace, 12 & 14A West Terrace, 23 - 45 Hopetoun Road (odd), 5 & 7 Mid Terrace, 1 Old Post Office Close (now part of Orocco Pier Hotel)
Ratcliffe Terrace	44 - 78 Ratcliffe Terrace, 27 - 63 Ratcliffe Terrace, 2 Fountainhall Road, 1 Grange Loan
Restalrig Road	133 - 165 Restalrig Road
Rodney Street	1 - 25 Rodney Street, 2 - 54 Rodney Street, 1-23 Canonmills, 30 Canonmills, 7-8 Huntly Street, 1-11 Howard Street, 2 Warriston Crescent, 1-27 Brandon Terrace, 1-11 Howard Street
Roseburn Terrace	1 - 59 Roseburn Terrace, 2 - 28 Roseburn Terrace,
Saughton Road North	73 - 89 Saughton Road North A - H 100 Saughton Road North
Scotstoun Grove, Queensferry	1 - 7, 9 Scotstoun Grove
Sighthill	483 - 501 Calder Road
Stenhouse Cross	1 - 12 Stenhouse Cross
Viewforth	1 - 12 St Peters Buildings, 119 - 139 Gilmore Place
Walter Scott Avenue	62 - 104 Walter Scott Avenue
Waterfront Broadway	3 Waterfront Broadway
West Maitland Street	1 - 14 West Maitland Street, 1 - 3 Grosvenor Street, 5 - 32 West Maitland Street
Western Corner	1 - 7 Western Corner, 127 - 31 Corstorphine Road, 113 - 125 Corstorphine Road, 50 - 84 Corstorphine Road
Whitehouse Road	185 - 199 Whitehouse Road
Wester Hailes	1 & 2 Westside Plaza 3 – 34 & 36 Wester Hailes Centre (odd and even)

Local Centres	
Proposed New Local Centres	
Fountainbridge	
Granton Waterfront	
Brunstane	
Speciality Shopping Streets	
Cockburn Street	11 - 71 Cockburn Street, 2 - 54 Cockburn Street
Grassmarket	1 - 9 Grassmarket, 8 - 98 Grassmarket, 1 - 13 Cowgatehead, 15 - 29 Grassmarket, 65 - 89 Grassmarket
High Street/ Lawnmarket/Canongate	94 - 112 Canongate, 154 - 172 Canongate, 246 - 278 Canongate, 1 - 137 High Street, 124 - 180 High Street, 351 - 381 High Street, 322 - 346 Lawnmarket, 97 - 145 Canongate, 175 - 223 Canongate, 259 - 299 Canongate, 2 - 60 High Street, 205 - 219 High Street, 435 - 521 Lawnmarket
Jeffery Street/St Mary's Street	1 - 37 Jeffery Street, 2 - 68 St Mary's Street, 2 - 16 Jeffery Street
Victoria Street/West Bow	1- 9 Victoria Street, 80 - 118 West Bow, 8 - 46 Victoria Street, 87 - 105 West Bow
William Street/Stafford Street/Alva Street	3 - 31 William Street, 2 - 26 William Street, 14 - 18 Stafford Street, 34 - 36 Alva Street, 33 - 51 William Street, 28 - 38 William Street, 11 - 15 Stafford Street
Newly Designated Local Centres	
West Granton Road	201-211a West Granton Road, 114-152 West Granton Road, 154 West Granton Road, 160 West Granton Road, 162 West Granton Road
Crewe Road North	222-230 Crewe Road North, 242-242a Crewe Road North, 236-240 Crewe Road North, 141-143 Boswall Parkway, 210-218 Boswall Parkway.
Town Centres	
Bruntsfield / Morningside	2 Bruntsfield Avenue, 103-219 Bruntsfield Place, 7-23 Church Hill Place, 2 Colinton Road, 42 Forbes Road, 1A Maxwell Street, 1 Millar Crescent, 33-95 Morningside Road, 4-216 Morningside Road, 3 -5, 2 Viewforth, 78-226 Bruntsfield Place, 1 Cannan Lane, 6-16 Church Hill Place, 1 Falcon Road West, 90 Lemington Terrace, 1-3 Merchiston Place, 145-265 Morningside Road, 302-426 Morningside Road.
Corstorphine	5-9 Clermiston Road, 1-17 Glasgow Road, 2-4 Manse Road, 16-30 Meadow Place Road, 109-309 St John's Road, 5-5A Featherhall Avenue 1-4, Gylemuir Road, 1-12 Ormiston Terrace, 38-160 St John's Road, 3 Station Road.

Local Centres	
Gorgie/Dalry	2- 8 Alexander Drive, 6 – 8 Caledonian Road, 15 -191 Dalry Road, 87 – 345 Gorgie Road, 99 Gorgie Park Road, 1-3 Wardlaw Street, 4 Wardlaw Street, 1 Westfield Road, 39 Westfield Road, 4 Caledonian Place, 18 -128 Dalry Road, 92 – 306 Gorgie Road, 340 -390 Gorgie Road, 3,4 Orwell Place, 8 Orwell Terrace.
Leith & Leith Walk	3A, 8-34 Albert Street, 1-31 Albert Place, 3-5 Bangour Road, 88, 97-117 Brunswick Street, 1 Buchanan Street, 170-174 Constitution Street, 1-10 Croall Place, 5-7 Dalmeny Street, 1-17 Duke Street, 1-201 Great Junction Street, 9-41 Haddington Place, 2 Henderson Street, 2-4 Leith Walk, 1-381 Leith Walk, 6 Middlefield, 10 Montgomery Street, 3 Pirrie Street, 3 Balfour Street, 1-10 Brunswick Place, 88-96 Brunswick Street, 2-5 Crichton Place, 6 Dalmeny Street, 2-22 Duke Street, 1-75 Elm Row, 2-174 Great Junction Street, 1-5 Henderson Street, 4 Jane Street, 68-378 Leith Walk, 4 Manderston Street, 1 Montgomery Street, 2-42 Newkirkgate, 1-5a Shrubhill Walk.
Nicolson Street / Clerk Street	1 Chambers Street, 5-85 Clerk Street, 18 Hope Park Terrace, 5-45 Newington Road, 2-88 Newington Road, 2-140 Nicolson Street, 3-11, 23, 24, 30, 31-33 Nicolson Square, 37 Marshall Street. 1-24 St Patrick Square, 1-67 South Bridge, 2-98 South Clerk Street, 6-8 Salisbury Place, 19-20 West Preston Street, 2-66 Clerk Street, 9 Hunter Square, 59-115 Newington Road, 1-129 Nicolson Street, 1-9 St Patrick Street, 78-108 South Bridge, 1-75 South Clerk Street, 21, 44 West Crosscauseway.
Portobello	4-10 Bath Street, 49-51 Pipe Street, 1-29 and 26-332 Portobello High Street, 3-21 Brighton Place, 79-251 Portobello High Street, Stockbridge 2 -10 Baker's Place, 1-21 Comely Bank Road, 1-6 Glanville Place, 6-62 Hamilton Place, 11-20 North West Circus Place, 1-77 Raeburn Place, 2&3 St Stephen Place, 2-78 St Stephen Street, 5-7 Baker's Place, 2-36 Deanhaugh Street, 8 Gloucester Street, 9-11 Mary's Place, 34-36 North West Circus Place, 2-110 Raeburn Place, 7-63 St Stephen Street
Stockbridge	2 -10 Baker's Place, 1-23 Comely Bank Road, 3-9 Dean Park Street, 1-6 Glanville Place, 6-68 Hamilton Place, 11-20 North West Circus Place, 1-77 Raeburn Place, 112- 132 Raeburn Place, 2&3 St Stephen Place, 2-78 St Stephen Street, 5-7 Baker's Place, 2-36 Deanhaugh Street, 8 Gloucester Street, 9-11 Mary's Place, 1-24, 25-36 North West Circus Place, 2-110 Raeburn Place, 7-63 St Stephen Street.
Tollcross	1-11 Earl Grey Street, 73 Fountainbridge, 2 Gillespie Crescent, 1-69 Home Street, 105-141 Lauriston Place, 1-43 Leven Street, 3, 4 Lochrin Place, 125-165 Lothian Road, 2-48 Earl Grey Street, 48-50 East Fountainbridge, 1-10 Gillespie Place, 2-66 Home Street, 4 -52 Lochrin Buildings, 2-44 Leven Street, 118-144 Lothian Road.
City Centre Retail Core	1-3 Alva Street, 4-33 Castle St, 14-16, 24 Elder Street, 6a-36 Frederick Street, 29-109 George Street, 2-56 Hanover Street, 2-4 Hope Street, 5-37 Leith Street, 1-27 Multrees Walk, 34a North Castle Street, 10-147 Princes Street, 23-46 Queensferry Street 2-204 Rose Street, 31, 65-69, 87-89, 101-103 Rose Street North Lane, 71, 101, 127-129 Rose Street Lane South, 7-99 Shandwick Place, 1-13 South Charlotte Street, 8-20 South St Andrew Street, 1-2, 8 St Andrew Square, 1-111 St James Centre 1-19 Waterloo Place, 3 Waverley Bridge, 16, 28-50 West Register Street, 12 Calton Road, 7 Charlotte Lane, 1 Elder Street Lane 3a-31 Frederick Street, 30-108 George Street, 3-55 Hanover Street, 27 James Craig Walk, 2 Melville Street, 18 North Bridge 1a-3 Princes Street, 1-21 Queensferry Street, 12-13 Randolph Place, 3-167 Rose Street, 36-44, 52, 70-78, 90 Rose Street North Lane, 120-122, 146-150 Rose Street Lane South, 2-56 Shandwick Place, 3-19 South St Andrew Street, 7-21 South St David Street, 30-42 St Andrew Square, 3 Thistle Street South West Lane, 2-14 Waterloo Place, 1-9 Waverley Steps, 1, 5-9, 13-19 West Register Street.

Appendix C– CEC Land ownership Schedule



Appendix D – Technical requirements for Housing Proposals

separate appendix

Appendix E – Glossary

ACTIVE FRONTAGE	Ground floor building frontage designed to allow people to see and walk inside and out.
AFFORDABLE HOUSING	Housing that is for sale or rent, to meet the identified needs of people who cannot afford to buy or rent housing generally available on the open market.
AIR QUALITY MANAGEMENT AREAS	Designated parts of the city where the Council considers that air quality objectives are unlikely to be achieved.
BIODIVERSITY	The variety of life on earth, both plant and animal species, commonplace and rare, and the habitats in which they are found.
BIODIVERSITY DUTY	A duty placed upon every public sector body and office-holder to further the conservation of biodiversity in line with the Scottish Biodiversity Strategy. [Introduced by the Nature Conservation (Scotland) Act 2004].
BROWNFIELD	Land which has previously been developed. The term includes vacant or derelict land, land occupied by redundant or unused building and developed land within the urban area where further intensification of use is considered acceptable.
BULKY GOODS	Goods of such a size that they could not normally be transported by customers traveling by foot, cycle or bus and therefore need to be carried away by car or delivered to customers, and which require large areas to display them.
BUSINESS USE	Class 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 which includes general office, light industry or research and development which can be carried out without detriment to the amenity of any residential area.
COMMERCIAL CENTRES	Centres of strategic importance which have a more specific focus on shopping or shopping/leisure uses and do not have the diverse mix of uses found in town centres.
COMMUNITY	The term community includes individuals and groups, and can be based on location (for example people who live in, work in or use an area) or common interest (for example businesses, sports or heritage groups).
COMMUNITY FACILITIES	A term to collectively describe facilities and uses that are required and widely used by all and foster a vibrant community. Such as schools, community centres, GP surgeries, dentists, local shops, meeting rooms.
CONSERVATION AREA	An area designated under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve or enhance.
CORE PATHS	Under the terms of the Land Reform (Scotland) Act 2003, the Council has prepared a plan for a system of ‘core paths’ to give people reasonable access throughout their area for walking, cycling, horse riding and to inland water.
COUNCIL GUIDANCE	Guidance (other than that which is supplementary guidance), prepared, consulted on and approved by the Council on a range of planning matters. Council guidance will be a material consideration in determining planning applications.
COUNTRYSIDE	References to the “Countryside” (with a capital letter) relate specifically to the “Countryside Policy Area” shown on the Proposals Map. References to “countryside” relate to open land in the rural area and may include both “green belt” and “Countryside Policy Area”.
COUNTRYSIDE RECREATION	Passive or active outdoor recreational pursuits or land uses. This may involve very limited buildings, which do not, of themselves, disrupt the peace and tranquility of the countryside (or neighbouring urban area) or threaten the character and amenity of the landscape and its enjoyment by others.

DENSITY	The floorspace or number of dwellings in a development divided by its land area.
DEVELOPMENT BRIEF	A document approved by the Council providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant planning and design policies. It will usually contain some indicative vision of future development form.
EASILY ACCESSIBLE	For a proposal to be easily accessible it requires to have a high level of: <ul style="list-style-type: none"> Population accessibility, by being in an area that has a higher residential property density within a 1km distance, than the city average; and Physically accessibility, via two or more non-car based transport modes, which in accordance with the sustainable transport hierarchy in descending order are: <ul style="list-style-type: none"> Walking (i.e. 10 minute (800m) or less walk times); Cycling (i.e. safe (preferably segregated) and efficient routes, connected to the 'QuietRoutes' network ; and Public transport (i.e. a high public transport accessibility level (ptal) score)
EFFECTIVE HOUSING LAND SUPPLY	Land identified for housing which is free or expected to be free of development constraints in the period up to 2032 and will therefore be available for the construction of housing.
EMPLOYMENT USE	Generally businesses, general industry or storage and distribution uses, each defined in the Town and Country Planning (Use Classes)(Scotland) Order 1997.
EUROPEAN LANDSCAPE CONVENTION	A treaty which promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.
GREEN BELT	Land defined in adopted local plans or local development plans which protects and enhances the landscape setting and identity of Edinburgh and protects and gives access to open space around the city and smaller settlements.
GREENFIELD	Land which has not previously been developed, or fully-restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes, or outdoor recreation.
GREEN BLUE INFRASTRUCTURE	<p>This encompasses all forms of green and blue features in the built and natural environment which provide a range of benefits, including:</p> <ul style="list-style-type: none"> Having positive effects for biodiversity, Sustainably managing surface water and reduce flood risk, Capturing carbon emissions and improving air, water and soil quality, Lowering energy consumption in buildings and regulate urban heating, Enhancing the quality of places to improve wellbeing, health, social activity and interaction, and Providing attractive, welcoming active travel routes and giving natural setting to these to promote walking and cycling. <p>There are a wide range of examples of green blue infrastructure however these can range from wholly natural features such as woodland and trees as well as include man-made features such as green roofs and detention basins. In all cases new green and blue infrastructure should seek to be multifunctional and seek to provide as many of the benefits as possible, such as those listed above.</p>

GREEN BLUE NETWORK	The totality of green and blue features in an area, often combining to cumulatively provide a greater range of benefits to an area and its inhabitants. These benefits include positive effects for biodiversity, water management, recreation, mental and physical health, connectivity, carbon sequestration, air purification, heat and noise regulation, and creating an attractive setting for the spaces and buildings of the city.
GREENSPACE	Any vegetated land or structure, water or geological feature in the urban area including playing fields, grassed areas, trees, woodlands and paths.
HOUSING LAND AUDIT AND COMPLETIONS PROGRAMME	A monitoring tool used to assess the supply of land for housing and the delivery of new homes within the City of Edinburgh Council area. The HLACP records the amount of land available for house building, identifies any constraints affecting development and assesses the adequacy of the land supply against the housing supply target and housing land requirement set by the Strategic Development Plan (SDP) for South East Scotland.
IMMEDIATE OUTLOOK	The foreground of what can be seen from within a building. Does not include medium or long views from properties.
INFRASTRUCTURE	Physical networks which serve development such as roads, paths, street lighting, supplies of water, gas, electricity and waste water drainage and services for occupants of developments such as public transport measures, schools and healthcare.
LIFE SCIENCES	The scientific study of living things – plants, animals and humans.
LISTED BUILDING	A building identified by Historic Scotland as being of special architectural or historical interest as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Categorised A, B, C(s) to reflect their relative importance.
LOCAL NATURE RESERVES	Area of nature conservation interest with value for education and informal enjoyment designated by a local authority under the National Parks and Access to the Countryside Act (1949) as amended.
LOCAL NATURE CONSERVATION SITES	Sites considered by the Council to be of local importance for wildlife or for their geological or geomorphological interest, usually following consultation with local voluntary nature conservation organisations, and therefore worthy of a measure of protection in this local plan.
LOCAL CENTRE	For the purposes of this Plan a local centre is a shopping centre, usually of 10 units or greater, serving a local retail function. The local centres are listed in Table 6. In some instances, centres of less than 10 units have been included in order to provide a local centre within 15 minutes walk of residents where possible.
LOCAL TRANSPORT STRATEGY	Document prepared by the Council setting out its transport objectives and an implementation programme.
LOW AND ZERO CARBON TECHNOLOGY (LZCT)	Equipment provided on-site or integrated into buildings and which use solely renewable sources, resulting in zero carbon dioxide emissions, or which include use of fossil fuels but with significantly lower carbon dioxide emissions overall, which may include combined heat and power (CHP) and/or a range of other methods.
LOW EMISSION ZONE	Low Emission Zones (LEZs) in Scotland are mandated by The Scottish Government to reduce longstanding exceedances of legal air quality objectives (Nitrogen Dioxide, (NO ₂)) originating from urban road traffic. LEZ scheme defines a zone in which vehicle emissions are managed and helps air quality improve by discouraging the most polluting vehicles from entering the area.
MAJOR OFFICE DEVELOPMENT	Proposals for office development exceeding 1,000 sq.m. gross floorspace, and those proposals of less than 1,000 sq.m., which could be linked to existing or proposed developments on adjacent sites, to create combined developments which together exceed 1,000 sq.m.
MASTER PLAN	A detailed document that explains how a site or sites will be developed, usually prepared by or on behalf of the landowner, including a representation of the three-dimensional form of proposals and an implementation programme.

MATERIAL CONSIDERATION	Any consideration relevant to the use and development of land taken into account when determining a planning application.
MOBILITY HUB	A mobility hub is a local and accessible place which brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel. Can include a range of shared mobility services, click and collect and electric vehicle charging.
MODE SHARE TARGET	The percentage of journeys made by different types of transport.
MULTI SERVICE HUB	Space from where multiple services can be delivered providing greater flexibility to provide services where they are most needed.
NATIONAL PLANNING FRAMEWORK 3 (NPF)	NPF 3 is the Scottish Government's statutory strategy for Scotland's long term spatial development.
NATIONAL RENEWABLES INFRASTRUCTURE PLAN (N-RIP)	A document prepared by Scottish Enterprise and Highlands and Islands Enterprise to assist the development of a globally competitive off-shore renewables industry in Scotland through the creation of infrastructure to support large scale manufacturing, assembly, deployment and operations, and maintenance of offshore renewable energy devices.
NATURA 2000	Sites selected by the European Commission for designation as Special Areas of Conservation (SACs) under the Habitats Directive or classified as Special Protection Areas (SPAs) under the Wild Birds Directive are referred to collectively in the Regulations as European sites. The network of sites across the European Community is known as Natura 2000.
NET-ZERO	This is when any greenhouse gas emissions put into the atmosphere are balanced out by the greenhouse gases are removed from the atmosphere, so that the 'net' effect is zero emissions.
NON-SHOP USES	Defined as uses not covered by Class 1 of the Town and Country Planning (Use Classes) (Scotland) Order 1997.
OPEN SPACE	Includes 'greenspace' (see definition) and 'civic space' consisting of squares, market places and other paved or hard landscaped areas with a civic function.
PLACEMAKING	This is the process of creating better places, places that people enjoy being in. It is achieved through developers, public sector agencies and local communities working together.
PLACE BRIEF	A place brief is a set of high-level principles established to shape the future development of a site and informed by outcomes from community engagement.
PLANNING ADVICE NOTES (PAN)	A series of documents, produced by the Scottish Government, to provide advice and information on technical planning matters.
PLANNING CONDITIONS	Conditions attached to a planning permission that are enforced through planning legislation.
PRECAUTIONARY PRINCIPLE	The precautionary principle requires that flood risk is considered from all sources, including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change.

PUBLIC ART	Features of the public realm which are designed to provide more distinctive, vibrant, interesting and attractive places. Public art should be cognisant of its context; reflecting the identity of an area as well as complimenting and diversifying the range of art in an area, for example to ensure children and adults alike can engage with the art and culture of their area. Such art may take many forms, including - but not limited to - sculptures, engravings, murals and written text.
PUBLIC REALM	The parts of the city (whether publicly or privately owned) that are available for everyone to see and use without charge 24 hours a day, including streets, squares and parks.
PUBLIC TRANSPORT NODE	A point of interchange on the public transport network.
RENEWABLE ENERGY	Natural energy from sources which will never run out such as sunlight, wind, rain, tides, waves and geothermal heat.
SCHEDULED ANCIENT MONUMENTS	Section 1 of the Ancient Monuments and Archaeological Areas Act, 1979 requires the Secretary of State for Scotland to maintain a schedule of monuments of national importance and to publish from time to time a list of such monuments (referred to as Scheduled Monuments). This responsibility passed to Scottish Ministers on 1 July 1999.
SCOTLAND'S LANDSCAPE CHARTER	A voluntary charter which encourages action from all sectors of society to fulfil its vision that, within a generation, we can be proud of all our landscapes.
SCOTTISH GEODIVERSITY CHARTER	A voluntary charter which encourages signatories, including the City of Edinburgh Council, to raise awareness of geodiversity and integrate it into policy and decision-making.
SCOTTISH PLANNING POLICY (SPP)	SPP is the statement of the Scottish Government's policy on nationally important land use matters.
SHOP UNIT	Premises accessed directly from the street and designed primarily for shop use.
SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)	Areas of land or water that are of special interest by reason of their flora, fauna or geological or physiographical features. Designated by SNH under the provisions of the Wildlife and Countryside Act 1981 and in accordance with specific guidelines to protect the special interest of the site from damage or deterioration.
SOUTH-EAST WEDGE	The South-East Wedge refers to the area to the south of the existing built-up areas of Craigmillar and Niddrie, east of Little France, and north and east of Danderhall. It includes parts of the City of Edinburgh and Midlothian Council areas.
SPECIAL LANDSCAPE AREAS	An area designated by a local authority in development plans as being of special landscape character requiring special protection against inappropriate forms of development.
SPECIAL PROTECTION AREA (SPA)	An area of international importance for rare, threatened or migratory species of birds. Proposed developments must be considered against the risk to the ecological integrity of the site under the terms of EU Directive 79/409/EEC on the Conservation of Wild Birds (commonly known as the Birds Directive).
STRATEGIC DEVELOPMENT PLAN	In Scotland's four city regions, Strategic Development Plans provide a long-term vision, a spatial strategy and strategic policies. It informs Local Development Plans.

STRATEGIC GREEN BLUE NETWORK	A strategic green blue network has been mapped for Edinburgh showing key spaces, nodes and routes in Edinburgh's Green Blue Network. This can be seen on Map 6. Features and areas that are not covered in this Strategic network can still be considered part of Edinburgh's wider green blue network as the strategic network only focuses on certain key components whereas the overall network is much wider than this and can exist at all scales.
SUPPLEMENTARY GUIDANCE	Guidance prepared, consulted on and adopted by the Planning Authority to deal with further information or detail in respect of particular LDP issues. Supplementary guidance must be expressly identified in the LDP and be submitted to Scottish Ministers. Once adopted, supplementary guidance forms part of the development plan.
SUSTAINABLE DEVELOPMENT	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
SUSTAINABLE URBAN DRAINAGE	The aim of Sustainable Drainage Systems (SuDS) is to mimic natural drainage, encouraging infiltration where appropriate and attenuating both hydraulic and pollutant impacts with minimal adverse impact on people and the environment. Keeping surface water out of the combined system in new development, and the removal of surface water from combined systems in areas being redeveloped, can free up capacity for the treatment of waste water, assist in the removal of development constraints and reduce the frequency of emergency overflows. SuDS should be designed to be multifunctional, with objectives being to reduce flood risk, improve water quality, provide biodiverse habitats and attractive amenity features within developments.
TENURE BLIND	Affordable housing that is indistinguishable from the general mix of other houses on a site in terms of style and layout, use of materials, architectural quality and detail.
TOWN CENTRE	Centres that provide a diverse and sustainable mix of activities and land uses which create an identity that signals the function and wider role.
TOWNSCAPE	The urban equivalent of landscape; for example, the appearance of streets.
20-MINUTE NEIGHBOURHOOD	20-minute neighbourhoods are places where people can access services which meet daily needs within a 10-minute walk/ wheel of their house, equivalent to a 20-minute round trip.
TRANSPORT ASSESSMENT	Transport Assessment concerns person trips, not car trips. It is a comprehensive assessment that should enable all the potential transport impacts of a proposed development or redevelopment to be fully understood. The objective should be to encourage sustainable travel in relation to the transport mode hierarchy. The assessment should be presented in clear language so that lay people can understand the implications.
TRAVEL PLAN	Tool for an organisation to manage its transport needs to encourage safe, healthy and sustainable travel options. It is site based, reflecting the different needs and problems of different locations. The principal objective of a plan is typically to minimise car use associated with a development.
TREE PRESERVATION ORDER (TPO)	Made by a local authority under the Town and Country Planning (Scotland) Act 1997 to protect trees of importance for amenity.
URBAN AREA	The built up parts of the Council area i.e. the city and smaller settlements. The urban area is shown on the Proposals Map as those parts of the Council area not covered by green belt or countryside policy area designations.
URBAN DESIGN FRAMEWORK	Urban design frameworks show how planning and design policies should be implemented, and what principles should be followed by developers and their designers. They may be used to co-ordinate more detailed master plans and are likely to be prepared for any area where the likelihood of significant change calls for co-ordinated action.

VITALITY AND VIABILITY (OF TOWN CENTRES)	Vitality is a measure of how lively and busy a town centre is. Viability is a measure of its capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.
WASTE/WASTE MANAGEMENT	Includes any substance that constitutes a scrap material or an effluent or other unwanted surplus substance arising from the application of any process; and any substance or article that requires to be disposed of as being broken, worn out, contaminated or otherwise spoiled (but does not include explosives).
WHEELING	Wheeling is defined as travel undertaken by wheelchair.
WINDFALL	A site which becomes available for development during the plan period which was not anticipated when the plan was being prepared.
WORLD HERITAGE SITE	A cultural or natural site considered by UNESCO World Heritage Committee to be of ‘outstanding universal value’ and therefore one that needs to be preserved as part of the world heritage of humankind. The historic core of Edinburgh, essentially the Old and New Town, was inscribed in 1995. The Forth Bridge was inscribed in 2015.

Appendix F – Index of Policies

Technical Requirements for Housing Proposals- Place-based Policies

Part 3, Place-based policies set out development principles for the housing proposals contained in the table below. All supporting assessments should inform development of the proposal and layout mitigation at an early stage.

Y = supporting assessment required

M = supporting assessment *may* be required

Site Ref	Site name	Townscape Visual Impact Assessment	Heritage/Landscape Impact Assessment	Preliminary Ecological Assessment	Tree survey/constraint Plan	Flood risk assessment	Archaeological mitigation required	Noise Impact Assessment	Air Quality Impact Assessment	Protected Species assessment
STRATEGIC SITES										
West Edinburgh										
H59	Turnhouse Road SAICA	Y				Y		Y	M	
H60	Turnhouse Road	Y		Y	Y	Y	Y	Y	M	
H61	Crosswinds	Y				Y	Y	Y	M	
H62	Land adjacent Edinburgh Gateway					Y	Y	Y	M	M
H63	Edinburgh 205					Y	Y	M	M	M
Other										
H55	Seafield	Y				Y	M	Y & odour assessment	M	M
H86	BioQuarter				Y	Y	Y	Y		M

PLACE BASED POLICIES										
H8	Astley Ainslie	Landscape and visual	Heritage and Landscape	Y	Y	Y	Y	Y	Y	
H85	Redford Barracks	Y	Heritage and Landscape	Y	Y	Y	Y	Y		
Comely Bank										
H31	Royal Victoria Hospital	Y	Heritage	Y	Y	Y	M	Y		
H32	Crewe Road South	Y			Y	Y	Y	Y		M
Jane Street/Stead's Place										
H40	Stead's Place	Y	Heritage				Y	Y	M	M
H41	Jane Street	Y			Y		Y	Y	Y	M
Bonnington										
H43	West Bowling Green Street	Y			Y	Y	Y	Y	M	M
H44	Newhaven Road 1	Y			Y	Y	Y	Y	M	M
H45	Newhaven Road 2	Y				Y	Y	Y	M	M
H46	Bangor Road	Y			Y	Y	Y	Y	Y	M
H47	South Fort Street	Y	Heritage		Y	Y	Y	Y	M	M
H48	Stewartfield	Y			Y	Y	Y	Y		M
Wester Hailes										
H80	Murrayburn Road	Y			Y	Y		Y	M	M
H81	Drumbryden Drive	Y			Y		Y			M

Liberton Hospital										
H91	Liberton Hospital/Ellen 's Glen Road	Y	Heritage and Landscape	Y	Y	Y	Y	Y		
LARGER SITES> 300 UNITS										
Gorgie Road										
H77	Gorgie Road (east)	Y			Y		Y	Y	Y	
H78	Stevenson Road	Y			Y	Y	Y	Y	M	
Broomhouse										
H80	Broomhouse Terrace	Y			Y		Y	Y	M	M

Development Principles and Technical Requirements for Housing Proposals – other sites

All supporting assessments should inform the development of the proposal and site mitigation at an early stage.

Y = assessment required

M = assessment *may* be required

Site Ref	Name	Site area ha	Estimated Total capacity	Development principles	Comprehensive townscape and visual impact assessment	Archaeological Mitigation Required.	Protected Species Assessment	Tree survey and constraints plan	Air Quality Assessment	Noise Impact Assessment.	Flood Risk Assessment
H1	Dundee Street	0.2	45	<ul style="list-style-type: none"> If the garages date to the interwar period then they are considered of local historic interest and will require historic building recording prior to demolition. Proposals should seek to enhance the public realm along Dundee Street, including footway widening and street tree planting. There is an opportunity to relocate the substation and utilities boxes to create a high quality frontage. A pedestrian/cycle route is to be safeguarded to the west of this site to allow for a future link to be development between Dundee Street and Gorgie/Dalry Community Park. 	Y	M	M		Y	Y	

				<ul style="list-style-type: none"> A 225mm combined sewer pipe runs along and within the northern boundary of the site 								
H2	Dundee Terrace	0.2	45	<ul style="list-style-type: none"> Proposals should seek to enhance the public realm along Dundee Street, including footway widening and street tree planting. 	Y	Y	M		Y	Y		
H3	Chalmer's Street (Eye Pavilion)	0.3	68	<ul style="list-style-type: none"> There are B listed buildings adjacent to the site [St Catherine's Convent and Chalmers Hospital]. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. The old random rubble stone boundary walls should be preserved as these form part of the Listing. The site is within the viewcones of several Protected City Views. 	Y	M	M	M	M			
H4	Dalry Road	0.2	45	<ul style="list-style-type: none"> The layout and building design need to positively address the boundary to Dalry Community Park and overlook the park. Links to the pedestrian and cycle path network to the south and west need to be provided. An active frontage is to be provided to Dalry Road 	Y				Y	Y		
H5	Roseburn Street	1.1	152	<ul style="list-style-type: none"> There are B listed buildings at Roseburn Primary School and A listed gate 	Y		M		M	Y	M	

				<p>piers and boundary walls adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings and structures.</p> <ul style="list-style-type: none"> • The opportunity to provide a link between sites H5 and H6 must be retained to allow pedestrian permeability. • Development on this site must contribute towards an upgrade of play facilities in Roseburn Public Park in order to meet the Play Access Standard as the site and local area is inadequately served by play facilities. See proposal BGN35 for further details • Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN14 							
H6	Russell Road	0.5	69	<ul style="list-style-type: none"> • The opportunity to provide a link between sites H5 and H6 must be retained to allow pedestrian permeability. • Development on this site must contribute towards an upgrade of play facilities in Roseburn Public Park in order to meet the Play Access Standard as the site 	Y	Y	M		M	Y	

				<p>and local area is inadequately served by play facilities. See proposal BGN35 for further details</p> <ul style="list-style-type: none"> • Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN15 							
H7	Murieston Lane	0.5	69	<ul style="list-style-type: none"> • There is a B listed building adjacent to the site [Mecca Tivoli Bingo Hall, 52 Gorgie Road]. The design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building. • Various unlisted buildings on the site are of local historic interest - the late 19th century tenement and industrial/commercial buildings and the mid 20th century garages. The red sandstone Merchiston Hearts supporters club is an important part of the townscape and should be preserved within any new scheme. • A 225mm combined sewer pipe extends into the site from the west. 	Y	Y	M			Y	
H9	Falcon Road West	0.2	11	<ul style="list-style-type: none"> • Part of this site has been granted planning permission for 11 residential units (20/01354/FUL), the rest of 	Y		M				

				the site is currently being used as a Royal Mail sorting office.							
H10	Watertoun Road	0.9	72	<ul style="list-style-type: none"> Development should overlook the Watertoun Road Allotments. 	Y		M	Y	M		
H11	Watson Crescent Lane	0.1	8	<ul style="list-style-type: none"> The site is adjacent to the Union Canal Scheduled Ancient Monument - the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. The site is within the viewcones of several Protected City Views. There are also views out to Easter Craiglockhart Hill and the Pentlands. A pedestrian link should be provided to the core path along the Union Canal. The provision of active frontage towards the canal is encouraged. A 610mm combined sewer pipe runs along the north eastern boundary of the site 	Y	Y	M		M		
H12	Temple Park Crescent	0.2	16	<ul style="list-style-type: none"> The site is adjacent to the Union Canal Scheduled Ancient Monument - the design of the development 	Y	M	M	Y	M		

				<p>should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting.</p> <ul style="list-style-type: none"> • New development should reflect the roofscape articulation of the tenements along Temple Park Crescent. • The site is within the viewcones of several Protected City Views and is highly visible from the Core Path/ National Cycleway along the Union Canal. • Development has the potential to cast shade over the canal due to its southerly aspect - excessive overshadowing should be avoided. • A 610mm combined sewer pipe crosses this site and there is a 450mm combined sewer along the southern boundary. 								
H13	Gillespie Crescent	1.2	166	<ul style="list-style-type: none"> • There is a B listed building adjacent to the site [46 Bruntsfield Place]. The design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building. • Development on the site should be subservient to 	Y	Y	Y	Y	M	Y		

				<p>the opposite tenements and be sympathetic to the adjacent single storey Royal Blind School. A better relationship with the Royal Blind School should be investigated, including the removal/ replacement of the high roughcast boundary wall.</p> <ul style="list-style-type: none"> • The site is within the viewcones of several Protected City Views. 							
H14	Ratcliffe Terrace	0.7	97	<ul style="list-style-type: none"> • There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. • If No 214 to 242 Ratcliffe Terrace formed part of the Victorian Printworks they should be assessed for possible retention/conversion. • The site is within the viewcones of several Protected City Views. • The design and building heights should respect the adjacent villas and be subservient to the tenements. • Opportunities should be sought to improve the outlook and privacy of the flats at 212-242 Causewayside. New green 	Y	Y	M		M	Y	

				open space should be provided to the rear of these flats.							
H15	St Leonard's Street	0.3	24	<ul style="list-style-type: none"> There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. There are non-designated heritage assets on the site (stone walls to the former railway yard), which should be considered when developing proposals. Active frontages are to be provided onto Parkside Street and Hermits Croft, retaining as much of the existing stone walls as possible. 	Y	Y			M		
H16	Eyre Terrace(B)	2.5	245	<ul style="list-style-type: none"> A heritage impact assessment would be required to inform future development proposals. this should include an appraisal of the setting of the World Heritage Site. Buildings height should be restricted to allow unhindered views through the trees from Drummond Place as this is a key characteristic of the edge of the World Heritage Site. New development should not have a negative impact 	Y	Y	M	Y	M	Y	

				<p>on the daylight available to the King George V Park.</p> <ul style="list-style-type: none"> • New buildings should be set back at least 5m from the canopy edge of the existing trees along Fettes Row. • Strategic combined sewer pipes run through this site. • There are three substations located on this site. 							
H17	Eyre Place (B)	0.5	69	<ul style="list-style-type: none"> • The character of Eyre Place Lane is to be retained, including the settled street and high quality boundary treatments. • Development to the north of the site should reflect the height and massing of the adjacent tenements along Eyre Place. The height and scale of buildings should step down to the south of the site to reflect the existing mews buildings along Eyre Place Lane. • A link to the pedestrian and cycle routes along Rodney Street needs to be provided. A link into the King George V park should be investigated and provided if possible. • A 225mm combined sewer pipe is located within the site 	Y	Y	M		M		
H18	Royston Terrace	0.2	28	<ul style="list-style-type: none"> • The boundary wall to the playing fields should be retained 	Y		M	Y	M		

				<ul style="list-style-type: none"> • Development should respond sensitively to the boundary with Goldenacre playing fields and the existing trees which form the foreground of views toward the Old and New Towns of Edinburgh World Heritage Site and its skyline from Ferry Road. • The building line along Royston Terrace should align with the east elevation of Monmouth Terrace, and the height and massing of new development should reflect that of the existing adjacent tenements along Royston Terrace and Goldenacre Terrace. • There is an opportunity to provide footpath connection through the site between Royston Terrace and Goldenacre Terrace. 							
H19	Broughton Road (Powderhall Waste Transfer)	1.9	262	<ul style="list-style-type: none"> • The site is covered by the Powderhall Place Brief 2018. 	Y	M	M		M	Y	
H20	Broughton Market	0.3	41	<ul style="list-style-type: none"> • There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. 	Y	Y	M		M		

				<ul style="list-style-type: none"> There are non-designated heritage assets on the site, which should be considered when developing proposals such as the retention and reinstatement of the historic setted streets and boundary treatments. Backland development on the site should be mews scale. 							
H21	East London Street	0.3	41	<ul style="list-style-type: none"> Redevelopment of the site should provide ground floor class 4 business space. The A listed Gayfield House is adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of this listed building. Development must front onto East London Street. 	Y		M		M	Y	
H22	McDonald Road (B)	0.7	158	<ul style="list-style-type: none"> There are non-designated heritage assets on the site (factory building), their potential retention and reuse should be considered when developing proposals. Development must provide an active frontage onto MacDonald Road. Development must enable a pedestrian/cycle connection to be made to the proposed active travel route along the disused 	Y	M	M	Y	M	Y	Y

				<p>railway to the north-east of the site and should provide a link into Papermill Wynd.</p> <ul style="list-style-type: none">• The green/blue network along the former railway line should be extended and enhanced by the development.• 300mm and 850mm combined sewer pipes run through the site.							
H23	McDonald Place	1.1	152	<ul style="list-style-type: none">• Appropriate re-use of the C listed Army Reserves Centre (124 MacDonald Road) on the site should be a priority of the development• Proposals on this site should reinforce the strong sense of street enclosure and high quality public realm which have been achieved by recent regeneration nearby and respect the scale of buildings surrounding the edges of the site.• The use of green frontages incorporating trees and hedging which is seen extensively in the surrounding area should be continued through this site.• A walking/cycling route needs to be provided through the site linking Hopetoun Street to MacDonald Place.	Y	M	M		M	Y	

H24	Norton Park	0.5	69	<ul style="list-style-type: none"> • There are listed buildings close to the site [including 26 Norton Park]. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. • Development must enable links to the proposed active travel routes to the east and south of the site. • Development must front onto Rossie Place and Norton Park and overlook the proposed active travel route along the Powderhall Railway Line • Deliver a SUDS solution to serve site and surrounding area in line with Proposal BGN12 	Y	Y	M	Y	M	Y	Y
H25	London Road	0.5	113	<ul style="list-style-type: none"> • An active frontage is to be provided onto London Road. • The southern boundary of the site is important as part of a habitat corridor and green/blue network along rail line • A Preliminary Ecological Appraisal is required. • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for varying 	Y	Y		Y	Y	Y	Y

				<p>ranges of users, including those with disabilities. See proposal BGN39</p> <ul style="list-style-type: none">A strategic 2100mm combined sewer pipe and other combined sewer pipes runs through this site							
H26	Portobello Road	0.3	41	<ul style="list-style-type: none">Redevelopment of the site should include commercial or retail space on the ground floor onto Portobello Road.Development must provide an active frontage onto Portobello Road and Piershill Terrace and follow the existing building lines.Investigate whether a culverted watercourse exists here and any opportunities to daylight this.	Y	Y	M		M	Y	Y
H27	Willowbrae Road	0.3	24	<ul style="list-style-type: none">There are a number of B listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings.Development must provide an active frontage onto Willowbrae Road and provide an appropriate response on the corner with Duddingston Mills.A pedestrian/cycle link should be provided connecting Willowbrae Road with the open space	Y					Y	

				<p>to the north east of the site.</p> <ul style="list-style-type: none"> • A 150mm combined sewer pipe crosses the south of this site. 							
H28	Cowan's Close	0.4	55	<ul style="list-style-type: none"> • There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. • An assessment should be made of the surviving boundary walls • Building heights should step down towards the south end of the lane to be in keeping with surrounding scale. Flats would be best located on the northern edge of the site, and townhouses to the south. Parapet heights should not exceed the eaves height of the adjacent 3 storey tenement building. • The site is within the viewcones of several Protected City Views. • A narrow plan depth should be used which is consistent with surrounding tenements. • Roofs should be pitched, using natural slate. Other traditional materials, such as timber and zinc and 	Y	Y	M		M		

				<p>contemporary detailing, could be incorporated into any future design in limited areas.</p> <ul style="list-style-type: none"> Development should safeguard any existing random rubble stone boundary walls and mature trees associated with adjacent rear gardens. 								
H29	Silverlea	1.5	120	<ul style="list-style-type: none"> There is scope to re-locate existing football club facilities from their temporary accommodation to the northern boundary of the site, providing vehicle access to the club is restricted to avoid negative impact on residential amenity, including the omission of parking facilities for club users or visitors. Development on the site should provide a dense lower rise solution (such as a combination of flatted accommodation, townhouses and/or colonies) which responds sensitively to edge conditions that include the greenbelt and adjacent 1-2 storey housing. A strong boundary such as a dry stone wall and tree planting needs to be created between the site and the green belt. 	Y	Y		Y				

				<ul style="list-style-type: none"> • There are important views across from the green belt towards the site from the existing footpath between Marine Drive and Salvesen Crescent. • Development should form an active frontage to Muirhouse Parkway. The existing stone wall boundary to the parkway is to be retained but can be punctured to enable access to gardens and entrances. • Direct pedestrian links with good natural surveillance must be provided to the adjacent Muirhouse path (east) and Silverknowes Park (west). • Development on the site provides an opportunity for Muirhouse Parkway to begin the transition from road to street. • A Preliminary Ecological Appraisal will be required. • A water main runs through the site. 							
H30	Ferry Road	0.1	14	<ul style="list-style-type: none"> • There are B and C listed buildings adjacent to the site [Ashbrook and Wardieburn House]. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. 	Y		M	Y	M	Y	

				<ul style="list-style-type: none">• The stone retaining boundary walls should be retained.• Development must provide an active frontage to Ferry Road.							
H33	Orchard Brae Avenue	0.3	55	<ul style="list-style-type: none">• Private or shared open space should be provided at ground level as this is an important positive characteristic of residential accommodation in the area.• Development must respect the prevailing height of surrounding buildings.• View analysis needs to consider the cumulative impact of tall building masses on silhouettes of church spires and city/local views (e.g from conservation areas: Dean Path; Carrington Road)• Introducing publicly accessible commercial uses in the existing building and/or fronting onto Orchard Brae is encouraged because this would enhance neighbourhood character.• A new pedestrian link is encouraged to the west of the site between Queensferry Road and Orchard Brae Avenue to improve permeability.• New outdoor play facilities to be integrated into the	Y		M	Y		Y	

				<p>site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for varying ranges of users, including those with disabilities. See proposal BGN37.</p> <ul style="list-style-type: none">• A 375mm combined sewer pipe is located within the eastern boundary of the site							
H34	Orchard Brae	0.9	124	<ul style="list-style-type: none">• New proposals must avoid replicating the scale and massing of the existing building. Heights must be lower and the layout/massing must be sympathetic to the surrounding urban form.• Public realm improvements and an improved active frontage should be provided to Orchard Brae, to provide a continuous connection between the building wall and the street.• The permeability of the street network around the site should be repaired connecting Learmonth Crescent and Learmonth Gardens and good pedestrian links to Orchard Brae provided.• Proposals must consider the impact on important views, such as views	Y		M	Y		Y	

				<p>towards Fettes College from surrounding streets.</p> <ul style="list-style-type: none"> Investigate options for surface water connections to the culverted tributary of the Water of Leith. 							
H35	Salamander Place	0.5	113	<ul style="list-style-type: none"> Redevelopment of the site should include class 4 business space along the Salamander Street and Salamander Place frontages. Development proposals should complete the form of the urban block with active frontages to Salamander Street and Salamander Place. Private open space, including communal greenspace should be provided to meet open space standards; and should be located adjacent to the greenspace serving the neighbouring development. An active travel route is proposed along Salamander Street and will be looking for public realm improvements to be provided along the street. 	Y	Y	M		Y	Y	Y
H36	North Fort Street	0.1	8	<ul style="list-style-type: none"> Development should provide active frontages to the adjacent street and pedestrian route and overlook Hawthornvale Deliver a SUDS solution to serve both the site and 	Y	M	M			Y	

				surrounding area in line with proposal BGN13							
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H37	Coburg Street	1.1	152	<ul style="list-style-type: none"> • The site is adjacent to the Citadel Arch at Johnston Street Scheduled Ancient Monument - the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. • There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. • This site includes nationally significant heritage which must be preserved, respected and interpreted, in particular the fort's defences and adjacent designated assets. • The layout should establish a fine urban grain of new streets and paths which reflect the settled streets and lanes within the conservation area and improve pedestrian and cycle permeability. Key pedestrian/cycle connections to be provided are a North/South link between Citadel Place and Coburg Street, and an 	Y	Y	M		Y	Y	Y
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				<p>East/West link between Commercial Street and Citadel Street.</p> <ul style="list-style-type: none">• Routes should be lined by active frontages that maximise opportunities for visual contact at ground floor level. New public realm should be high quality utilising natural stone.• The site is opposite the historic North Leith Burial Ground and Water of Leith Walkway. New open space provision should extend this green/blue network through the site to provide recreation, drainage and biodiversity benefits.								
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H38	Commercial Street	0.2	45	<ul style="list-style-type: none"> Redevelopment of the site should include new class 4 business space to be provided complementing the existing class 4 space on Commercial Street. The site is adjacent to the Citadel Arch Scheduled Ancient Monument - the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. Development must provide active frontages onto Commercial Street and Dock Way. 	Y	Y	M		Y	Y	Y
H39	Pitt Street	0.6	48	<ul style="list-style-type: none"> Redevelopment of the site should include ground floor class 4 business space. There is a listed building adjacent to the site [C listed 16 South Fort Street]. The design of the development should seek to fully understand and preserve and/or enhance the setting of this listed building. There are a non-designated heritage assets on the site. 128 Pitt Street - which has gable sculpture features and is of local historic/archaeological 	Y	Y	M	Y	M	Y	

				<p>interest. This building should be retained along with the cobbled streetscape.</p> <ul style="list-style-type: none"> • A link to the pedestrian/cycle route to the south of the site needs to be provided and development should be designed to provide activity and natural surveillance of the greenspace and route along the disused railway. • The southern site has local views to Arthur's Seat, Salisbury Crag and Calton Hill. 								
H42	Leith Walk/Manderston Street	1.7	235	<ul style="list-style-type: none"> • There is an approved Place Brief for this site which establishes high level principles to inform Masterplanning and design processes. 	Y	Y	M		Y	Y		
H49	Corunna Place	0.3	24	<ul style="list-style-type: none"> • Redevelopment of the site should include new class 4/commercial space in an appropriate location. • There are a number of listed buildings adjacent to the site. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings. • Development must provide an active frontage an improved public realm along Bonnington Road. 	Y	Y	M	Y	M	Y		

				<ul style="list-style-type: none"> A 375mm combined sewer pipe and water main are located within the access road from Corunna Place. 							
H50	Bonnington Road	0.7	56	<ul style="list-style-type: none"> Redevelopment of the site should include new class 4/commercial space on the ground floor facing onto Bonnington Road. The existing stone walls along the boundaries of the site should be retained The site is on a prominent corner site. Development should provide frontage onto both adjacent streets. The site is also adjacent to Pilrig Park and development should be designed to overlook and provide natural surveillance of the park. New active travel links must be provided through the site linking Bonnington Road to Pilrig Park. The site is within the viewcones of some Protected City Views. Existing good views of Arthur's Seat, Whinny Hill and Salisbury Crags should be retained. A water main crosses the site. 	Y	M	Y	Y	M	Y	Y
H51	Broughton Road	0.1	23	<ul style="list-style-type: none"> The stone boundary walls should be retained 	Y		M			Y	

				<ul style="list-style-type: none"> The site is within the viewcones of several Protected City Views. 								
H52	Iona Street	0.6	83	<ul style="list-style-type: none"> This site has planning permission for 80 flats as part of a wider development proposal (20/00972/FUL). Design of new development needs to be sensitive to the surrounding urban form with a particular focus on improvements to Iona Street frontage. The form, mass, height, scale should take reference from surrounding street pattern - predominantly 4-storey tenements, and be informed by analysis of the impact of development on protected views, e.g. Leith Docks to Calton Hill. Large flat roofs are not appropriate. Backland development on the site should be mews scale. Development should be located away from the boundary walls 	Y	Y	M		M	Y		
H53	Albert Street	0.2	28	<ul style="list-style-type: none"> The layout should enable a convenient, publicly accessible active travel link to the future pedestrian/cycle path route on the adjacent rail line, ensuring this is well 	Y	Y			M			

				<p>overlooked by active frontages.</p> <ul style="list-style-type: none"> The southern boundary of the site is important as part of a habitat corridor and green/blue network along rail line. A Preliminary Ecological Appraisal is required. 							
H54	St Clair Street	2.7	373	<ul style="list-style-type: none"> Active travel links should connect the adjacent railway path and quiet route along St Clair Street and Hawkhill Avenue. Adjacent to a Local Nature Conservation Site. Boundary trees and vegetation should be retained. Deliver a SUDS solution to serve both the site and surrounding area in line with proposal BGN11 	Y	Y		Y	M	Y	Y
H56	Sir Harry Lauder Road	1.3	104	<ul style="list-style-type: none"> Redevelopment of the site should include new class 4/commercial space in an appropriate location. Development must provide active frontages onto Sir Harry Lauder Road and Fishwife's Causeway. Development must link to paths in the adjacent new development to the east and south of the site and provide through connections for pedestrians and cyclists. 	Y	Y	M			Y	Y

				<ul style="list-style-type: none"> A water main runs along the western edge of the site. 								
H57	Joppa Road	0.1	8	<ul style="list-style-type: none"> The site is within the Portobello conservation area - the design of the development should be consistent with the conservation area character appraisal and seek to preserve and/or enhance the special character and appearance of the area, including its setting. 	Y		M				Y	
H58	Eastfield	0.5	40	<ul style="list-style-type: none"> Development must be set back 15m from the top of the bank of Brunstane Burn. A cycle route is to be provided along the seafront as part of the Round the Forth cycle route. Development should provide active frontages towards Eastfield and routes through and around the site. New open space should enhance and extend the existing green/blue network along the Brunstane Burn and the coast. New outdoor play facilities to be integrated into the site layout in a well 	Y	Y	M				Y	Y

				<p>overlooked and accessible location with a welcoming setting. These new facilities shall provide for varying ranges of users, including those with disabilities. See proposal BGN30</p> <ul style="list-style-type: none">• A water main runs through the site.							
H64	Land at Ferrymuir	1.1	88	<ul style="list-style-type: none">• Redevelopment of the site should provide some class 4 business space in an appropriate location.• Development must provide active frontages onto Ferrymuir and Thompson Place. Opportunities to change the character of the B800 through street design should be explored.• A pedestrian/cycle link should be provided east/west through the site linking the B800 to Thompson Place.• New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for varying ranges of users, including those with disabilities. See proposal BGN31• A 375mm foul sewer pipe is located in the north eastern corner of the site.			M	Y		Y	
H65	Old Liston Road	1.3	104	<ul style="list-style-type: none">• There are B and C listed buildings adjacent to the	Y	Y	M	Y	M	Y	Y

				<p>site [the New Bridge and the Newbridge Inn]. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings.</p> <ul style="list-style-type: none"> • New development must be set back at least 20m from the top of the bank to the River Almond. This buffer can be used for public recreation and amenity. • Some selective felling of the non-native conifers along the river may be acceptable to allow views of the listed New Bridge from the site. • An active frontage needs to be provided to Old Liston Road. • The site is adjacent to the River Almond Biodiversity Site. Habitats along the waters edge need to be protected. • A 150mm combined sewer pipe is located within the north western boundary of the site and a surface water pipe crosses the site to the River Almond. 							
H66	St John's Road (A)	0.1	14	<ul style="list-style-type: none"> • Development must provide an active frontage onto St Johns Road and respect the privacy of residencies around the periphery of the site, in particular 9 Featherhall Avenue. 	Y		M		Y	Y	

H67	St John's Road (B)	0.9	72	<ul style="list-style-type: none"> Redevelopment of the site should include commercial or retail space on the ground floor onto St John's Road. Development must provide active frontages onto St John's Road, St Ninian's Road and St Ninian's Drive. 	Y		M		Y	Y	
H68	Kirk Loan	0.2	16	<ul style="list-style-type: none"> An active frontage is to be provided to Kirk Loan. Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN8 	Y	Y	M	Y	M		M
H69	Corstorphine Road (A)	0.2	16	<ul style="list-style-type: none"> Appropriate re-use of the C listed 5 Downie Terrace on the site should be a priority of the development. There is also a listed building adjacent to the site [C listed Hotel at 3-4 Downie Terrace]. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed buildings, including their setting. Development must provide an active frontage onto Corstorphine Road. Development on this site must contribute towards an upgrade of play facilities in Balgreen Park in order to meet the Play Access Standard as the site and 	Y		M		M	Y	

				<p>local area is inadequately served by play facilities. See proposal BGN42 for further details</p> <ul style="list-style-type: none"> 								
H70	Corstorphine Road (B)	0.1	8	<ul style="list-style-type: none"> There is a listed building adjacent to the site [C listed 1-2 Downie Terrace]. The design of the development should seek to fully understand and preserve and/or enhance the setting of this listed building. Mature trees along the boundary of St Catherines Gardens are to be retained. Development on this site must contribute towards an upgrade of play facilities in Balgreen Park in order to meet the Play Access Standard as the site and local area is inadequately served by play facilities. See proposal BGN42 for further details 	Y			Y	M	Y		
H71	Gorgie Park Close	0.8	110	<ul style="list-style-type: none"> An active frontage is to be provided onto Gorgie Park Road. The green links to the Gorgie Children's Park in the north east are to be retained. A preliminary ecological appraisal will be required. There are Scottish Power transmission cables crossing this site. There is a 	Y		M	Y		Y		

				minimum exclusion zone of 10m around transmission equipment.							
H72	West Gorgie Park	0.8	110	<ul style="list-style-type: none"> Development must provide active frontages onto Hutchison Road and Sidings Way. A pedestrian/cycle link should be provided through the site connecting Hutchison Road to Sidings Way. 			M		M	Y	
H73	Gorgie Road (Caledonian Packaging)	1.0	138	<ul style="list-style-type: none"> Retain and re-use setts in street and open space design. A pedestrian and cycle link should be provided between Gorgie Road and Chesser Gardens lined by street trees to extend green networks through the site. New greenspace on the site should sit adjacent to the green edge along Chesser Gardens. 300mm and 150mm combined sewer pipes cross the site. 	Y	Y	M		Y	Y	Y
H74	Craiglockhart Avenue	0.3	24	<ul style="list-style-type: none"> The site is adjacent to the Union Canal Scheduled Ancient Monument - the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and 	Y	Y	M			Y	

				<p>within an appropriate setting.</p> <ul style="list-style-type: none"> • The stone walls along Craiglockhart Avenue are to be retained. • The site is adjacent to the Water of Leith Local Nature Conservation Site. Habitats along the waters edge need to be protected. • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN29 • A 375mm combined sewer pipe is located next to 40 Canal Court 							
H75	Lanark Road	1	50	<ul style="list-style-type: none"> • There are non-designated heritage assets on the site (telephone exchange building), which should be considered when developing proposals. • Assessment should be carried out on the surviving Walled Garden fabric, with the aim to repair and retain in any new development. • Development needs to provide links to the adjacent open space and path network. 	Y	Y	M	Y		Y	

				<ul style="list-style-type: none"> • An active frontage is to be provided to Craiglockhart Avenue. • There are two substations and high voltage cables located on this site. • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN28 								
H76	Peatville Gardens	0.2	10	<ul style="list-style-type: none"> • There are non-designated heritage assets on the site (former hospital), which should be considered when developing proposals. • The site is within the viewcone of at least one Protected City View. • Care needs to be taken regarding privacy and overshadowing of neighbouring properties which sit at a lower level. • Development should provide an active frontage to Kingsknowe Road North and a more open frontage towards Peatville Gardens. 	Y		M				Y	
H82	Murrayburn Gate		135	<ul style="list-style-type: none"> • There is an opportunity to improve the greenspace and embankments to the north and east of the site 	Y		Y				Y	

				<p>with additional tree/landscape structure planting.</p> <ul style="list-style-type: none"> • The proposal should complement the Wester Hailes regeneration works • A new active travel link should be provided through the site to improve permeability, connecting to local paths and the underpass to the east. • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN32 • 								
H83	Clovenstone House	0.7	97	<ul style="list-style-type: none"> • The mature trees and vegetation around the periphery of the site should be retained particularly along the northern boundary towards Kingsknowe Golf Course. Selective removal of some of the leylandii trees would be beneficial to allow for active frontages to be provided along Clovenstone Gardens. Other mature trees and vegetation along the southern boundary should be retained. 	Y		M	Y				

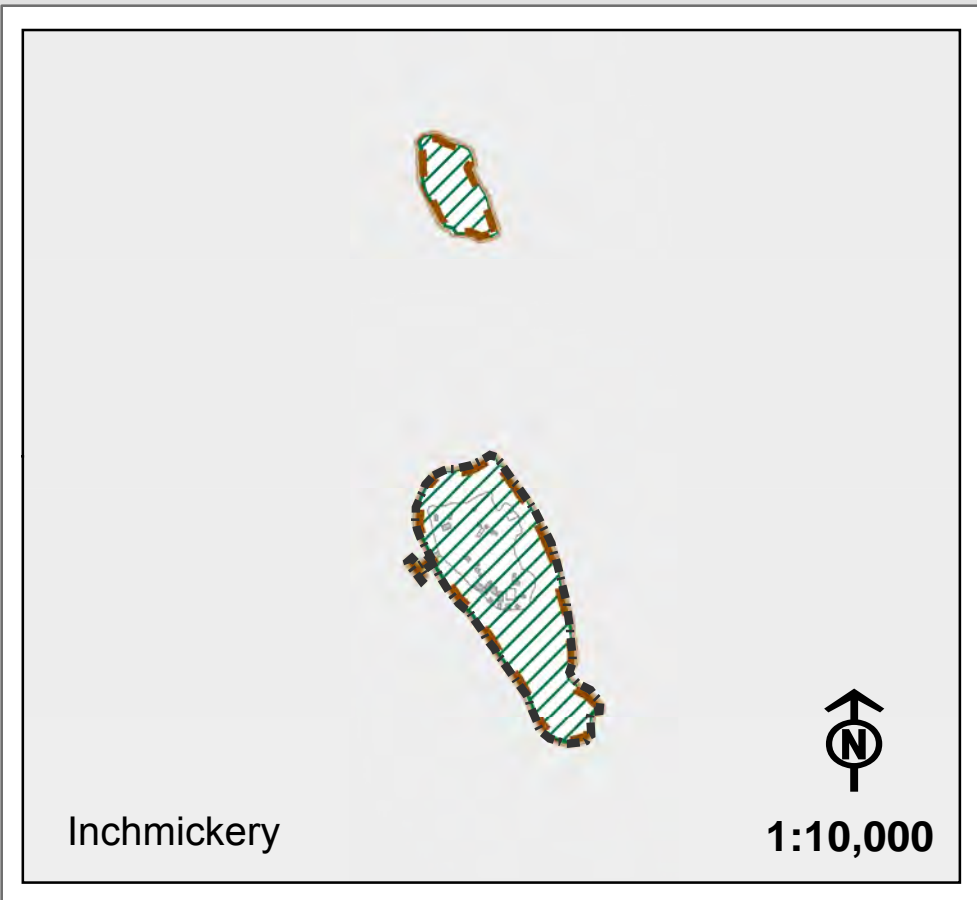
				<ul style="list-style-type: none"> New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN33 							
H84	Calder Estate (H)	0.2	28	<ul style="list-style-type: none"> There are local views to the Pentlands and glimpse views of Craiglockhart Hills and Arthur's Seat which should be taken into account in the townscape and visual impact assessment. New development would need to carefully consider the levels on the site and amenity of the adjacent flats which have windows facing this area. 	Y			Y			Y
H87	Duddingston Park South	0.3	24	<ul style="list-style-type: none"> An active frontage is to be provided onto Duddingston Park South. The site is adjacent to Brunstane Burn, part of the Niddrie Burn Local Nature Conservation Site corridor. Riparian habitat to be retained and development should be set back from the watercourse A preliminary ecological appraisal will be required A 900mm combined sewer pipe crosses this site. An 	Y			Y		Y	Y

				<p>access strip is required either side of this pipe.</p> <ul style="list-style-type: none"> • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN 38 • The nearby Burdiehouse Burn may form part of the Pentlands to Portobello improvements and so any site design should complement this. 							
H88	Moredun Park Loan	0.4	32	<ul style="list-style-type: none"> • Development needs to provide links to the adjacent open space and path network. • Active frontages to be provided to Moredun Park Loan. 	Y					Y	
H89	Moredun Park View	0.3	24	<ul style="list-style-type: none"> • Development needs to provide links to the adjacent open space • Active frontages to be provided to Moredun Park View. • Existing trees and vegetation on the site should be retained where possible. 	Y	Y	M				
H90	Morrison's at Gilmerton Road	0.4	32	<ul style="list-style-type: none"> • Development must provide an active frontage onto Gilmerton Road and 		M	M	Y		Y	

				<p>overlook the quiet route to the east of the site.</p> <ul style="list-style-type: none"> • A pedestrian/cycle route should be provided South east/North west through the site connecting to the quiet route. • New outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN40 • The nearby Burdiehouse Burn may form part of the Pentlands to Portobello improvements and so any site design should complement this. • A 150mm combined sewer pipe is located on the south eastern edge of the site 							
H92	Gilmerton Dykes Street	0.3	24	<ul style="list-style-type: none"> • An active frontage is to be provided onto Gilmerton Dykes Street. • Pedestrian/cycle and green/blue network links should be provided through the site connecting Gilmerton Dykes Street to Kilngate Brae. • New outdoor play facilities to be integrated into the site layout in a well 	Y		M			Y	

				overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal BGN41								
H93	Rae's Crescent	0.4	32	<ul style="list-style-type: none"> There are B listed buildings and structures adjacent to the site [St Catherine House, Doocot and Balm Well]. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings and structures. A pedestrian connection needs to be provided through the site allowing for a link between Rae's Court to Howdenhall Road. This site has an important ecological value as a component of a wider habitat network which includes TPO'd woodland and designated Ancient Woodland Inventory areas. There is significant vegetation and trees on east of the site and a green/blue network connection must be retained by any future development. A Preliminary Ecological Appraisal and tree surveys 	Y	Y						

				will be required and needs to assess the ecology value of the site in its wider context.							
H94	Old Dalkeith Road	0.3	24	<ul style="list-style-type: none">• Development should provide an active frontage to Old Dalkeith Road.• Amenity space and routes through the site should be designed to create green/blue network connectivity for wildlife between the mature trees along the railway and Inch Park.• Protect the mature trees and shrubs on the periphery of the site for biodiversity value and connection to green/blue network.	Y		M			Y	Y
H95	Peffermill Road	0.2	16	<ul style="list-style-type: none">• Development must provide an active frontage onto Peffermill Road.• Trees and landscaping around the periphery of the site are to be protected.	Y	M				Y	Y



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North East

EDINBURGH
FOUR COUNCIL - YOUR CITY

EDINBURGH LOCAL DEVELOPMENT PLAN PROPOSALS MAP PROPOSED SEPTEMBER 2021

The City of Edinburgh Council Boundary
General plan - wide policies

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Env 18-21, Env 23-38, Inf 1-8,
Inf 10, Inf 12, Inf 14, Inf 16,
Inf 18-19, Inf 21-22, Re 1, Re 7-8,
Re 11, Hou 2-9, Econ 1, 3, 7

Proposals Map designations and relevant policies and proposals in the Written Statement

- Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area
- City Centre
- City Centre Proposal
- Edinburgh Waterfront
- Edinburgh Park/South Gyle
- World Heritage Site
- Designated Conservation Area
- Scheduled Ancient Monument (including Union Canal)
- Historic Garden / Designed Landscape - Inventory Site
- Green Belt
- Countryside Policy Area
- Special Landscape Area
- International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)
- Local Nature Conservation Site
- Local Nature Reserve

- Area of Importance for Flood Management
- Open Space
- Green/Blue Network Proposal (BGN 1 - 57)
- Pentland Hills Regional Park
- Housing Proposal (H1 - H95)
- LDP Legacy Sites

- Education Infrastructure (ED 1-17)
- Strategic Business Centre
- Business and Industry Area
- Area of Economic Importance
- Safeguard for Potential Relocation of Royal Highland Centre
- Local Centre
- Town Centre
- City Centre Retail Core
- Commercial Centre
- Speciality Shopping Street
- Indicative Shopping Proposal (S1 - S5)
- Existing Tram Route
- Tram route safeguard proposal and option safeguards (TR1-11)
- Public Transport Other Safeguards (PTSG 1-3)
- Strategic Active Travel Project and Safeguards (ATSR 1 - 16)
- Active Travel Mobility Hub
- Active Travel Proposals relating to Development sites
- Road Improvements (R 1-10)
- Orbital Bus routes and improved connections (PT 1-17)
- Active Travel Safeguards - local connections/Entry points (ATSG 1-27)
- West Edin Transport Improvements (WE1-40)
- Safeguard for Potential Additional Runway
- Airport Public Safety Zone
- Safeguarded Waste Management Facility
- Minerals Site

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EDINBURGH LOCAL DEVELOPMENT PLAN
PROPOSALS MAP
PROPOSED
SEPTEMBER 2021

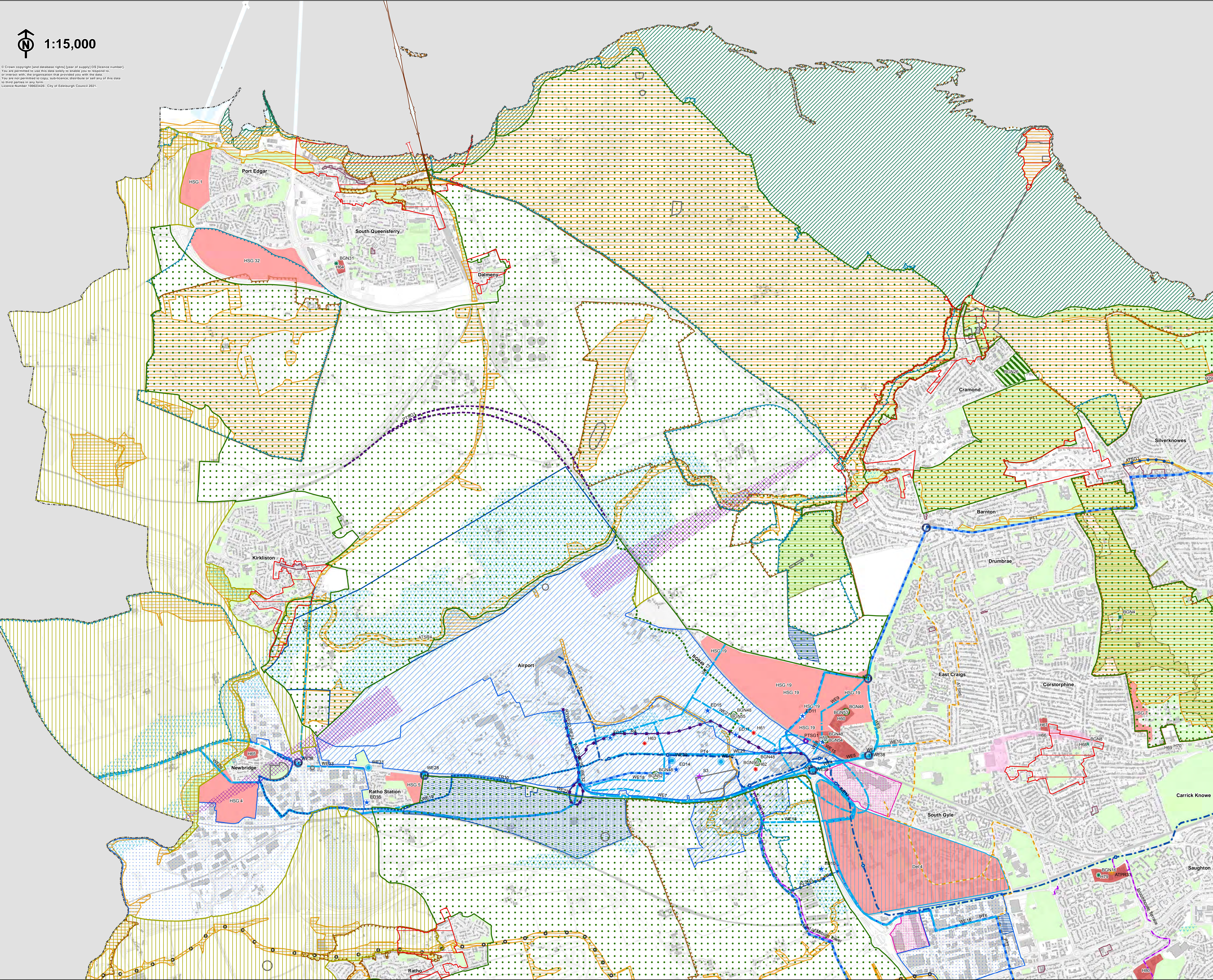
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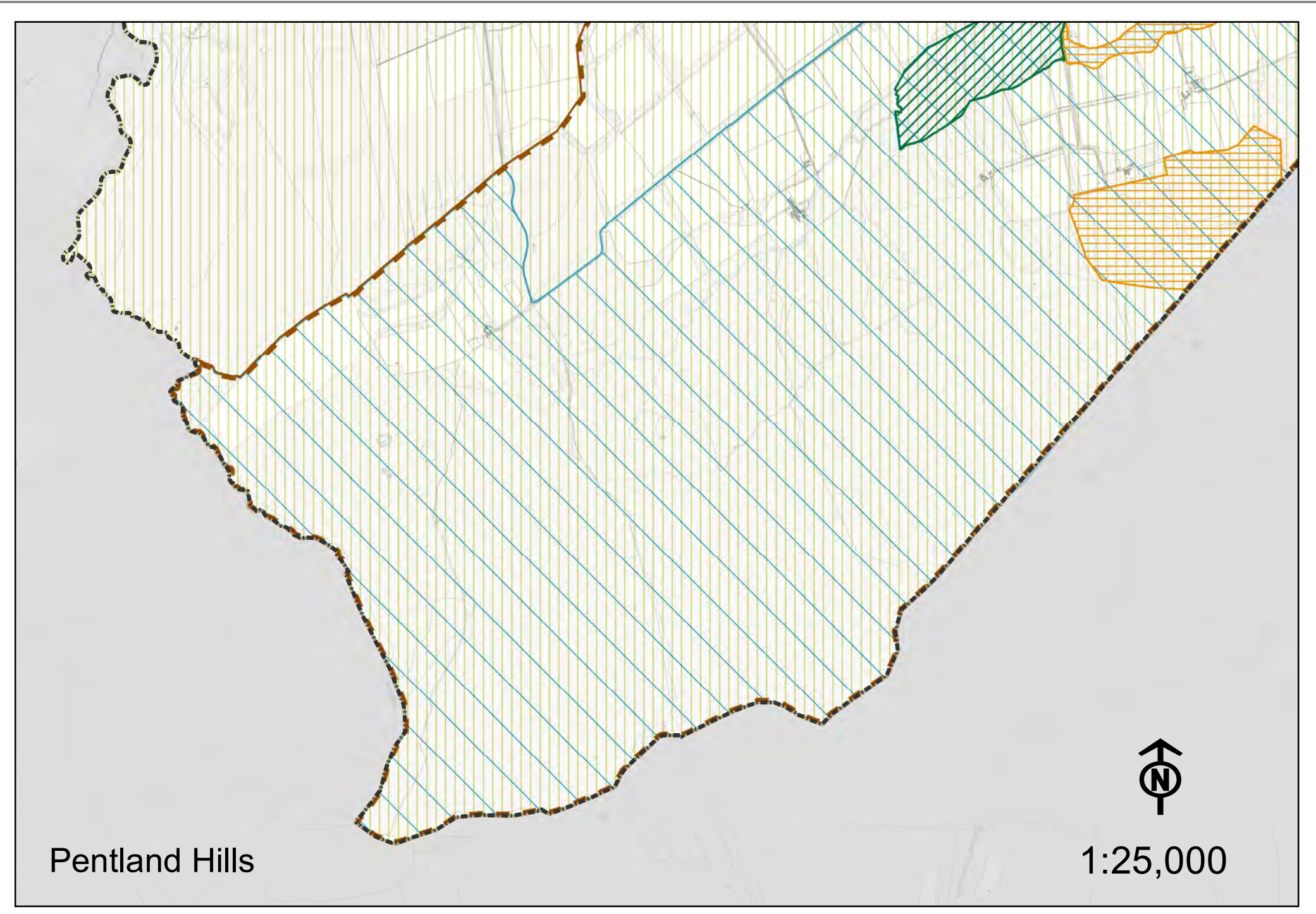
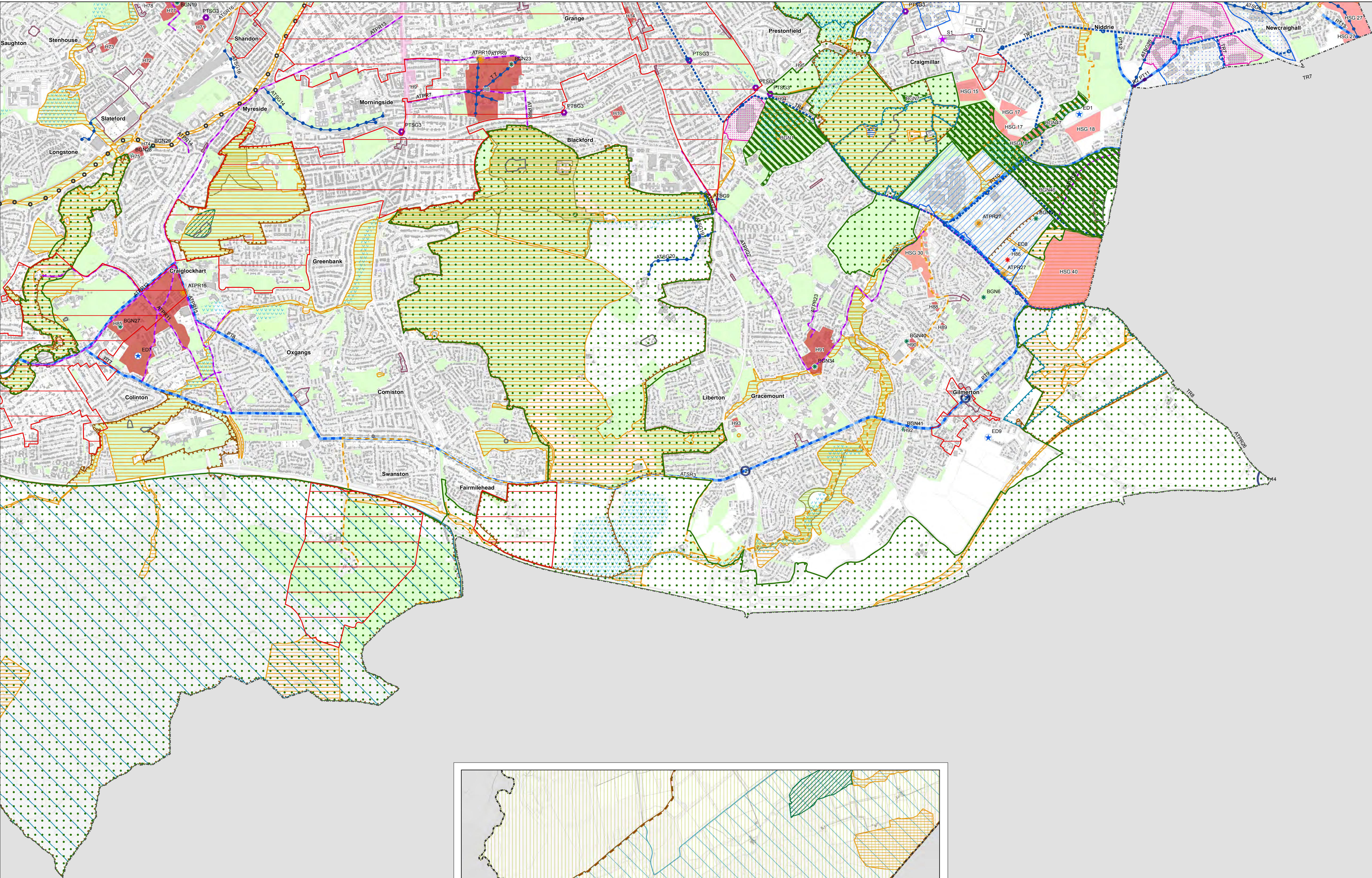
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Econ 2, 5, Hou 1 Re 7-8, Re 10
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Inf 15
Inf 17-19
Inf 20, Inf 18





EDINBURGH LOCAL DEVELOPMENT PLAN

PROPOSALS MAP

PROPOSED

SEPTEMBER 2021

The City of Edinburgh Council Boundary

General plan - wide policies

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Proposals Map designations and relevant policies and proposals in the Written Statement		
	Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area	Econ 2, 5, Hou 1 Re 7-8, Re 10
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	Edinburgh Waterfront	Place 2, Hou 1, Re 9, Econ 4
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	Designated Conservation Area	Env 13, Env 14
	Scheduled Ancient Monument (including Union Canal)	Env 16
	Historic Garden / Designed Landscape - Inventory Site	Env 15
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	Local Nature Conservation Site	Env 21
	Local Nature Reserve	Env 21
	Area of Importance for Flood Management	Env 35
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	Green/Blue Network Proposal (BGN 1 - 57)	Table 1
	Pentland Hills Regional Park	Env 22
	Housing Proposal (H1 - H95)	Hou 1, Table 2
	LDP Legacy Sites	Hou 1, Table 2
	Education Infrastructure (ED 1-17)	Inf 1, Inf 3, Table 11
	Strategic Business Centre	Econ 3
	Business and Industry Area	Econ 4
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	Safeguard for Potential Relocation of Royal Highland Centre	Place 20
	Local Centre	Re 5, 9 ; Econ 3, Table 14
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	City Centre Retail Core	Re 2, 4, Part 4 Table 14
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	Speciality Shopping Street	Re 8
	Indicative Shopping Proposal (S1 - S5)	Re 5, Table 14
	Existing Tram Route	Inf 3-4, Inf 11, Table 7
	Tram route safeguard proposal and option safeguards (TR1-11)	Inf 11, Table 7
	Public Transport Other Safeguards (PTSG 1-3)	Inf 3, Inf 4, Inf 11, Table 10
	Strategic Active Travel Project and Safeguards (ATSR 1 -16)	Inf 3, Inf 4, Inf 11, Table 3
	Active Travel Mobility Hub	Inf 6 – 8, Inf 12, Tables 4, 8
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	Road Improvements (R 1-10)	Inf 3, Inf 4, Table 9, Tra 9
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	Airport Public Safety Zone	Inf 15
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	Minerals Site	Inf 20, Inf 18

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EDINBURGH LOCAL DEVELOPMENT PLAN

PROPOSALS MAP

PROPOSED

SEPTEMBER 2021

The City of Edinburgh Council Boundary

General plan - wide policies

Proposals Map designations and relevant policies and proposals in the Written Statement

- Urban Area - refers to all LDP area outwith the Green Belt and Countryside Policy Area
- City Centre
- City Centre Proposal
- Edinburgh Waterfront
- Edinburgh Park/South Gyle
- World Heritage Site
- Designated Conservation Area
- Scheduled Ancient Monument (including Union Canal)
- Historic Garden / Designed Landscape - Inventory Site
- Green Belt
- Countryside Policy Area
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- International and National Natural Heritage Designation (Natura 2000 Site and/or SSSI)
- Local Nature Conservation Site
- Local Nature Reserve
- Area of Importance for Flood Management
- Open Space
- Green/Blue Network Proposal (BGN 1 - 57)
- Pentland Hills Regional Park
- *

Housing Proposal (H1 - H95)
- LDP Legacy Sites
- Education Infrastructure (ED 1-17)
- Strategic Business Centre
- Business and Industry Area
- Area of Economic Importance
- Safeguard for Potential Relocation of Royal Highland Centre
- Local Centre
- Town Centre
- City Centre Retail Core
- Commercial Centre
- Speciality Shopping Street
- Indicative Shopping Proposal (S1 - S5)
- Existing Tram Route
- Tram route safeguard proposal and option safeguards (TR1-11)
- Public Transport Other Safeguards (PTSG 1-3)
- Strategic Active Travel Project and Safeguards (ATSR 1-16)
- Active Travel Mobility Hub
- Active Travel Proposals relating to Development sites
- Road Improvements (R 1-10)
- Orbital Bus routes and improved connections (PT 1-17)
- Active Travel Safeguards - local connections/Entry points (ATSG 1-27)
- West Edin Transport Improvements (WE1-40)
- Safeguard for Potential Additional Runway
- Airport Public Safety Zone
- Safeguarded Waste Management Facility
- Minerals Site

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Env 21

Env 21

Env 21

Env 21

Env 35

Env 23 - 24

Table 1

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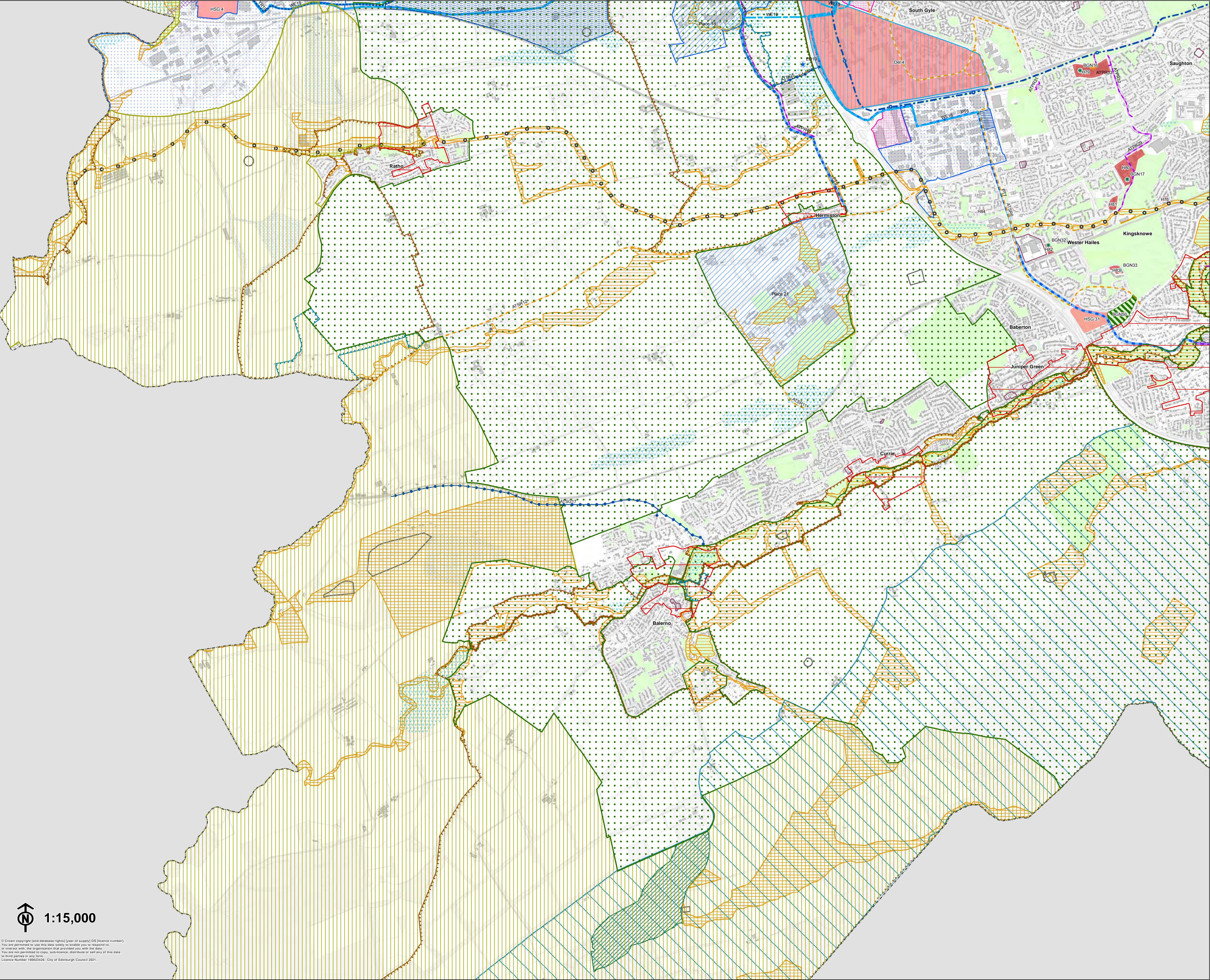
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City Plan 2030

Proposed Action Programme

September 2021



♦ EDINBURGH ♦
THE CITY OF EDINBURGH COUNCIL

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1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
	EBJG1	Boroughmuir / James Gillespie's	Additional primary school capacity	43% of a new 14-class primary school (South Edinburgh)		CEC	Developer
	EBJG2	Boroughmuir / James Gillespie's	Additional secondary school capacity	46 secondary pupils (Boroughmuir HS)		CEC	Developer
	EBJG3	Boroughmuir / James Gillespie's	Additional secondary school capacity	91 secondary pupils (James Gillespie's HS)		CEC	Developer
	EBJG4	Boroughmuir / James Gillespie's	Additional ELC capacity	64 Place ELC setting		CEC	Developer
ED1	ECA1	Castlebrae	Additional primary school capacity	New 14-class primary school (New Greendykes)	A site with an area of 2.0 ha is required.	CEC	Developer
ED2	ECA2	Castlebrae	Additional primary school capacity	New 18-class primary school (Brunstane)	A site with an area of 2.0 ha has been allocated and design work is underway.	CEC	Developer
	ECA3	Castlebrae	Additional RC primary school capacity	3 classrooms (St Francis RC PS)		CEC	Developer
	ECA4	Castlebrae	Additional secondary school capacity	575 secondary pupils (Castlebrae HS)		CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
ED3	ECB1	Craigroyston / Broughton	Additional primary school + ELC capacity	Annexe to provide additional primary and ELC places (Flora Stevenson PS)	A site with an area of 0.8 ha is required and has been identified in the Site Principles for Place 6 Crewe Road South. A safe walking route between the school and the annexe, and any improvements to existing transport infrastructure, will also have to be secured.	CEC	Developer
ED4	ECB2	Craigroyston / Broughton	Additional primary school capacity	New 18-class primary school (Granton Waterfront)	A site with an area of 2.0 ha is required.	CEC	Developer
	ECB3	Craigroyston / Broughton	Additional primary school capacity	Catchment change affecting Stockbridge and Broughton Primary Schools.		CEC	Developer
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Craigroyston HS)	A site with an area of 1.3 ha is required for offsite playing fields with associated improvements to transport infrastructure to/from the school.	CEC	Developer
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Broughton HS)		CEC	Developer
	ECB5	Craigroyston / Broughton	Additional RC primary school capacity	1 class (St David's RC PS)		CEC	Developer
	DLT1	Drummond / Leith / Trinity	Additional primary school capacity	Catchment change affecting Abbeyhill and Leith Walk Primary Schools.		CEC	Developer
ED5	DLT2	Drummond / Leith / Trinity	Additional primary school capacity	New 14-class primary school (Bonnington – Jane Street)	A site area of 1.4ha is required. Site location identified in Place 8 - Jane Street with outdoor space potentially in Pilrig Park	CEC	Developer
	DLT3	Drummond / Leith / Trinity	Additional primary school capacity	4 classes (Broughton PS)	These classes could be added to the new primary school in the Jane Street / Bonnington / Pilrig area.	CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
ED6	DLT4	Drummond / Leith / Trinity	Additional primary school capacity	New 12-class primary school (Leith Waterfront)	A site with an area of 1.3 ha is required.	CEC	Developer
	DLT5	Drummond / Leith / Trinity	Additional primary school capacity	6 classes (Craigentinny PS)		CEC	Developer
	DLT6	Drummond / Leith / Trinity	Additional primary school capacity	New 17-class primary school (Victoria)		CEC	Developer
	DLT7	Drummond / Leith / Trinity	Additional secondary school capacity	161 secondary pupils (Drummond HS)	The new primary school in the Jane Street/Bonnington /Pilrig area will feed into either Drummond HS, Leith Academy or Trinity Academy. Flexibility to use contributions to extend one or more of these schools to accommodate demand is required.	CEC	Developer
				461 secondary pupils (Leith Academy)		CEC	Developer
				290 secondary pupils (Trinity Academy)		CEC	Developer
	FH1	Firrhill	Additional primary school capacity	6 classes and dining / assembly hall extension (Colinton PS)		CEC	Developer
ED7	FH2	Firrhill	Additional secondary school capacity	85 secondary pupils (Firrhill HS)	A site with an area of 2.3 ha is required.	CEC	Developer
					A safe walking route between the school and the annexe, and any improvements to existing transport infrastructure, will also have to be secured.	CEC	Developer
	FH3	Firrhill	Additional ELC capacity	New 64 place ELC setting.		CEC	Developer
ED8	LG1	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (Bioquarter/Edmonstone)	A site area of 2.0 ha is required.	CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
ED9	LG2	Liberton / Gracemount	Additional primary school capacity	New 14-class primary school (Gilmerton Station Road)	A site area of 2.0 ha is required.	CEC	Developer
	LG4	Liberton / Gracemount	Additional RC primary school capacity	5 classes (St Catherine's RC PS)		CEC	Developer
	LG5	Liberton / Gracemount	Additional secondary school capacity	172 secondary pupils (Gracemount HS)		CEC	Developer
	ELG6	Liberton / Gracemount	Additional secondary school capacity	358 secondary pupils (Liberton HS)		CEC	Developer
	EPB1	Portobello	Additional primary school capacity	3 class extension of The Royal High Primary School		CEC	Developer
	EPB2	Portobello	Additional secondary school capacity	55 secondary pupils (Portobello HS)		CEC	Developer
	EQF1	Queensferry	Additional primary school capacity	2 classes and dining hall extension (Echline PS)		CEC	Developer
	EQF2	Queensferry	Additional primary school capacity	New 14-class primary school (Builyeon Road)		CEC	Developer
	EQF3	Queensferry	Additional primary school capacity	2 classes (Kirkliston PS)		CEC	Developer
	EQF4	Queensferry	Additional secondary school capacity	274 secondary pupils (Queensferry HS)		CEC	Developer
	ERC1	Roman Catholic	Additional RC primary school capacity	2 classes (Holy Cross RC PS)	It may be necessary to prioritise baptised RC pupils to reduce accommodation pressure, however this will increase rolls and accommodation pressure at nearby non-denominational schools.	CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
	ERC2	Roman Catholic	Additional RC primary school capacity	5 classes (St Cuthbert's RC PS)	The Council will determine how to alleviate accommodation pressure at denominational (RC) primary and secondary schools by either extending denominational (RC) schools and/or non-denominational schools.	CEC	Developer
	ERC3	Roman Catholic	Additional RC primary school capacity	4 classes (St John Vianney RC PS)		CEC	Developer
	ERC4	Roman Catholic	Additional RC primary school capacity	1 class (St Joseph's RC PS)		CEC	Developer
	ERC5	Roman Catholic	Additional RC primary school capacity	3 classes (St Mary's (Leith) RC PS)		CEC	Developer
	ERC6	Roman Catholic	Additional RC secondary school capacity	235 secondary pupils (Holy Rood RC HS)		CEC	Developer
	ERC7	Roman Catholic	Additional RC secondary school capacity	351 secondary pupils (St Augustine's RC HS)		CEC	Developer
	ERC8	Roman Catholic	Additional RC secondary school capacity	101 secondary pupils (St Thomas of Aquin's RC HS)		CEC	Developer
	ESW1	South West	Additional primary school capacity	3 classes (Canal View PS)		CEC	Developer
	ESW2	South West	Additional primary school capacity	4 classes (Dean Park PS)		CEC	Developer
	ESW3	South West	Additional primary school capacity	3 classes (Sighthill PS)		CEC	Developer
	ESW4	South West	Additional secondary school capacity	53 secondary pupils (Balerno HS)		CEC	Developer
	ESW5	South West	Additional ELC capacity	New 64 place ELC setting		CEC	Developer
	ETY1	Tynecastle	Additional primary school capacity	5 classes (Balgreen PS)		CEC	Developer
	ETY2	Tynecastle	Additional ELC capacity	New 128 place ELC setting.		CEC	Developer
	EWE1	West	Additional primary school capacity	3 classes (Broomhouse PS)	Or catchment change with Carrick Knowe Primary School.	CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Map)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
	EWE10	West	Additional secondary school capacity	1,684 places for secondary pupils (Craigmount HS's catchment area)	New secondary school(s) will be required to accommodate the ND SS pupils expected to be generated from new housing developments. Flexibility to use contributions to increase secondary school capacity by building new high schools and/or extending existing high schools to accommodate demand is required. A decision on how contributions will be used will be reached following informal consultation with the schools affected and in line with the phasing of developments.	CEC	Developer
	EWE11	West	Additional secondary school capacity	41 secondary pupils (Forrester HS).		CEC	Developer
	EWE12	West	Additional secondary school capacity	2 secondary pupils (The Royal High Secondary School)		CEC	Developer
	EWE13	West	Additional RC primary school capacity	2 classes (St Andrew's RC PS)		CEC	Developer
ED10	EWE2	West	Additional primary school capacity	New 14-class primary school (East of Milburn Tower)	A site area of 2 ha is required	CEC	Developer
ED11	EWE3	West	Additional primary school capacity	New 21-class primary school (Maybury)	2 ha site secured, and school design is in development	CEC	Developer
ED12	EWE4	West	Additional primary school capacity	New 7-class primary school (Turnhouse)	A site area of 1 ha is required.	CEC	Developer

1. Education Actions

Proposal Ref (as shown on Proposals Ma)	Ref.	Contribution Zone	Education Infrastructure Type	Description	Further Information	Owner	Funding
ED13	EWE5	West	Additional primary school capacity	New 21-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2.1 ha is required.	CEC	Developer
ED14	EWE5			New 21-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2.1 ha is required.	CEC	Developer
ED15	EWE5			New 15-class primary school (IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205)	A site area of 2 ha is required.	CEC	Developer
	EWE7	West	Additional primary school capacity	2 classes (Gylemuir PS)		CEC	Developer
ED16	EWE8	West	Additional primary school capacity	New 10-class primary school (Hillwood PS)		CEC	Developer
ED17	EWE9	West	Additional RC primary school capacity	New 14-class RC primary school (West Edinburgh)		CEC	Developer

2. Strategic Active Travel Projects and Safeguards

City Plan Reference	Project/Safeguard Title	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
ATSR1	Edinburgh Waterfront Promenade	Form a continuous walkway/cycleway extending for almost 17km from Joppa in the east to Cramond in the west.	CEC	Sections delivered at Granton.	Sections will be an integral part of development layouts.	With development
ATSR2	Roseburn to Union Canal route/green network	<p>Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases.</p> <p>First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline.</p> <p>Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments.</p> <p>Later section -new bridge over East Coast Mainline.</p>	CEC	Design in progress	TBC	Expected to start first phase 2021-22
ATSR3	Pentlands to Portobello Walking and Cycling Route	Long distance walking and cycling route mainly via off-road or on quiet roads.	ELGT/CEC	Feasibility & Concept Design Report June 2019	TBC	TBC

2. Strategic Active Travel Projects and Safeguards

City Plan Reference	Project/Safeguard Title	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
ATSR4	River Almond Valley Walkway	Strategic off-road route from Cramond to Kirkliston.	ELGT/CEC	Feasibility Study April 2021 (draft)	TBC	TBC
ATSR5	Lochend to Powderhall	Off-road route connection - potential to connect North Edinburgh Paths, Bonnington with Lochend and London Road to Portobello AT proposals.	CEC/Network Rail	Feasibility Study required.	TBC	TBC
ATSR6	West Edinburgh Link	New walking, cycling and public spaces in East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes linking with Edinburgh Park/the Gyle.	CEC	Design in progress	TBC	Estimated delivery date/timescale 2023/24 sections from Wester Hailes to South Gyle Complete. Section from Gyle Park to East Craigs deferred till 2026 funding cycle.
ATSR7	Meadows to George Street	Part of Edinburgh City Centre Transformation	CEC	Stage 3 Developed Design	TBC	Delivery by 2025/26
ATSR8	City Centre West-East Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC	Stage 4 Technical Design	TBC	

2. Strategic Active Travel Projects and Safeguards

City Plan Reference	Project/Safeguard Title	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
ATSR9	Lothian Road	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC		TBC	Capacity to deliver Lothian Road subject to further development of strategic public transport interventions (ESSTS)
ATSR10	Waverley Valley Bridge Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.	CEC		TBC	TBC
ATSR11	Currie to Heriot-Watt	Active travel safeguard connecting Currie settlement with safe, segregated route to university campus.	CEC/Heriot-Watt		TBC	TBC
ATSR12	A71 South Livingston to West Edinburgh	SEStran strategic route A71 West Calder - Hermiston	West Lothian/CEC/Sustrans	Feasibility	TBC	TBC
ATSR13	Bonnington Link East-West Great Junction Street to Powderhall	Bonnington cluster	Developer		TBC	With development
ATPR14	Leith Walk to West Bowling Green Street	Bonnington cluster	Developer		TBC	With development

2. Strategic Active Travel Projects and Safeguards

City Plan Reference	Project/Safeguard Title	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
ATSR15	Foot of Leith Walk to Ocean Terminal	Phase 1 of Leith Connections providing better connections to new protected cycle lanes on Leith Walk, planned as part of Trams to Newhaven project, the north Edinburgh path network, the Water of Leith path and Quiet Route 10.	CEC		TBC	TBC
ATPR16	Lanark Road/Slateford Road	On street segregated active travel infrastructure (corridor will be subject to the outcomes of the circulation plan).	CEC/Gorgie/Dalry development cluster		TBC	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR1	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and Portobello High Street		To provide a direct link from Seafield to Leith and Portobello with segregated active travel infrastructure, including advanced cycle wait facilities at signalised junctions where not already provided and widen footpaths in Portobello High Street where possible.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR2	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and connection to Craigentinny Avenue via Fillyside.	Access from the site to Fillyside to access Craigentinny Avenue.	Provide safe crossing of Seafield Road at Fillyside. Required for safe route to school.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR3	Place 15 - Seafield	New active travel route: City Centre along Portobello Road/London Road.		To provide direct segregated route to city centre. Potential to connect to Lochend to Powderhall route safeguard.	Developer /CEC	Proportionate costs to be secured by legal agreement.	With development
ATPR4	Place 15 - Seafield	Active Travel connections: Harry Lauder Junction		Improved Harry Lauder Junction for Active Travel with the removal of staggered phases.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR5	Place 15 - Seafield	Active Travel Route: Seafield Road to Edinburgh Promenade - safe crossing	Incorporate into site design layout the objectives for Edinburgh Promenade route.	Provide safe crossings of Seafield Road East.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR6	Place 15 - Seafield	Mobility Hub: Seafield	Place Brief to explore the optimum location for a mobility hub as part of engagement.		Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
PT1	Place 15 - Seafield	New public transport route: Seafield Road to Leith.		To provide a direct link from Seafield west towards Leith as part of the northern orbital route.	Developer /CEC/Bus operators	To be secured by legal agreement.	With development
ATPR7	Place 3 - Astley Ainslie	Active travel link and crossing: Cannan Lane to Grange Loan	Partly to be delivered within the site layout.	Active travel routes to be made along Cannan Lane to Morningside Road (connecting to the quiet connection route from Whitehouse Loan to Hermitage Drive), pedestrian footway improvements and including provision of a safe walking and cycling crossing of Grange Loan at site entrance.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR8	Place 3 - Astley Ainslie	New Active Travel route and crossing: Oswald Road to Cluny Gardens/Charterhall Road junction	Partly to be delivered within the site layout.	Route from site along South Oswald Road/Oswald Road including an upgrade and realignment of the crossing of Cluny Gardens to Blackford Pond open space.	Developer /CEC	Contribute proportionate to scale of development.	With development
ATPR9	Place 3 - Astley Ainslie	New active travel infrastrucutre: Newbattle Terrace/Grange Loan		Active travel route along site frontage extending to Morningside Road	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR10	Place 3 - Astley Ainslie	Mobility Hub: Astley Ainslie	Place Brief to explore the optimum location for a mobility hub as part of engagment.		Developer /CEC	Contribute proportionate to scale of development.	With development
PT 15	Place 3 - Astley Ainslie	Public Transport Improvements: Morningside Rd/Cluny Gardens		Improve bus service on Moningside Rd and Cluny Gardens.	Developer /CEC		With development
ATPR11	Place 30 - Redford Barracks	New Active Travel connections: Water of Leith (NCR75 Colinton Dell) to Colinton Mains Drive	Partly to be delivered within the site layout.	Provide safe crossings of Colinton Road at Patties Road and explore upgrade options to the path to Colinton Mains Drive.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR12	Place 30 - Redford Barracks	New Active Travel Route: Colinton Road to Colinton Village		Provide active travel route along Colinton Road.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR13	Place 30 - Redford Barracks	New Active Travel Route: Redford Barracks to City Centre		Direct, high quality active travel route towards City Centre along Colinton Road (or alternative route to be determined).	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR14	Place 30 - Redford Barracks	New active travel connection: Union canal ramp access.		Improved connection to the Union Canal with new ramp.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR15	Place 30 - Redford Barracks	Mobility Hub: Redford Barracks	Place Brief to explore the optimum location for a mobility hub as part of engagement.		Developer /CEC	Contribute proportionate to scale of development.	With development
ATPR15	Place 30 - Redford Barracks	Active travel link: connection to supermarket and Colinton Primary School and Oxfangs Road North/Colinton Mains Drive.	Partly to be delivered within the site layout.	Active travel infrastrucutre along Colinton Mains Drive, including upgrade to toucan crossings, and improvement of links through Braid Burn to Colinton Mains Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
PT8	Place 30 - Redford Barracks	Public Transport Improvement: Orbital Bus Route connections		Orbital bus route service could be along Redford Road to south of site.	Developer /CEC/Bus operators	Contribute proportionate to scale of development.	With development
ATPR16	Place 5 - Royal Victoria Hospital	New Active Travel Route: Royal Victoria Hospital to Roseburn Path via Quiet Route 20.	Route partly delivered as Royal Victoria Hospital development layout.	Provide connection to Craighleith Crescent, Craighleith Hill Crescent and on to Groathill Avenue to connect with Roseburn path.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR17	Place 5 - Royal Victoria Hospital	New Active Travel Route and crossing: from Victoria Hospital site to Carrington Road (Quiet Route 20)	Route mostly to be delivered within Royal Victoria Hospital.	Continue route along north east along lane north of the Comely Bank Centre, ensuring safe crossing of Crewe Road South.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR18	Place 5 - Royal Victoria Hospital	New active travel crossing: Craighleith Road at Orchard Drive		Toucan crossing to facilitate safe crossing and connection to new active travel route through site.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR19	Place 6 - Crewe Road South	New Active Travel link: along Fettes Avenue from Comely Bank to Carrington Road.		Provide active travel route along Fettes Avenue and Comely Bank	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR20	Place 6 - Crewe Road South	New Active Travel Route: Crewe Road South from Orchard Brae Roundabout to Crewe Toll.	Potential for Crewe Road South frontage to deliver active travel route as part of development.	Contribute towards improved crossing at Crewe Road South/Orchard Brae. Contribute towards active travel infrastructure alongside tramline, if this alignment option is progressed.	Developer /CEC	Contribute proportionate to scale of development.	With development
ATPR21	Place 6 - Crewe Road South	Mobility hub: Fettes Avenue	The mix of services on offer to be agreed, ideally with an option to expand over time.		Developer	Contribute proportionate to scale of development.	With development
ATPR22	Place 34 - Liberton Hospital/Ellen's Glen Road	New Active Travel Route: Liberton Hospital to City Centre		A segregated cycle network towards the City Centre (or alternative route to be determined).	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR23	Place 34 - Liberton Hospital/Ellen's Glen Road	Active travel link: connections through site to Malbet Wynd - Liberton Community Campus	Partly to be delivered within the site layout.	Provide connection to the north to Liberton Community Campus.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR24	Place 34 - Liberton Hospital/Ellen's Glen Road	Active Travel link: connection to Gilmerton Road and A7		Ensure connection through site and off-site improvements to north-west along Ellen's Glen Road to connect with active travel infrastructure on Gilmerton Road and then across via Moredunvale Road to A7 active travel and tram route/stop	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
PT8, PT9	Place 34 - Liberton Hospital/Ellen's Glen Road	Public Transport Improvement: Liberton Hospital to City Centre and West		Assess capacity on routes to city centre. Part of (Southern) Orbital Bus Route South-East Edinburgh to West Edinburgh	Developer /CEC/bus operators	Contribute proportionate to scale of development.	With development
ATPR25	Place 31 - Edinburgh BioQuarter	New Active Travel route: Connection to the Wisp from East of Bioquarter.		Potential to form extension of proposed route through to Little France Park connecting to development in Midlothian.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR26	Place 31 - Edinburgh BioQuarter	New Active Travel route: A7 north-south - Bioquarter to City Centre and Midlothian.		Provide a permanent segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR27	Place 31 - Edinburgh BioQuarter	Mobility Hub: BioQuarter	Potential for two hubs: 1. Little France Dr frontage (access to rear ERI entrance, cycle routes and proximity to safeguarded tram stop on A7; 2. south location near other tram stop on A7, dependant on landscape plans (green frontage/tree retention).		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
PT16	Place 31 - Edinburgh BioQuarter	Public Transport improvements: BioQuarter to City Centre		Increase capacity on bus services serving the city centre.	Developer /CEC	To be secured by legal agreement.	With development
PT9, PT10, PT11, PT12	Place 31 - Edinburgh BioQuarter	Public Transport improvements: Orbital Bus Route connections		Provide an enhanced orbital bus route from Edinburgh Royal Infirmary/BioQuarter to the developments in West Edinburgh and (potentially as a separate service) enhanced bus connection via the Wisp to Musselburgh and East Lothian.	Developer /CEC	To be secured by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR28	Place 25 Gorgie Road East and Place 26 - Stevenson Road	New Active Travel Link: Stevenson Road to open space at Hutchison Crossway and path west of Slateford Green, allowing connection to Hutchison Road.	Route mostly to be delivered with Stevenson Road and Gorgie Road East sites.	Ensure route is provided with a safe crossing over Gorgie Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
PT14	Place 25 Gorgie Road East and Place 26 - Stevenson Road	Public Transport: Gorgie Road/A71 and connections with Orbital Bus Route		Contribute towards bus priority at signals to mitigate impact of congestion.	CEC	Contribute proportionate to scale of development.	With development
ATPR29	Place 28 - Murrayburn Road	New Active Travel route and junction upgrade: Union Canal to Calder Road.	Route partly to be delivered within Murrayburn Road site as integral layout design.	Upgrade active travel route from Union Canal through Hailes Quarry park to Parkhead Drive and upgrade junction with Longstone Road and provide active travel route connection to Calder Road infrastructure.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR 30	Place 27 - Broomhouse Terrace	New Active Travel link and crossing: Saughton tram stop to Broomhouse Row		Continue active travel link through site to create a direct route over open space to Saughton tram stop with new crossing.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR31	Place 27 - Broomhouse Terrace	New active travel crossing: Broomhouse Road		New or upgraded crossing of Broomhouse Road to open space.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR32	Place 27 - Broomhouse Terrace	New Active Travel route: North-South connections at parallel Saughton Road		Provide enhanced active travel crossing of Saughton Road to route along parallel Saughton Road connecting Calder Road to Quiet Route 8.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR33	Place 27 - Broomhouse Terrace	Mobility hub: Broomhouse Terrace	Provide a mobility hub within the site with strong connections to the tram stop. The mix of services on offer to be agreed, ideally with an option to expand over time.	Potential for its siting to be outwith the site.	Developer /agreement with CEC Transport	Contribute proportionate to scale of development.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR34	Bonnington cluster	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall.	Routes partly to be delivered within the cluster of Bonnington.	Active travel route from Great Junction Street along Bangor Road through the Sugar Bond, along Ashley Place and onto Newhaven Road (with safe crossing) and Stewartfield to Redbraes Place and Park with potential to cross over Water of Leith to connect to wider open space and future option down to Powderhall line safeguarded active travel route.	Developer s/agreement with CEC Active Travel	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR35	Bonnington cluster	New active travel route and crossing: Leith Walk to West Bowling Green Street	Route partly to be delivered within sites Jane Street, Stead's Place, Bangor Road	Active travel route connecting sites to Leith Walk and the core path off West Bowling Green Street to the Water of Leith, with safe crossing of Bonnington Road. Continue provision of route outwith sites to same standard along The Quilts and on to West Bowling Green Street.	Developer s/agreement with CEC Active Travel	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR35 (details)	Place 8 - Jane Street	New active travel route: Leith Walk to West Bowling Green Street (section)	Route partly to be delivered within Jane Street site as integral layout design.	Continue provision of route to same standard on Stanwell Street including new crossing point along Bonnington Road.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR34 (details)	Place 10 - Newhaven Road 1	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).		Ensure continuous active travel route along southern frontage/Ashley Place	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR34 (details)	Place 14 - Stewartfield	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).	Route partly to be delivered within Stewartfield site as integral layout design.	Active travel route continues from Newhaven Road site to Stewartfield site along Newhaven Road - pavement widening and segregated cycle infrastructure and safe crossing to be delivered. Continuous active travel infrastructure along Redbraes Place.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR34 (details)	Place 11 - Newhaven Road 2	New active travel route: Bonnington link East-West from Great Junction Street to Powderhall (section).	Route partly to be delivered within Newhaven site as integral layout design.	Active travel route continues from Newhaven Road site to Stewartfield site along Newhaven Road - on-street and safe crossing to be delivered.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR35 (details)	Place 12 - Bangor Road	New active travel route: Leith Walk to West Bowling Green Street	Route partly to be delivered within Bangor Road site as integral layout design.	Continue provision of route to same standard along The Quilts and West Bowling Green Street and on Burlington Street.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR36	Place 12 - Bangor Road	New active travel link and crossing: Great Junction St to Cables Wynd		New walking and segregated cycle infrastructure and junction crossing to provide access to Cables Wynd.	Developer	TBC - legal agreement with development.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR37	Place 13 - South Fort Street	New active travel connections: safe crossing of West Bowling Green Street	Link to be mostly delivered as part of layout design.	Ensure safe crossing of West Bowling Green Street to link with consented active travel route.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR38	Place 7 - Stead's Place	New active travel route: Leith Walk to Pilrig Park	Route partly to be delivered within Stead's Place site as integral layout design.	Continue provision of route to same standard on Stanwell Street.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR39	Place 8 - Jane Street	New active travel route: Great Junction Steet to Pilrig Park	Route partly to be delivered within Jane Street site as integral layout design.	Provide to same standard along Pirrie Street, and potential scope to upgrade path in Gretna Mews.	Developer	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR40	Bonnington cluster	Mobility Hub.			Developer /CEC	Contribute proportionate to scale of development.	With development
PT3	Bonnington cluster	Public Transport: improvement along Bonnington Road services		Capacity improvements to the Leith - Bonnington City Centre bus service.	Developer	Contribute proportionate to scale of development.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR41	Place 4 - Edinburgh Waterfront (Granton Framework)	Promenade link to Granton Harbour	<p>Part of Strategic Key Street 2. Upgrade path to 6m tarmac path and sea wall in 4 sections.</p> <p>Extend coastal path from completed section to SW corner of Granton Harbour. Three phases of shared use cycle/pedestrian path along northern side of W Harbour Road with associated traffic calming W Harbour Road. Phases proceed east to west.</p>		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR42	Place 4 - Edinburgh Waterfront (Granton Framework)	West Granton Road - Key Street Interface 8	Strategic Key Street 2 with segregated Cycleway (2 way), new toucan/puffin crossings.		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR43	Place 4 - Edinburgh Waterfront (Granton Framework)	Marine Drive / West Shore Road - Key Street Interface 7 (Forth Quarter Park to Promenade)	Segregated cycle route between the Marine Drive / Pennywell Road Roundabout and where West Shore Road meets the Gipsy Brae Recreation Ground. Linking Pennywell Road and Roundabout active travel improvements to The Promenade. 3.0m wide fully segregated cycle route with 0.5m separation strip between cycle track and carriageway on eastern side of Marine Drive and southern side of West Shore Road. (Strategic Key Street 7) Widen footway along West Shore Road for shared 'segregated' shared use footway – widen by 2m for 130m.		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR44	Place 4 - Edinburgh Waterfront (Granton Framework)	Key Street Interface 1 - West Shore Road Key Street Interface 2 - West Harbour Road	Segregated cycle route from the Gipsy Brae Recreation Ground along West Shore Road and Wester Harbour Road to meet the recently completed cycle route on Lower Granton Road. Zebra/tiger crossing points required along West Shore Road to provide safe crossing points from development area to Coastal Park. (Strategic Key Street 1)		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR45	Place 4 - Edinburgh Waterfront (Granton Framework)	East West Primary Route (Waterfront Park/Broadway/Avenue)	Segregated cycle route through proposed development sites around the Gas Holder connecting Marine Drive to Waterfront Park / Waterfront Broadway Junction.		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR46	Place 4 - Edinburgh Waterfront (Granton Framework)	W Granton Road / Saltire Street / W Shore Road Route	Segregated cycle route between West Granton Road and West Shore Road following the north south alignment of Waterfront Broadway in the southern section).	Path A: 3.5m wide tarmac path (40m length): £10,000/ Lighting Path A: £2000. Path B: 3.5m wide tarmac path (120m length): £30,000 /Lighting Path B: £8000.	Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR47	Place 4 - Edinburgh Waterfront (Granton Framework)	Key Street Interface 3 – Waterfront Broadway	Segregated cycle route as part of street/development layout		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR48	Place 4 - Edinburgh Waterfront (Granton Framework)	Key Street Interface 4 – The Diagonal	Segregated cycle route as part of street/development layout		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
ATPR 49	East of Milburn Tower	North South active travel route along Gogar Station Road	Segregated cycle route		Developer /CEC	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

3. Active Travel Proposals relating to development

City Plan Ref.	City Plan SITE reference	Proposal Title	Further Details on-site actions	Further Details off-site actions	OWNER	Funding Information	Delivery Timescale
ATPR50	Place 4 - Edinburgh Waterfront (Granton Framework)	Mobility Hub - Granton Square			Developer /CEC	Contribute proportionate to scale of development.	With development
ATPR51	Place 4 - Edinburgh Waterfront (Granton Framework)	Granton Mobility Hub			Developer /CEC	Contribute proportionate to scale of development.	With development

4. Active Travel Safeguards - local connections

City Plan reference	Safeguard Title	Further details	OWNER	STATUS	Estimated delivery date/timescale
ATSG1	Blackhall path westwards extension to Cramond Road South		CEC	Safeguard	TBC
ATSG2	Couper Street - Citadel Place.	Opportunity to create level active travel connection.	CEC	Safeguard	TBC
ATSG3	Craighentinny - Leith Links at Craighentinny Ave North	Design work in progress.	CEC	Safeguard	TBC
ATSG4	Craighentinny - Leith Links cycle link		CEC	Safeguard	TBC
ATSG5	Edinburgh Park to Gogar Burn	East of Milburn Tower	CEC	Safeguard	TBC
ATSG6	Fort Kinnard - Queen Margaret University		CEC	Safeguard	TBC
ATSG7	Gillberstoun link		CEC	Safeguard	TBC
ATSG8	Inglis Green cycle link, new Water of Leith Bridge		CEC	Safeguard	TBC
ATSG9	Liberton Road – Robert Burns Drive link path		CEC	Safeguard	TBC
ATSG10 / ATSR2	Link along railway viaduct - Gorgie/Dalry Community Park - Roseburn Path.		CEC	Also as a strategic route	TBC
ATSG11	Lochend Butterfly cycle link with new bridge		CEC	Safeguard	TBC

4. Active Travel Safeguards - local connections

City Plan reference	Safeguard Title	Further details	OWNER	STATUS	Estimated delivery date/timescale
ATSG12 / ATSR5	Lochend - Powderhall		CEC	Also as a strategic route	TBC
ATSG13	Mcleod Street/Westfield Road		CEC	Safeguard	TBC
ATSG14	Morningside - Union Canal link		CEC	Safeguard	TBC
ATSG15	Morrison Crescent - Dalry Road		CEC	Safeguard	TBC
ATSG16	North Meggetland - Shandon link		CEC	Safeguard	TBC
ATSG17	Off road alternative NCNR 75 at Newmills, Balerno		CEC	Safeguard	TBC
ATSG18	Pitlochry Place - Lochend Butterfly		CEC	Design work in progress.	TBC
ATSG19	Quiet Route Link via Liberton Tower		CEC	Safeguard	TBC
ATSG20	Quiet Route link to Blackford Glen Road		CEC	Safeguard	TBC
ATSG21	Round the Forth cycle route at Joppa	The proposed coastal footpath and cycle link at Joppa will only be supported if there are no significant adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area (see Policy Env 21)	CEC	Safeguard	TBC
ATSG22	Salamander Cycle Link. Southern section of the Edinburgh Waterfront safeguard.	See Place 4 - Edinburgh Waterfront	CEC	Safeguard	TBC

4. Active Travel Safeguards - local connections

City Plan reference	Safeguard Title	Further details	OWNER	STATUS	Estimated delivery date/timescale
ATSG23	To King's Buildings & Mayfield Road		CEC	Safeguard	TBC
ATSG24	West Approach Rd - Westfield Road cycle link		CEC	Safeguard	TBC
ATSG25	Wisp - Fort Kinnard link		CEC	Safeguard	TBC
ATSG26	Ramped access from Canal to Yeoman Place		CEC	Safeguard	TBC
ATSG27	Waterfront Avenue to Granton Rail path link		CEC	Safeguard	TBC

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
PT1	Northern Orbital Route		Quicker limited stop bus services, enhancing connectivity between North Edinburgh development (Waterfront, Granton, Seafield) with West Edinburgh. Two route options: Airport to Seafield vis IBG and Elements/Crosswinds; Edinburgh Park to Seafield	CEC/bus operators		TBC - developer contributions proportionate to development to ensure adequate service in place from the first occupation. Expect on-going operating costs to be recoverable from passenger revenue.	With development
PT2	Seafield Road to Leith (southside of Leith Links)		To provide a direct link from Seafield west towards Leith as part of the Northern Orbital Route	CEC/bus operators			With development
PT3	Bonnington Road		Capacity improvements to the Leith - Bonnington City Centre bus service.	CEC/bus operators			With development
PT4	West Edinburgh A8 corridor		Part of the West Edinburgh Transport Improvement Programme,	CEC/bus operators			With development
PT5	East of Milburn Tower		Hermiston Gait P&R/Riccarton to RBS Gogarburn	CEC/bus operators			With development
PT6	North-South Orbital bus connection		Bankhead - Edinburgh Park to Craig's Road	CEC/bus operators			With development

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
PT7	South Orbital Route -Sighthill to Redford Road/Oxgangs		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT8	South Orbital Route - Redford Barracks to Gilmerton		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT9	South Orbital Route - Gilmerton to BioQuarter		Quicker limited stop bus services, enhancing connectivity between South East Edinburgh	CEC/bus operators			With development
PT10	Little France Drive to the Wisp			CEC/bus operators			With development
PT11	The Wisp to Fort Kinnaird			CEC/bus operators			With development
PT12	The Wisp to Newcraighall/Duddinston Rd Junction			CEC/bus operators			With development
PT13	Newcraighall to QMUC Public Transport			CEC/bus operators		TBC	With development
PT14	Public Transport: Gorgie Road/A71 and connections with Orbital Bus Route			CEC/bus operators		TBC	With development

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
PT15	Astley Ainslie: Morningside Rd/Cluny Gardens		Ensure that bus services on Morningside Road have sufficient capacity to meet demands from the development. Improve bus service provision on Cluny Gardens, to provide a more attractive service in close proximity to the development and give direct access to a wider choice of destinations.	CEC/bus operators		TBC - developer contributions proportionate to development to ensure adequate service in place from the first occupation. Expect on-going operating costs to be recoverable from passenger revenue.	With development
PT16	BioQuarter to City Centre		Increase capacity on bus services	CEC/bus operators		TBC - developer contributions proportionate to development to ensure adequate service in place from the first occupation. Expect on-going operating costs to be recoverable from passenger revenue.	With development

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
PT17	Liberton Hospital to City Centre		Proposed capacity assessment of bus services with minor adjustments on the City Centre bus services in response to the increased demand.	CEC/bus operators		TBC - developer contributions proportionate to development to ensure adequate service in place from the first occupation. Expect on-going operating costs to be recoverable from passenger revenue.	With development
TR1	Edinburgh Tram: safeguards options for the extension of the tram network connecting Granton and the South East.	The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park	CEC	Existing safeguard	TBC with strategic business case.	TBC with strategic business case.
TR2			Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll.	CEC	Existing safeguard		

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
TR3			Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South.	CEC	New safeguard		
TR4			Safeguard C1 route leaves the existing tramline at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square. Safeguard D: Nicolson Square to Bioquarter	CEC	Existing safeguard		
TR5			Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	CEC	New safeguard option		
TR7			Safeguard option E1a: BioQuarter to Newcraighall via segregated route	CEC	Existing safeguard		
TR8			Safeguard option E1b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	CEC	New safeguard option		
TR9			Safeguard option E1c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	CEC	New safeguard option		

5. Public Transport Proposals and Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS	FUNDING Information	Estimated delivery date/timescale
TR10			Safeguard Airport to Newbridge	CEC	Existing safeguard		
TR11			Safeguard Newhaven to Granton	CEC	Existing safeguard		

6. Public Transport Safeguards

City Plan reference	Action (headline title/description)	Further Details	Further details	OWNER	STATUS
PTSG 1	Future railway infrastructure improvements	Safeguard required to ensure development does not prejudice future infrastructure improvements at these locations.	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.	Safeguard - CEC Delivery - Network Rail / Transport Scotland	Transport Scotland Safeguarding still in place.
PTSG 2	Rail Halts at: Portobello, Piershill and Meadowbank	Safeguar 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.	Required to ensure development does not prejudice future reuse of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.	CEC/Network Rail	Network Rail Long-term safeguard
PTSG 3	South Suburban Halts	Safeguard required to ensure development does not prejudice future re-use of existing abandoned halts.	Required to ensure development does not prejudice future reuse of existing abandoned halts.	CEC/Network Rail	Network Rail Long-term safeguard

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE1	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path	This is being progressed in discussion with the redesign of Maybury Junction (R7)	£110,000	£158,400	Action included in scope of Development of Prioritised ELD PAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Active Travel	CEC/developers/WETIP Board	With development
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	Being appraised as part of WETIP Core Package.	£2,567,700	£3,697,488	WETA	Public Transport	CEC/developers/WETIP Board	With development
WE3	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement	Required to facilitate access the Gogar Link Road	£1,699,200	£2,446,848	WETA	Roads	CEC/developers/WETIP Board	With development
WE4	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	£64,100	£92,304	Temporary measure via the Covid Bus Rapid Recovery Fund WETA	Public Transport	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE5	Gogar to Maybury additional eastbound traffic lane	Scale of this intervention being determined by option appraisal of lower cost measures. Additional capacity would help bus movement. WETIP is also considering how the additional traffic lane which would impact level of provision for segregated cycle lane.	£20,833,300	£29,999,952	Initial concept design WETA	Roads	CEC/developers/WETIP Board	With development
WE6	Maybury Road Approach to Maybury Junction - bus priority measure.	Potentially superseded by Maybury Junction upgrade and Maybury Road feasibility study, and measure outcome to be considered as part of the strategic appraisal of the Orbital Bus route as part of the Bus Partnership Fund.	£2,140,400	£3,082,176	WETA. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Public Transport	CEC/developers/WETIP Board	With development
WE7	A8 North active travel infrastructure ('missing link')	New active travel route north of the A8 between Eastfield Road and Gogar roundabout following close to the carriageway but separate to the roadside. Being appraised by WETIP as part of the core package.	£537,500	£774,000	WETA	Active Travel	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE8	New active travel only bridge to north of Edinburgh Gateway station to tie in to West Craigs	To be delivered by Place 22 Maybury	TBC		Transport Appraisal/WETIP	Active Travel	CEC/developers/WETIP Board	With development
WE9	Active travel route linking active travel bridge to cycle network northwards to Cammo/Barnton	To be delivered by Place 22 Maybury and other housing sites			Transport Appraisal/WETIP	Active Travel	CEC/developers/WETIP Board	With development
WE10	Active travel route west of Maybury to city and West Edinburgh Links	Connections from sites west of Maybury to the WEL active travel project.	TBC		Transport Appraisal/WETIP	Active Travel	CEC/developers/WETIP Board	With development
WE11	Active travel route alignment on the north side of A8 with additional provision of a connection to East of Milburn Tower development utilising the RBS Gogarburn bridge towards Gogar Station Road		TBC		Scope of WETIP	Active Travel	CEC/developers/WETIP Board	With development
WE12	New bus/active travel only connection bridge to north of Edinburgh Gateway station and West Craigs Development, tying into Maybury Road around Craigs Road.		TBC		Transport appraisal and in scope of WETIP	Public Transport	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE13	Bus and Active travel link across City Bypass, south of the A8 to connect East of Milburn Tower development with Edinburgh Park and improve links with public transport	Requires development layout of East of Milburn Tower to accommodate this potential link. Active travel element is being considered in WETIP. See ATSG5.	TBC		Transport appraisal and in scope of WETIP	Active Travel/Public Transport	CEC/developers/WETIP Board	With development
WE14	Upgraded Bus interchange facility at Ingliston P+R	To be appraised as part of WETIP. Potentially to be superseded by bus interchange improvements at Edinburgh Gateway. (See intervention below Enhanced interchange at Edinburgh Gateway)	£3,000,000	£4,320,000		Public Transport	CEC/developers/WETIP Board	With development
WE15	Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips.	Part of the WETIP package being appraised.	TBC			Public Transport		
WE16	Improved northern and southern orbital bus routes from Maybury (via Maybury Rd and Edinburgh Park respectively)		TBC			Public Transport	CEC/developers/WETIP Board/bus operators	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE17	Bus Priority South West Edinburgh	Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).	£4,480,200	£6,451,488	Bus Partnership Fund Strategy strategic appraisal to assess route options.	Public Transport and Active Travel	CEC/developers/WETIP Board	With development
WE18	Segregated public transport route - North connecting West Edinburgh sites through the Main Street	Transit corridor to the north of A8 serving IBG and tying into Gogar Link Road/Gogar and Eastfield Road. This would be developed as part of the Main Street.	TBC/integral to development layout		Part of the WETIP package being appraised.	Public Transport		
WE19	Segregated public transport route - West alignment - using safeguarded tram line	Offline bus corridor to the south of the A8, crossing to the west of Eastfield Road without interfering with A8 traffic and connecting into Eastfield Road north of Ingliston Park and Ride	TBC		Part of the WETIP package being appraised.	Public Transport		
WE20	Segregated public transport route South - Harvest Road	Bus route, utilising Harvest Road as a bypass of Newbridge Roundabout	TBC		Part of the WETIP package being appraised.	Public Transport		

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE21	Segregated public transport route South - Newbridge	Offline PT route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible	TBC		Part of the WETIP package being appraised.	Public Transport	CEC/developers/WETIP Board	With development
WE22	Dumbbells Roundabout Improvement - capacity and AT	A8 Dumbbells (R3) Includes:High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	£1,203,000	£1,732,320	Part of the WETIP package being appraised.	Roads	CEC/developers/WETIP Board	With development
	Dumbbells westbound off slip	Part of dumbbells junction (R3)	£865,200	£1,245,888		Roads	CEC/developers/WETIP Board	With development
WE23	Eastfield Road Road dualling - integration of segregation cycle - connection from A8 along Eastfield Road into Airport	High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells	£481,500	£693,360	Action included in West Edinburgh Transport Improvements Programme	Active Travel	CEC/developers/WETIP Board	With development
WE24	Dualling of Eastfield Road Phase 1 - northern section	Eastfield Road to Airport (R3)	£1,802,900	£2,596,176		Roads	CEC/developers/WETIP Board	With development
WE25	Dualling of Eastfield Road Phase 2- southern section	Eastfield Road (from dumbbells) (R3)	£1,143,000	£1,645,920		Roads	CEC/developers/WETIP Board	With development
WE26	Main Street - Development Link Road	Main Street with bus route serving the development sites.	£5,634,900	£8,114,256		Roads	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE27	Gogar Link Road Segregated cycle route	Part of Gogar Link Road (R4)	£1,115,000	£1,605,600	In WETIP	Active Travel	CEC/developers/WETIP Board	With development
WE28	Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane)	Part of Gogar Link Road (R4)	£6,301,000	£9,073,440		Roads	CEC/developers/WETIP Board	With development
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option	Part of Gogar Link Road (R4)	£2,813,900	£4,052,016		Roads	CEC/developers/WETIP Board	With development
WE30	New Tram Stop		£1,000,000	£1,440,000		Public Transport	CEC/developers/WETIP Board	With development
WE31	Ratho Station and A8 along Station Road - improved active travel access and Glasgow Road / Ratho Station - improved crossing.	Wider intervention for active travel. Part of the WETIP package being appraised.	£458,200	£659,808		Active Travel	CEC/developers/WETIP Board	With development
WE32	Improved Station Road/A8 bridge access for cyclists.	Potential for at-grade replacement on Station Road. Part of the WETIP package being appraised.	£440,800	£634,752	Possibility to replace bridge by signal crossing. Bridges team looking at possibility.	Active Travel	CEC/developers/WETIP Board	With development
WE33	Station Road to Newbridge Interchange bus lane	To be appraised as part of WETIP	£1,112,700	£1,602,288	Part of temporary bus priority measures.	Public Transport	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE34	Improvements to gravel path (old railway line) from A8/M9 interchange north to Kirkliston (incl. lighting)	Part of the WETIP package being appraised. Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	£317,600	£457,344		Active Travel	CEC/developers/WETIP Board	With development
WE35	Active travel priority enhancements at key junctions on A89 approaching Newbridge	Part of the WETIP package being appraised.	TBC			Active travel	CEC/developers/WETIP Board	With development
WE36	Broxburn to Newbridge Roundabout bus lane	Broxburn to Newbridge public transport interventions (part of WETIP package being appraised)	£3,124,700	£4,499,568	Has been partly implemented as a temporary measure via the Covid Bus Rapid Recovery Fund	Public Transport	CEC/developers/WETIP Board	With development
WE37	Kilpunt Park and Ride	Part of the WETIP package being appraised.	£5,500,000	£7,920,000		Public Transport	CEC/developers/WETIP Board	With development

7. West Edinburgh Transport Improvements

Action Ref	Action (WETA description)	Further Details	Baseline Construction Cost	Total Base Capital Cost	Planning and legal agreements references and status	Type	Owner	Estimated delivery date
WE38	Intelligent traffic signal interventions at Newbridge/Gogar/Maybury junctions.	Intelligent traffic signal interventions at roundabout at Gogar (R5).	£1,510,000	£2,174,400	Newbridge junction has had some signals upgrade (MOVA). Gogar Roundabout will require full refurb and MOVA to be installed. Maybury junction control will be improved as part of upgrade work.	Roads	CEC/developers/WETIP Board	With development
WE39	Mobility Hub	Indicative locations - Main Street near tram stop	TBC			Developer/CEC		With development
WE40	Mobility Hub	Indicative location - near proposed High School.	TBC			Developer/CEC		With development

7. Road Improvements

Reference	Action	Further details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
R1	T14 New Street in Leith Docks	New street connecting Ocean Drive to Salamander Street, as shown on Proposals Map. Scope to create new development plots as part of delivery project.	Developer	Safeguard route for the extension of Ocean Drive to support port redevelopment.	Developer	With development
R2	T15 West of Fort Kinnaird Road to The Wisp	Link between the Wisp and Newcraighall Road to enable bus priority and active travel infrastructure development along Niddrie Mains Road.	Developer	Safeguard		With development
R3	Eastfield Road and dumbells junction	Dualling of Eastfield Road and dumbells roundabout improvements, with segregated active travel.	Developer			With development
R4	Gogar Link Road	Road proposal required to support development in West Edinburgh. Largely single carriageway with some widening for bus priority, and segregated active travel.	Developer		Developer	With development
R5	Gogar Roundabout	Design of this on-going to align with the WETIP package to provide bus priority.	CEC		Developer/CEC	With development
R6	Maybury	Junction redesign to provide bus priority and improved provision for active travel. Also in WETIP.	CEC		Developer/CEC	With development

7. Road Improvements

Reference	Action	Further details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
R7	Craigs Road	New signalised junction improved provision for bus and active travel.	Developer/CEC		Developer/CEC	With development
R8	Barnton Junction	Increase efficiency of signals.	CEC		Developer/CEC	With development
R9	Newbridge Roundabout Improvement	Intelligent traffic signal interventions at Newbridge would seek to prioritise public transport.	Transport Scotland		Transport Scotland/Developer/CEC	With development
R10	Sheriffhall junction	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.	Transport Scotland (City Region Deal Project being delivered by Transport Scotland)		Funding identified as part of City Region Deal Scottish Government commitment of up to £120m to support improvements to the A720 City Bypass for the grade separation of Sheriffhall Roundabout.	

7. Road Improvements

7. Road Improvements

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN1	Inch nursery and Park	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and additional details regarding costings, business plan and implementation plan to be completed by multi-discipline consultant team from July 2021 - January 2022. This Plan's outputs will include proposals for Inch Nursery, the CEC Depot, Inch House, and boundaries to better connect it within the 20-minute neighbourhood.	CEC	improvement plan being produced	improvement plan CEC funded	improvement plan completed July 2021-January 2022
BGN2	Leith Links	Park Improvement	Park Improvement Plan of entire park to be produced which will involve public engagement and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement	CEC	improvement plan being produced	improvement plan CEC funded	2031 for full implementation. Improvement plan to be produced in coming years.
BGN3	Inverleith Park and Depot	Park Improvement	Park Improvement Plan of entire park to be produced and 10-year implementation plan; Currently, in process of selecting a landscape architect consultant from the Framework to directly award as well as appoint a project manager to lead on community stakeholder engagement	CEC	improvement plan being produced	improvement plan CEC funded	2031 for full implementation. Improvement plan to be produced in coming years.
BGN4	Clerwood	Allotments/food growing areas	New allotments and/or food growing areas to be created at Corstorphine Hill. The new allotments/food growing areas are to cover an area of approximately 0.24 hectares	CEC & ELGT	site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	tbc
BGN5	Gypsy Brae	Allotments/food growing areas	New allotments and/or food growing areas to be created at West Shore Road. The new allotments/food growing areas are to cover an area of approximately 1.36 hectares	CEC & ELGT	site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	tbc
BGN6	Fernieside	Allotments/food growing areas	New allotments and/or food growing areas to be created at Fernieside Drive. The new allotments/food growing areas are to cover an area of approximately 0.2 hectares	CEC & ELGT	site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	tbc
BGN7	Little France	Allotments/food growing areas	New allotments and/or food growing areas to be created at Castlewood Avenue. The new allotments/food growing areas are to cover an area of approximately 0.7 hectares	CEC & ELGT	site identified and proposal approved by CEC Committee in 2020	full funding still to be secured	tbc
BGN8	Kirk Loan	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H68. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN9	Seafield	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H55. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN10	Stewartfield	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H48. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN11	St Clair St (north)	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H54. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN12	Norton Park (South)	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32.	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H24. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN13	North Fort St	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H36. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN14	Roseburn Street	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H5. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN15	Russell Road	Strategic SuDS basin	The site shall include SuDS that manages all surface water within the site. In addition, the developer shall discuss with City of Edinburgh Council and Scottish Water the additional role the SuDS can serve to reduce surface water flood risk in the area (including from overland flows and/or watercourses and/or surface water sewers). This role, along with the location and design of the SuDS, will also be informed by hydrological modelling undertaken prior to detailed site design and submission of any planning application so as to be used to inform site layout. Any SuDS must be multifunctional as have positive effects of biodiversity and also ensure that any SuDS basin is accessible for recreation (in particular being unenclosed) so that it can make up the site's minimum open space requirement under Policy 31 and/or Policy 32	Developer in consultation with CEC and Scottish Water	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H6. Details of design of the basin and its location within the site to be established through hydrological modelling undertaken.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN16	Broomhouse terrace	On-site green and blue infrastructure	Retain and enhance existing landscape structure and tree-planting at site perimeter, with selective thinning to form new pedestrian links into the site. Improve boundary treatment and use site layout and green-blue infrastructure to strengthen existing green networks and natural habitats	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H79	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN17	Murrayburn Road	On-site green and blue infrastructure	Retain and enhance existing mature trees and planting on frontages to Murrayburn Road and Dumbryden Drive. Improve boundary treatment. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Design landscape edge and planting abutting Hailes Park to complement and integrate with park setting. Investigate Murray Burn culvert location/condition/capacity to see how and if development should daylight this and incorporate this .	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H80	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN18	Stevenson Rd	On-site green and blue infrastructure	Create new tree-lined street linking Stevenson Road to Gorgie Road to form part of new, direct link to existing greenspace (Slateford Green-Hutchison Crossway). Retain mature trees and enhance landscape buffer and boundary treatment between site and Westfield Court to form link to wider green network.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H78	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN19	Gorgie Rd east	Green and blue infrastructure	Retain existing mature trees and improve all boundary treatments. Create new tree-lined street linking Gorgie Road to Slateford Green-Hutchison Crossway to form part of new, direct route between Stevenson Road and the greenspace. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Investigate options to de-culvert the natural water pipe that crosses the site. If retained, provide access strip on either side of this pipe. Provide access strips on either sides of combined sewer pipe and mains water pipe that also cross the site.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H77	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN20	Crewe Rd South	Green and blue infrastructure	<p>Retain and enhance greenspace on northern and eastern boundaries within a new structure of tree/woodland planting and blue-green infrastructure. Reinforce existing green network between Comely Bank Cemetery and Inverleith Park and enable potential for new allotment space. Respect green landscape setting of Inverleith Conservation Area, in particular dominance of landscaped open space and its relationship with built form.</p> <p>The development shall incorporate a new open river channel that maximises riparian habitat and reduces overall flood risk from the culvert to the north of the site by diverting the stretch of the existing culverted watercourse that is north of the site from Crewe Road South (at the North West corner of this site) up to the junction of Carrington Road at its junction with Fettes Avenue (at the North East corner of this site). The diverted watercourse shall be routed to run inside the northern boundary of the site as shown the site brief diagram. As part of this, the developer shall upgrade any remaining length of culvert between where the open watercourse enters the culvert under Crewe Road South, and the start of the open river channel within the site. The developer shall coordinate with Scottish Water, SEPA and City of Edinburgh Council regarding the planning, design and delivery of this diversion, and,</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H32	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN21	South Fort Street	Green and blue infrastructure	Maintain a 20m buffer zone between the top of the bank to the Water of Leith and new built form, designing landform and planting to reduce flood risk, benefit biodiversity and create an attractive river edge. Integrate blue-green infrastructure into design of greenspace and movement routes and link to existing green corridors north and south of the site. Retain mature trees and shrubs.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H47	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN22	Royal Victoria Hospital	Green and blue infrastructure	<p>Retain and enhance designated open space lining southern boundary as public open space. Ensure design and layout of streets and spaces incorporate surviving historic features (landscape and built form) and key views towards listed buildings. Retain mature trees and stone walls. Use selective thinning and sensitive adjustment to boundary walls to strengthen visual and physical connections between the site and its surroundings. Design greenspace and active travel links to incorporate blue green infrastructure (including tree-planting).</p> <p>The site design and corresponding surface water management plan shall be cognisant of contemporary surface management proposals in this sewer catchment area, particularly in relation to ongoing work lead by the Edinburgh and Lothians Strategic Drainage Partnership</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H31	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN23	Astley Ainsley	Green and blue infrastructure and play facilities	<p>Protect and respect the mature landscape setting of the site and retain its special character, including its green and open space as well as its many high quality trees. The whole site is covered by a TPO. Daylight covered sections of the Jordan Burn, with any new development also set back at least 15m from the top of the bank to the Burn. Layout must addresses numerous overland flows/sewers at capacity in the area. Diverting flows into green spaces should be considered for both sites of the Jordan Burn, reducing restriction and enabling development. The creation of 'blue corridors' following the natural flow paths are encouraged to convey water into the Jordan Burn.</p> <p>New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities</p>	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H80	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN24	Granton Waterfront Coastal Park	Proposed coastal park and landscaped coastal flood defence.	Create coastal park by making use of partly brownfield land. A key role of the Coastal Park is managing the impacts of climate change in relation to flood risk and water management along the coast of the Forth. There is also an opportunity to strongly centre the benefits of new, high quality and accessible green space to a community's health & wellbeing, and to deliver a wider destination resource that has benefits at a city wide or city-region level	Check with Linda	Work is presently ongoing to inform the details of green blue infrastructure the site should contain to deliver on the aforementioned objectives	Not in place presently	TBC once detailed proposals finalised
BGN25	Granton Waterfront West Shore Road	Proposed landscaped coastal flood defence.	Creation of landscaped greenspace that will also assist with the management of the impacts of climate change in relation to flood risk and water management.	Check with Linda	Work is presently ongoing to inform the details of green blue infrastructure the site should contain to deliver on the aforementioned objectives	Not in place presently	TBC once detailed proposals finalised
BGN26	Cramond Road	Large standard, publicly accessible open space of good quality to be created	This site currently comprises open space however it has scope for significant improvement to provide greater amenity for the surrounding area. This is especially important as the surrounding area is inadequately served by Large Standard open space in line standards set out in the Open Space Strategy. As a result, this site should deliver a minimum of a Large standard (i.e. 2 hectare area) good quality open space which is publicly accessible.	tbc	Detailed proposals still to be finalised	Not in place presently	TBC once detailed proposals finalised
BGN27	Redford Barracks	New play facilities and open space to be provided	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. The site shall also ensure all homes are adequately served by open space in line with the standards for different sizes of open space set out in the OSS. See proposal H85	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H85	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN28	Lanark Road (d)	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H75	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H75	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN29	Craiglockhart Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H74	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H74	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN30	Eastfield	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H58	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H58	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN31	Land at Ferrymuir	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H64	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H64	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN32	Murrayburn Gate	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H82	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H80	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN33	Clovenstone House	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H83	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H83	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN34	Liberton Hospital/Ellen's Glen Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H91/Place 34	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H91	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN35	Roseburn Public Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY141: Roseburn Public Park to excellent standard as necessary to ensure that sites H6: Russell Road (Royal Mail) and H5: Roseburn Street meet the Play Access Standard and are adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space. H6: Russell Road (Royal Mail) shall contribute 31% of this cost and H5: Roseburn Street shall contribute 69%.	CEC	Details of improvement to park to be set out through Open Space Strategy in consultation with CEC Parks and Greenspaces	The full funding for this proposal is to be secured via financial contributions linked to the development of sites H6 and H5 secured as part of the corresponding planning applications. The proportionate split of contributions is for site H6 to provide 31% of the total cost of upgrading and site 348 to provide 69%	Upon securing funds from contributing development
BGN36	Royal Victoria Hospital	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See Place 5.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H31	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN37	Orchard Brae Avenue	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H33	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H33	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN38	Duddingston Park South	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H87	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H87	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN39	London Road (b)	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H25	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H25	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN40	Morrisons at Gilmerton Road	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H90	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H90	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN41	Gilmerton Dykes Street	New play facilities to be provided	New outdoor plays facilities needed on site to ensure all new homes in the development are adequately served by a play facilities in line with the requirements of the Council's Open Space Strategy. The new outdoor play facilities to be integrated into the site layout in a well overlooked and accessible location with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. See proposal H92	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H92	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN42	Balgreen Park	Upgrade existing play facilities to excellent standard	Upgrade play facilities at PY135: Balgreen Park to excellent standard as necessary to ensure that sites H69: Corstorphine Road (A) and H70: Corstorphine Road (B) meet the Play Access Standard and are adequately served by a suitable standard of play facilities space within walking distance. This is necessary in this instance as these sites are not within such a walking distance at present and there is insufficient space on either site to provide a suitable quality play space. H69: Corstorphine Road (A) shall contribute 66% of this cost and H70: Corstorphine Road (A) shall contribute 34%.	CEC	Details of improvement to park to be set out through Open Space Strategy in consultation with CEC Parks and Greenspaces	The full funding for this proposal is to be secured via financial contributions linked to the development of sites 349 and 348 secured as part of the	Upon securing funds from contributing development
BGN43	Dalry Community Park	Enhance and extend existing 1.1ha local park and associated green blue infrastructure	Enhance and extend existing 1.1ha local park. Associated with Fountainbridge redevelopment where open space provision cannot be met onsite. Improve and extend multi-functional park space including hard landscaping, new layout and new equipment to children's play area, replacement of existing sport pitch with MUGA pitch, street furniture and improved access points from Dalry Road, the supermarket car park and Telfer Subway. Linked to Roseburn to Union Canal Cycleway development (see transport action). Park currently maintained by council. Maintenance of improved aspects and any extensions may need to be developer funded and negotiated with council.	Fountainbridge Developers, CEC Active Travel/ Transport	Not substantially commenced	Fountainbridge Developers, CEC Active Travel/ Transport Scope to introduce contribution zone for relevant developments when opportunity arises.	Alongside development
BGN44	Leith Western Harbour Central Park. Western Harbour EW1a	New 5.2ha public parkland and associated green blue infrastructure	New 5.2ha public parkland. To include formal and informal recreation facilities and community spaces. To be developed as part of Western Harbour site in accordance with development LDP principles. Park would be maintained by Western Harbour developers. Public land status to be secured.	Western Harbour Developers	Not substantially commenced	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN45	Leith Links Seaward Extension	Linear extension to Leith Links	Linear extension to Leith Links providing new allotments and open space alongside links to wider path network. Approximately 0.8ha including small park and allotments. Associated with housing-led redevelopment of Salamander Place. Allotments to be transferred to CEC on completion. Openspace to be maintained by developers. Public land status to be secured.	Developer	Developer now building the phase which includes this open space.	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN46	South East Wedge Parkland (Little France Park)	Improvements to Little France Park	<p>The following actions have secured funding and on target for delivery by summer 2022: 1900m new path network across the site, Arboretum tree trail planting of approx 30 specimen trees, Boundary improvements with 300m double row native hedging, Reflective Orchard site feature for amenity including edible hedge, orchard trees, hard landscaping features, signage, internal pathworks with links to ERI via new Edin University and BioQ funded spur path link.</p> <p>Future opportunities subject to additional funding: Wetland scrape and enhancement of current saturated ground and habitat improvement potential in low South slope, unmanaged SUDS associated with BioQ and Flood Alleviation Basin. Included in management plan and future desire to better manage wetland areas for habitat</p> <p>Springfield Wedge enquiry with planning team to determine future costs / potential for acquisition and integration into parkland. Broad concepts and estimations of development costs to be provided. If the land were to be purchased approx 10Ha incorporated into the existing parkland the acquisition would have the potential to; improve active travel routes to the Wisp and beyond linking communities and neighbouring local authorities (Midlothian /Shawfair). Improve local pedestrian and cycling access for through routes linking East and South Edinburgh, Invest in greenspace for communities in an area that has received significant housing development in recent years, Further protect and extend valuable habitats and greenspaces.</p>	Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	See earlier column	See earlier column. Potential funding via Green Action Trust / SG funds if found to be a suitable project for allocation. Enquiry via Thriving Greenspace Teams in P&G. Funding not yet secured but future priority for 2021/2022.	See earlier column
BGN47	Niddrie Burn	Restoration of Niddrie Burn and formation of footpath	Re-alignment and restoration of 1800 linear meters of burn, landscaping, habitat creation, footpath along burn edge and bridge construction.	ELGT	ELGT are currently working on a path link on the West of the Niddrie Burn from the link into the housing scheme at Niddrie down to Pringle Drive.	the next phase is going to a decision Panel meeting for Sustrans Funding.	Delivery timescales would be for it to be completed by end of March 2022.
BGN48	West Edinburgh green network	Extending and embedding the Green network into developments at West Edinburgh (Place 16)	Development which takes account of the West Edinburgh Landscape Framework as appropriate and considers how the site connects into the wider, strategic green network at West Edinburgh in creating a landscape structure and green network as a setting for development which incorporates north - south and east-west corridors and views, linked blue/green spaces and water management and ecosystem services;	Developer	not started. details of proposal to be established alongside formulation of associated development	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN49	Gogar Burn	Restoration of Gogar Burn	<p>Diversion of Gogar Burn (I.e. Restoration) to reduce flood risk, improve water quality and enhance biodiversity. Indicative route of the diverted section of the burn is shown in the Proposals map however the exact route will be refined through further detailed work and modelling but will likely require meandering along the length of restored section of burn. The restored burn shall require a buffer to be provided along its length. This buffer shall have a minimum width of at least 40m, however it may likely require to be substantially greater than this depending on refinement of this proposal</p> <p>Maintenance / access requirement unknown.</p> <p>The current route of the burn shall be used as a sustainable surface water management feature as part of the Edinburgh 205 development (Proposal 63).</p>	Developers of applicable W. Edinburgh sites in consultation with SEPA and CEC	Detailed modelling to be undertaken to establishing exact details of proposal however the principle of the diversion and broad path of the new route is established.		
BGN50	Clovenstone Drive and Curriemuirend	Open space, playspace and green blue infrastructure	<p>Two connected development sites.</p> <p>New 4ha greenspace to be developed at Clovenstone Drive including playspace and football pitch. The greenspace will replace existing openspace at Curriemuirend.</p> <p>Maintenance / Access - CEC, Curriemuiend Developer</p> <p>Curriemuirend to be developed for housing with provision for allotments and improvements to woodland edge.</p> <p>Active travel routes to connect through both sites.</p>	CEC, Curriemuirend Developer	Not started		
BGN51	Bioquarter	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer, Parks and Greenspaces, Little France Park Steering Group, Edinburgh and Lothians Greenspace Trust	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H86	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN52	Edinburgh 205	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H63	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN53	Turnhouse Rd	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunitiy identified for delivery through wider development of site as set out in City Plan proposal H59	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

9. Greenspace Actions

City Plan reference	Location/City Plan SITE	Action type	Further Details	OWNER	STATUS	FUNDING	Estimated delivery date/timescale
BGN54	Turnhouse Rd (SAICA)	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H60	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN55	Crosswinds	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H61	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN56	Land adj. to Edinburgh Gateway	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H62	To be delivered as integral part of development or off-site delivery by legal agreement.	With development
BGN57	Seafield	Play facilities and Open Space	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should be adequately served by either existing or new open space as necessary to meet the standards for different sizes of open space set out in the OSS.	Developer	Opportunity identified for delivery through wider development of site as set out in City Plan proposal H55	To be delivered as integral part of development or off-site delivery by legal agreement.	With development

10. Healthcare Actions

Locality	Healthcare Infrastructure Requirements	FUNDING Information	Estimated delivery date/timescale
North West Locality	Although a new practice for West Edinburgh is already being planned to accommodate the needs of existing development proposals a further new GP practice would be required to accommodate the additional population in West Edinburgh. The Stockbridge Health Centre would not be able to accommodate population generated from development sites and the accommodation can not be extended. Eyre Medical Practice is also at capacity with no ability to be extended and therefore new premises would be required.	TBC (NHS Lothian / Developers)	With development in partnership with the healthcare providers.
North East Locality	Although the existing GP practices in the north part of this locality were able to accommodate the population associated with existing development proposals, additional development would exceed practice provision and there is limited scope for increasing the capacity of existing premises. Therefore, it is likely a new building will be required. The accumulation of sites between Leith Walk and Ferry Road also presents a challenge. There is no capacity in any of the existing practices and therefore increased physical capacity will be required and this will require a detailed review of GP provision and accommodation. The opportunity of new accommodation on the development site at Leith Walk (currently the tram depot sites) is noted. Development in the Wisp/Niddrie/Peffermill area will create pressure in this area. Existing developments can be absorbed through small schemes but a more substantial scheme will be required to accommodate further development.	TBC (NHS Lothian / Developers)	With development in partnership with the healthcare providers.

10. Healthcare Actions

Locality	Healthcare Infrastructure Requirements	FUNDING Information	Estimated delivery date/timescale
South East Locality	Development at the Edinburgh Bioquarter will require a new practice in this area. Development pressure in Midlothian around Danderhall will require a joint analysis of the collective impact on GP provision. The South East of the city is already under considerable pressure from existing development proposals. A new practice is proposed to address this but it may be able to accommodate some further development but not the Edinburgh Bioquarter. In addition, the development of the Astley Ainslie Hospital site will affect several other practices that are not able to be expanded. This would require re-provision of accommodation with increased capacity, assuming the practices are willing to do so.	TBC (NHS Lothian / Developers)	With development in partnership with the healthcare providers.
South West Locality	The Garden District site will create significant new population in an area already under pressure and access to the new practice planned for West Edinburgh is not straightforward. There may be scope to expand some of the existing practices in the area but the constraints of existing accommodation will require further analysis. If the Garden District expands further in future then a dedicated practice would be required. Development in the Gorgie/Slateford/Longstone area will also require additional GP provision. Further analysis of how to increase capacity will be required. Finally, development of the Redford Barracks site would have a significant impact although this could be addressed by expanding capacity at existing local practices particularly those located in the nearby new health centre.	TBC (NHS Lothian / Developers)	With development in partnership with the healthcare providers.

Utilities Action	Further details	Estimated Cost	Funding	Owner	Delivery date	Status
SGN (gas network provider): Reinforce local and 2bar Medium Pressure system in South East Edinburgh	Planned development in SE Edinburgh and North Midlothian are likely to require significant reinforcement of the Local Medium pressure system and the upstream 2 bar Medium Pressure system. Reinforcement solutions typically require new pipeline and may require above ground apparatus requiring land purchase.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Initial phases of reinforcement unlikely before 2021/22.	Project timing and costing responsibility of SGN
SGN: Reinforce Edinburgh - Borders Local Transmission System	Developments in East Lothian and wider Midlothian will impact on Edinburgh - Borders local transmission system which will require reinforcement. LTS reinforcement projects may involve lead in times spanning several years.	Unknown	SGN	SGN	SGN currently in the process of developing a network strategy for Edinburgh. Funding for major works will be sought post 2021	Project timing and costing responsibility of SGN
SGN: Localised specific reinforcements	Localised specific reinforcements may be required for each development dependent on the final point of connection to SGN's network	Unknown	There is a cost-separation calculation for each reinforcement specifically driven by a developer's connection request. In many cases this results in SGN funded reinforcement, but there may be a customer contribution towards these costs.	SGN	Dependent on developer request	Project timing and costing responsibility of SGN
Scottish Water	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		Scottish Water are currently finalising a strategic modelling exercise on both the water and wastewater networks to look at the potential impact and sustainable solutions.
SP Energy Networks	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		
BT OpenReach	No infrastructure actions identified for this Action Programme. CEC to continue to provide monitoring development monitoring and programming information to inform infrastructure providers' strategic planning.	n/a	n/a	n/a		

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 2 - Fountainbridge	No actions specified - see Development Principles.								
Place 4 - Edinburgh Waterfront (ELDP 2016 EW 2a Forth Quarter)	Actions from the Development Principles in the Plan are under Active Travel proposals relating to development.								
Place 4 - (ELDP 2016)EW2b Central Development Area									
Place 4 - Edinburgh Waterfront (ELDP 2016 EW2c Granton Harbour)									
Place 4 - Edinburgh Waterfront (ELDP 2016 EW2d North Shore)									

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 4 - Edinburgh Waerfront (ELDP 2016 EW1a Leith Waterfront (Western Harbour))									
Place 4 - Edinburgh Waterfront (ELDP 2016 EW1bCentral Leith Waterfront)									
Place 4 - Edinburgh Waterfront (ELDP 2016 EW1c Leith Waterfront (Salamander Place))									
Place 4 - Edinburgh Waterfront (Granton)	Active Travel: Complete link next to school site at Granton	120m of shared use footway at 4m wide. 140m of footway widening to achieve 4m width.		Developer /CEC			2024		

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 4 - Edinburgh Waterfront (Granton)	Lower Granton Square public realm	Path Granton Crescent Park – path widen and new ramp.		Developer /CEC					
Place 4 - Edinburgh Waterfront (Granton)	Muirhouse Parkway / Pennywell Road Roundabout	Replace roundabout with signals, to aid pedestrians and cyclists.		Developer /CEC	Included in NEAT Connections project, and in Granton Waterfront Framework.		2024		
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)		Note – also required to contribute to Gogar roundabout improvements.			13/04966/PPP, 14/03098/AMC for part of site. 20/02028/FUL minded to grant subject to legal agreement.				
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)									

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)	Roads Safety	Adoptable roads to be brought up to standard		Developer	Expected to be delivered as integral part of development and/or to be secured through s.75		2023/24	£0	£0
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)	Public Transport	Bus infrastructure - provide new facilities on internal roads		Developer	Expected to be delivered as integral part of development and/or to be secured through s.75		2023/24	£0	£0
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)	Active Travel	Edinburgh Park - Gogarburn pedestrian cycle link	Paths (1650m): 346500	Developer	Expected to be delivered as integral part of development		2023/24	£350,000	£428,750
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)	Parking/Active travel	Internal CPZ, integrated parking/traffic management. Enhance cycle parking at Edinburgh Park Station		Developer	Expected to be delivered as integral part of development		2023/24	£0	£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 19 - Edinburgh Park/South Gyle (ELDP 2016 DEL 4)	Active Travel	Potential to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station, as part of the wider West Edinburgh Active		Developer	Expected to be delivered as integral part of development and/or to be secured through		2023/24	£0	£0
HSG1 Springfield	No action to carry forward								
HSG 4 West Newbridge	Bus service contributions, NCN contribution, Newbridge MOVA contribution, Tram contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road								
HSG 5 Hillwood Road	No action to carry forward								
HSG 7 Edinburgh	No action to carry forward								
HSG 15 Greendykes Road (Castlebrae High	No action to carry forward								

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
HSG17	No action to carry forward								
HSG18 New	No action to carry forward								
HSG27	No action to carry forward								
Place 35	No action to carry forward								
Place 36 -					14/01057/PPP				

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 36 - Edmonstone (ELDP 2016 HSG 40)	Pedestrian/Cycle path connecting to the Wisp	<p>Integrate a network of footpaths, cycleways and open space to be part of the wider Green network.</p> <p>In particular: new pedestrian/cycle routes along the A7 and Wisp within the site and pedestrian/cycle route from A7/B701 junction to open space on the north east boundary.</p> <p>Connect Edmonstone with Danderhall: New toucan crossing across the Wisp from the eastern boundary of the site to connect into existing paths at Danderhall.</p>	£0	Developer	<p>To be delivered as integral part of development (with exception of toucan crossing).secured through planning condition(s).s.75 -</p> <p>Prior to first unit occupied: 2m wide footway linking northern access road to Edmonstone Rd (60m).</p> <p>Cycle track linking development to Ferniehill Road. Toucan crossing: Not funded through signed s.75.</p>	Active Travel	2027+	£0	£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 36 - Edmonstone (ELDP 2016 HSG 40)	Provide appropriate crossings of The Wisp	Providing linkages to neighbouring residential areas and bus stop on opposite side of the road. Also need to ensure cycle crossing at A7/B701 junction.		CEC	Not funded by signed s.75.	Active Travel	2027+	£550,000	£673,750
Place 36 - Edmonstone (ELDP 2016 HSG 40)	Speed limit restrictions on The Wisp.			CEC	s.75 secured TRO £2k	Roads Safety	2027+	£0	£0
Place 36 - Edmonstone (ELDP 2016 HSG 40)	Traffic signals at The Wisp / Old Dalkeith Road			CEC	To be delivered by applicant secured through signed s.75.	Traffic Signals	2027+	£0	£0
Place 36 - Edmonstone (ELDP 2016 HSG 40)	Upgrade existing bus stop facilities	A7, Old Dalkeith Road (east of The Wisp/Old Dalkeith Road junction) or, preferably, provide additional facilities south of the site on the A7, Old Dalkeith Road, with due consideration given to active travel connections to/from them.		CEC	Not funded through signed s.75.	Public Transport	2027+	£115,000	£140,875

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	PT: Bus route Craigs Road / Turnhouse Rd and upgrade bus Infrastructure on Turnhouse Rd			CEC	To be delivered as integral part of development secured through planning conditions.		2025/26	£0	£0
Place 22 Maybury (ELDP HSG 19)	Contribute to the TCZ Maybury Junction Upgrade								£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: 3 crossing facilities on Turnhouse Road and Craigs Road at Maybury.	Tram Contribution (Pay all consultant design costs to investigate an appropriate realignment of Tram 2 in the vicinity of Newbridge roundabout where it is affected by the road widening).	Crossing facilities x 3 at first suitable point along Turnhouse Road, second on Turnhouse Road near Maybury; toucan crossing as part of Craigs Road junction (CZ above).	Developer	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2025/26	£75,000	£2,450

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: Incorporation of walking and cycling from the development site into the Maybury junction redesign.	Bridge and ramps, approx. 80m: (based on 20m span and 5m width). Route to bridge to be formed as part of new development layout and on land to south controlled by owner of central portion of HSG 19 Maybury.	Cyclepaths to Gyle (600m) (and underpass of A8), A8 (300m) and to Gogar Link Road (500m). Route continues from completed underpass (led by Network Rail) via the shopping centre car park, to shared use footway by tram stop. Make underpass shared use. Determine whether it is possible to take away the row of parking around periphery (or change to parallel parking), to make room for segregated cycle lane. Cyclepath to Gogar Link Road -north of station. Land purchase needed	CEC	Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	Proportion of financial contribution secured in Taylor Wimpey s.75.	2025/26	£103,500	£367,500

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway and connections beyond. Central portion of HSG19			Developer	To be delivered as integral part of central portion of HSG 19 Maybury and secured through planning conditions, and financial contribution secured for cycle paths to Gyle. 20/01148/AMC approved bridge design (conditions 1,4,5 and 6) of 18/07600/PPP		2025/26	£0	£306,250

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: Maybury - Edinburgh Gateway Station pedestrian / cycle route including bridge over railway. Eastern portion of HSG19	Route to be formed as part of new development layout. This routes forms part of the strategic green corridor from Edinburgh Gateway to Cammo and quality landscaping is required.		Developer	To be delivered as integral part of development of eastern portion of HSG19 and secured through planning conditions (approved Nov 2020 20/01148/AMC)		2025/26	£0	£36,750

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: New footway cycleway along south side of Turnhouse Road	Paths (100m)		CEC	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2025/26	£0	£61,250

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 22 Maybury (ELDP HSG 19)	AT: Shared use cycleway along Turnhouse Road (1.5km) or on-road segregated cycleway			CEC	To be delivered as integral part of development secured through planning conditions. Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2025/26	£0	£0
Place 22 Maybury (ELDP HSG 19)	RS: TRO for lower speed limit along Turnhouse Road	Coordinated by Development Control Team.		CEC	Financial contribution required.		2025/26	£2,000	

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	Bus infrastructure	Upgrade existing bus stops in Lasswade Road. Upgrade existing S/B bus stop and provide new N/B bus stop in Gilmerton Road.		CEC Public Transport			2027+	£300,000	£1,838
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	Cycle Network	High quality pedestrian and cycle routes within site, to link with public transport routes, and to link from Malbet Wynd through the site to connect via Ellen's Glen Road to the Burdiehouse Burn Valley Park Core Path (1000m).		Developer			2027+	£250,000	£0
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	New footway along east boundary frontage of site	Path (135m).		Developer			2027+	£30,000	£0
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	New pedestrian/cycle link on land near to Stenhouse Burn	To compensate for the narrow footway on Ellen's Glen Road (225m).		Developer			2027+	£50,000	£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 34 Liberton Hospital/ Ellen's Glen Road (in ELPD 2016)	Widening and upgrade of existing footway along Ellen's Glen Road			Developer			2027+	£0	£0
									£367,500
Place 33 Brunstane (ELDP HSG 29)	AT: Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations	Cycle Parking.		Developer	£2,000 secured in s.75 16/04122/PPP s.75 signed 2020		2027+	£1,500	£183,750

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 33 Brunstane (ELDP HSG 29)	AT: Network of high quality pedestrian/cycle routes through site	To link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site.		Developer	To be delivered as integral part of development secured through planning condition(s). Cycle / pedestrian rail bridge before 1st unit. Vehicle bridge before 250th unit. Cycle / pedestrian bridge south of and in addition to the above bridge before 665th unit.		2027+	£0	£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 33 Brunstane (ELDP HSG 29)	Roads: New junction with Milton Road East	Provide new signalised junction with Milton Road East.		Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	not costed
Place 33 Brunstane (ELDP HSG 29)	Roads: New junction with Newcraighall Road	Provide new singnalised junction with Newcraighall Road.		Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	£0
Place 33 Brunstane (ELDP HSG 29)	AT: Pedestrian/Cycle Route connecting Newcraighall North to Newcraighall East	Establish new green network connections to Newcraighall village, Newcraighall public park, Gilberstoun, The John Muir Way / Core Path 5 Innocent Railway, Queen Margaret University, Musselburgh and future developments in Midlothian.		Developer	Partly to be delivered though site layout.		2027+	£0	£0
Place 33 Brunstane (ELDP HSG 29)	AT: Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage	Help provide missing link across the Newcraighall railway line. Path widening/resurfacing (2000m).		Developer	Not secured.		2027+	£300,000	£490,000

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 33 Brunstane (ELDP HSG 29)	AT: Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required	Crossing improvements x2.		Developer	Partly to be delivered though the two new signalised junctions.		2027+	£150,000	#####
Place 33 Brunstane (ELDP HSG 29)	Road Improvements	Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.		Developer	To be delivered as integral part of development layout secured by s.75.		2027+	£0	£90,038
Place 33 Brunstane (ELDP HSG 29)	Roads: Upgrade A1 / Milton Road East / Sir Harry Lauder Road junction	An action identified in developer's transport appraisal. Scale of action to be considered.		Developer	£200,000 secured through s.75 agreement.		2027+	not costed	£301,350
Place 33 Brunstane (ELDP HSG 29)	PT: Upgrade existing bus stops on Milton Road East and Newcraighall Road	Essential to route bus services through site (consider section(s) of 'bus only' roads).		Developer	To be delivered as integral part of development secured through s.75.		2027+	£0	£389,856

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)						16/01797/PP P and 16/01798/PP P Granted June 2021; s.75 signed			

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	PT: Bus Improvement Works Upgrade existing bus infrastructure	Additional capacity needed. (Opportunity – support commercial operation.) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. Upgrade of the currently existing facilities and provision of new high quality bus stops on Builyeon Road; Widening of Builyeon Road to accommodate bus priority measures; and Securing an increase in the frequency of direct city centre service and to key local facilities, to achieve public transport mode share.		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	16/01797/PP P and 16/01798/PP P Granted June 2021; s.75 signed.	2027	£400,000	£155,465

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	AT: Cycle and Path Routes Works Bridge link over A9000	Bridge over the A900 in south-east corner of the site. Design feasibility study to be funded by the developers and commissioned by the Council assessing the provision of a bridge over the A9000 in south-east corner of the site to provide an off-road cycle route to link to Ferrymuir Gait and routes to the East and provision of a link to the National Cycle Network by means of a bridge to Ferrymuir, located west of the A9000.		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75		2027	#####	£1,838

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	AT: Cycle and Path Routes Works Network of high quality pedestrian/cycle routes through site	Develop high quality landscaped pedestrian/cycle route through site (1000m) to link with suitable exit points around site boundary, particularly with existing routes into South Queensferry. An addition to the green network (forming part of the strategic Dalmeny to Echline green network) leading from the A904 to a crossing point of the A9000 or such other works as may be agreed in writing with the Council acting as Roads Authority. Off-road cycle route to link HSG32 Builyeon Road, Ferrymuir Gait, HSG33 South Scotstoun with Dalmeny and National Cycle Network (300m).		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2027	£73,500	£50,000

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	AT: Echline Junction & East Works Echline Junction: Pedestrian/Cycle routes through roundabout	Echline Junction (cycle/ped infrastructure both directions on roundabout). Integrate with new footway and cycle path along frontage of site. Provision of cycle and pedestrian infrastructure in both directions on Echline Junction including the provision of two new 2-stage Toucan crossings, two new single stage Toucan crossings and upgrading of the two existing crossings to Toucan crossings.		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2027	£246,000	#####

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	AT: Echline Junction & East Works Help provide upgrades of existing external pedestrian/cycle routes to Dalmeny Station: reconfigure existing roads/junctions to accommodate high quality pedestrian/cycle routes and facilities.	Ferrymuir Road pedestrian/cycle enhancements. Enhancements to Ferrymuir Road between Echline Junction to the west and the Ferrymuir junction to the south, a distance of some 400 metres, to provide 3 metre wide footways converted to shared use (potentially building out into one lane of the carriageway. Cut through to Ferrymuir/Lovers Lane from Ferrymuir Road (private carriageway, and route through non-adopted land – negotiate land acquisition). Resurfacing of Lovers Lane for distance of 1,600 metres, together with the necessary lighting. Provision of a Toucan crossing on Kirkliston Road (B907) at its junction with Ferrymuir Lane. Future conversion of Ferrymuir		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2027	£318,250	£575,000

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	Roads: Queensferry Crossing	Prospective developers should be aware transport Scotland may require assessment of impact on new FRC junction.		Developer /CEC			2024+	£0	£0

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	AT: Route to Town Centre Works Help provide upgrades of existing external pedestrian and cycling facilities from the development to the town centre in the vicinity of the development	2 X D island or toucan crossings over A904 to link site with existing paths in South Queensferry. (Echline View/Long Crook/ and at Echline Roundabout). Provision of either 2 'D' island or Toucan crossings across Builyeon Road to link the Development with existing paths in the Echline housing estate opposite the foot path at Long Crook and the footpath to Echline Avenue (passing the rear of the properties at Echline Park). Widening and better definition of existing footpaths between Echline Park and Echline View, and to Long Crook, to a width of 3.5 metres to form shared use paths. Tarmac resurface on off road adopted paths through Echline housing estate, to toucan at end of Bo'Ness Rd/Stewart Terrace. Consider linking to NCN76/NCN1 along Farquhar		Developer /CEC	Financial contribution required and/or to be delivered by applicant through conditions/s.75 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.		2027	£126,910	

12. Existing Housing Proposals - Site Specific Transport Actions

City Plan SITE reference/ Contribution Zone	Action (TYPE eg PT, AT, RS, headline title/description)	Further Details (sub actions) WITHIN site	Further details OFF-SITE	OWNER	STATUS	FUNDING Information	Estimated delivery date	Baseline Construction Cost	Total Base Capital Cost (with 22.5% added)
Place 23 - Builyeon Road, South Queensferry (ELDP 2016 HSG 32)	Road Safety: TRO Builyeon Road	Implement any physical measures for reduced speed limit on Builyeon Road as part of opportunity to change the character of Builyeon Road (A904). Part of the existing alignment would be converted to access and cycle/pedestrian only. New alignment would be implemented as per 'Designing Streets' principles.		Developer /CEC	Place Development TRO to be coordinated by Development Control Team.	Financial contribution required and/or to be delivered by applicant through conditions/s.7 5 Action included in scope of Development of Prioritised LDPAP Transport Actions project. Concept designs and updated cost estimates to be produced by end 2021.	2027	£1,500	

Report of Conformity and Schedule of MIR Consultation Responses

Introduction

When preparing a new Local Development Plan, the Planning Act requires that the planning authority prepares and publishes the proposed local development plan having due regard to consultation responses to a Main Issues Report (MIR) and set out how the plan's preparation has complied with a Participation statement as set out in a Development Scheme.

This document sets out how City Plan was consulted upon and explains how the Proposed City Plan 2030 has had regard to the points raised in the MIR consultation. A summary of the responses is available in Appendix 1 with the full responses online at www.edinburgh.gov.uk/cityplan2030.

Main Issues Report – Choices for City Plan 2030

The Main Issues Report for City Plan was called Choices for City Plan.

Choices for City Plan was the main consultation stage in the preparation of the Proposed City Plan 2030. It set out the main choices for the new plan, including the Council's preferred options for change and other reasonable alternatives. Choices for City Plan sought views on 16 main policy and development options that could be included in the plan.

The 16 choices for City Plan were as follows:

A sustainable city which supports everyone's physical and mental wellbeing <ol style="list-style-type: none">1. Making Edinburgh a sustainable, active and connected city2. Improving the quality, density and accessibility of new development3. Delivering carbon neutral buildings4. Creating place briefs and supporting the use of Local Place Plans in our communities	A city in which everyone lives in a home which they can afford <ol style="list-style-type: none">9. Protecting against the loss of Edinburgh's homes to other uses10. Creating sustainable communities11. Delivering more affordable homes12. Delivering our new homes and infrastructure
A city where you don't need to own a car to move around <ol style="list-style-type: none">2. Delivering community infrastructure3. Creating places that focus on people, not cars4. Supporting the reduction in car use in Edinburgh5. Delivering new walking and cycle routes	A city where everyone shares in its economic success <ol style="list-style-type: none">13. Supporting inclusive growth, innovation, universities and culture14. Delivering West Edinburgh15. Protecting our city centre, town and local centres16. Delivering office, business and industry floorspace

Choices for City Plan Consultation

The Choices for City Plan consultation ran from the 31st January 2020 to the end of April 2020 using the Council's online Consultation Hub.

The following activities were used to raise awareness and encourage people to have their say during the Choices for City Plan consultation:

- Launch of consultation document
- Publicity to raise awareness of consultation and online engagement on Facebook, Twitter and LinkedIn
- Notification to 2000 groups and individuals on the project mailing list telling them how to comment
- 11 key stakeholder sessions for key agencies, primary schools and transport groups, and three topic seminars (one seminar was cancelled due to Covid-19 pandemic)
- 8 Drop-in sessions to allow opportunity to find out more about consultation proposals (one event cancelled due to Covid-19 pandemic).
- Staffed exhibitions in public places to raise awareness;
- 5 consultation hub surgeries to enable people to ask detailed questions and complete the survey online; and,
- Statutory advert and articles on the Planning blog.

Responses to Choices for City Plan consultation

The Choices for City Plan 2030 consultation received over 1,800 responses.

This compares to some 435 received at the same stage for the Main Issues Report which led to the current Local Development Plan. This figure includes petitions in relation to potential for development sites at Kirkliston and at the Inch Nursery in South Edinburgh. The City Mobility Plan consultation which ran jointly with it also received some 1,800 responses.

Social media statistics demonstrate that the consultation reached over 26,000 people, with over 1 million impressions (views, likes, engagement) on Facebook, LinkedIn and Twitter.

All responses were summarised and recorded. The summarised responses were reported to Planning Committee on Wednesday, 12 August 2020.

Giving due regard to the responses received

City Plan has been prepared with regard to each of the individual representations received.

There were a number of representations expressing similar views. However, there are also many issues where different and sometimes conflicting views have been submitted. Rather than providing a response to individual comments, this document sets out the regard that has been had to all written comments received to each of the 16 choices set out within Choices for City Plan.

This is intended to provide an understanding of how the range of comments on each issue has been taken into account in shaping the plan.

In filling out the questionnaire on Choices, respondents could answer all or any of the questions and support or object to individual choices. Therefore, not all respondents answered all questions, as reflected in the figures below.

The key policy changes, as set out in Choices are summarised below with an indication of the levels of consultation support or otherwise, with the full summary in Appendix 1.

Choice 1 - Making Edinburgh a sustainable, active and connected city

This Choice included policy changes to deliver a city-wide green network, to require development to deliver blue and green infrastructure, water management, the use of open space, allotments and cemetery provision. The reasonable alternative was to retain current policies. The proposed changes were to:

- A. We want to create a new policy which will help connect our places, parks and greenspaces together as part of a multi-functional, local, city-wide, regional, and national green network. We want to develop and maintain a city-wide network of high quality and beautiful multi-use green spaces to increase our health and wellbeing, encourage more walking, cycling and sport, address climate change, have a positive impact on biodiversity and air quality, manage the water environment and create opportunities for food growing. New development will need to ensure it connects to and delivers this network, including connections to the wider regional green network.
- B. We want all development (including change of use) to include green and blue infrastructure. Where appropriate this should include trees, living roofs, and nature-based drainage solutions including, ponds, swales, rain gardens and ecosystem services as well as making best use of natural features in the surrounding environment.
- C. We want City Plan 2030 to identify areas that can be used for future water management within a green / blue corridor to enable adaptation to climate change.
- D. We want City Plan 2030 to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable.
- E. We want to introduce a new 'extra-large green space standard' which recognises the need for new communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces. A 5-hectare green space is the equivalent of The Meadows or Saughton Park. At present our policies require new development areas to provide a park of 2 hectares. We want to increase this requirement.
- F. We want City Plan 2030 to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area.
- G. We want City Plan 2030 to identify space for additional cemetery provision, including the potential for green and woodland burials.
- H. We want to revise our existing policies and greenspace designations to ensure that as part of planning consents new green spaces have long term maintenance and management arrangements in place. The Council favours factoring on behalf of the private landowner(s) but will consider adoption should sufficient maintenance resources be made available.
- I. We could maintain our current policies on Climate Adaption and Greenspaces which require developments to deliver green infrastructure and open space. However, we do not consider

these policies to be strong enough to deliver the kind of change we want to make to Edinburgh's environment.

J. We could not implement a new 5-hectare standard.

Response

Choice 1 - Making Edinburgh a sustainable, active and connected city		
Choice	Policy change	% support overall
1a	City wide green and blue network	90% (840/69)
1b	Onsite blue and green infrastructure	89% (809/91)
1c	Water management	95% (830/38)
1d	Poor quality or underused open space	81% (705/155)
1e	Extra-large greenspace standard	83% (720/148)
1f	New allotment sites	88% (771/97)
1g	New cemetery sites	70% (624/199)
1h	Open space maintenance – new requirement	83% (735/109)

This choice had a very high level of support from those who responded, with most choices receiving above 80% support, with those relating to the city-wide network and water management requirements receiving over 90%.

Those who did not support these choices did so due to, in summary:

- the lack of detail in the proposed green network,
- that some developments did not need green infrastructure,
- that green and blue infrastructure takes up space, this is a challenge in delivering the density aspirations and the proposals are incompatible with the wider goal of increasing housing stock in an affordable manner,
- that there should be a proposed water management strategy for the City,
- that the new 5ha park requirement is not compatible with higher density, and
- that maintenance should be dealt with on a case by case basis given varying circumstances.

The changes in Choice 1 are supported by both national and local policy drivers including Edinburgh's Open Space Strategy, the new Vision for Water Management in the City of Edinburgh which sets out key principles of how the city should manage its water environment, considering the increasing severity and complexity of challenges facing Edinburgh arising from the Climate Emergency. Work is ongoing with Edinburgh's Nature Network and the Green Blue Network project, with these showing the benefit of the City of Edinburgh and its new development being served by a coordinated network multifunctional green blue infrastructure.

The need for green and blue infrastructure has been balanced with the need to deliver housing at a density which supports services.

- **Choices A, B and C** - Several new subject policies and modified versions of existing policies are proposed to be carried forward from the Adopted LDP. These have embedded the requirement for new developments to link to, expand and enhance the City's green blue network. This

includes embedding green and blue infrastructure within developments. Improvements to the City's green blue network are set out Plan in Part 4, Proposals.

- **Choice D** – A modified policy on open space more clearly sets out when open space is important for local communities and when it may be accepted for development, particularly having regard to the overall level and quality of provision available in the local area.
- **Choice E** - City Plan adopts an urban brownfield strategy and accordingly does not contain many larger sites, or greenfield release. Notwithstanding this, one example of a larger site where this standard would be applicable is West Edinburgh and City Plan sets out that this should have a cohesive open space covering at least 5ha that can be accessed by all within the development.
- **Choices F and G** - Allotment proposals have been included in this plan as several of these have been identified as likely to come forward in the lifetime of the plan, however this was not the case with cemeteries or burial sites, so these are not included in City Plan.
- **Choice H** – A modified policy on landscaping requirements sets out the requirement for maintenance arrangements to be agreed as part of planning applications.

Choice 2 - Improving the quality, density and accessibility of development

This choice included policy changes to ensure improvements in the design of new development in Edinburgh, including the use of design statements to set out the sustainability of developments, a minimum design requirement and a requirement for new developments to deliver active travel and usable open space. The reasonable alternative was to retain current policies.

- A. We want all development (including change of use), through a design and access statement, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts.
- B. We want to revise our policies on density. This is to ensure that we make best use of the limited space in our city and that sites are not under-developed.
 - a. Across the city, on both urban area and greenfield sites, housing development must achieve a minimum of 65 dwellings per hectare.
 - b. Where identified in the plan, higher density housing development with a minimum of 100 dwellings per hectare will be required.
 - c. A vertical mix of uses to support the efficient use of land. This is to provide for and to maximise the benefits of being close to public transport services and along high-quality active travel routes, provided that the design of such developments is of a high quality, respects amenity, and is of an appropriate character.
- C. We want to revise our design and layout policies to achieve better layouts for active travel and connectivity. To do this we want to ensure that the places, streets and road layouts we create in development reflects our Street Design Guidance and the six qualities of successful places in Scottish Planning Policy in that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient.
- D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, whilst allowing for higher densities.

- E. We could continue using our existing policy on housing density which seeks an appropriate density based on the characteristics of the surrounding area, not based on maximising the benefits of achieving higher densities and being close to high quality public transport services.
- F. We could continue to use our existing policies on development quality, site layouts, public realm and landscape, and on open spaces and private spaces. However, we do not consider these policies to be strong enough to deliver changes we want to make to the creation of new places in Edinburgh.

Response

Choice	Policy change	% support overall
2a	Expanded design statements	89% (726/83)
2b	Minimum density	63% (518/290)
2c	New development to deliver active travel	85% (684/118)
2d	New development to deliver open space	86% (689/102)

All but one choice received above 80% support.

The choice on density received some level of objection, with most responses stating that a minimum of 65 dwellings per hectare was too high. There was some objection to the use of expanded design statements as Planning policy which conflicts or goes beyond other statutory requirements causes confusion and delay and adds unnecessarily to costs.

Development in Edinburgh must create great new places and contribute to our existing communities. Our design policies are generally strong and are largely fit for purpose, however we recognise that we don't always achieve the best outcomes for our city. We want to ensure a consistent approach to how we determine applications for new buildings and places and revise our policies on accessibility, connectivity including on how sites are laid out, public realm and open space and water management.

- **Choice A** - New subject policies will require demonstration of measures being embedded into proposals to;
 - address climate change in terms of reducing emissions and increasing resilience,
 - ensure accessibility for all demographics and levels of mobility,
 - encourage all forms of active travel,
 - be adaptable for alternate future uses and be of sustainable construction.
 - However, instead of using expanded Design Statements to demonstrate compliance, Sustainability Statements are to be used instead.
- **Choice B** - Both site briefs and subject policy shall ensure a high level of minimum density and vertical mix of uses.
- **Choice C** – This has been addressed through modification and addition of several subject policies as well as the requirements set out in the site briefs for specific development sites.
- **Choice D** - A new subject policy has been created which shall mean open space will be required non-residential development.

Choice 3 - Delivering carbon neutral buildings

This choice set out a new requirement for buildings in Edinburgh to meet the platinum standard in Scottish Building Regulations, Gold, Silver and Bronze were also consulted upon.

- A. We want to require all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. We will continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies.
- B. We could continue to use our current sustainable buildings policy (Des 6) which requires buildings and conversions to meet the Scottish Building Regulations bronze standard. or,
- C. We could require all buildings and conversions to meet the silver standards as set out in the current Scottish Building Regulations. or, D We could require all buildings and conversions to meet the gold standards as set out in the current Scottish Building Regulations. We will also continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies in respect of B, C and D.

Response

Choice 3 - Delivering carbon neutral buildings		
Choice	Policy change	% support overall
3	Platinum standards	62% (471) (Gold 135/Silver 51/Bronze 92)

62% of responses supported the Platinum standard. Objections to this policy change focused on whether the standard would be achievable, whether it is a planning matter, that current Building Standards (such as Platinum, Gold and Silver) may become out of date as building standards are reviewed, and whether this policy can be enforced.

All buildings in Edinburgh must reduce their carbon emissions both through their design and use of low and zero-carbon generating technologies. To help deliver the Council's target to be carbon neutral by 2030 we think all buildings in Edinburgh should be built as net zero.

We will do this through revising our policy on sustainable building to support the Council's objective of a net zero city by 2030. The proposed subject policy on this issue requires highest applicable level possible across different aspects of Sustainability within the Building Standards. In relation to current Building Standards this equates to platinum for carbon emissions and gold for all other aspects.

Choice 4 - Creating Place Briefs and supporting the use of Local Place Plans in our communities.

This choice set out how we want to work with local communities on Place Briefs. The preferred choice is to prepare place briefs for areas and sites within the plan, highlighting the key elements of design and layout new developments should deliver, and support Local Place Plans for communities by setting out how they can help achieve great places and support community ambitions. The reasonable alternatives are to continue to use existing policy.

- A. We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, open space, biodiversity net gain and community infrastructure development should deliver.
- B. We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Place Plans can help us achieve great places and support community ambitions
- C. We could continue to use our current local development plan policies on design to guide our development. However, we do not consider these policies to be strong enough alone to deliver the kind of changes we want to make to the want development to look and feel, and how development will help deliver the creation of new places in Edinburgh

Response

Choice 4 - Creating Place Briefs and supporting the use of Local Place Plans in our communities		
Choice	Policy change	% support overall
4a	Place briefs - new requirement	93% (716/53)

Of the responses received, 90% supported the use of place briefs to help deliver new developments within Edinburgh.

Objections to this policy change stated that Place Briefs will just generate local objections delaying and preventing investment, good design and layouts, that the additional lead-in time for development arising from the additional need for Place Briefs (estimated at an additional 12 months) needs to be reflected in the programming of sites to establish if a 5 year supply is maintained at all times.

Place Briefs are a tool which we can use to help us achieve the best outcomes for our city. Working with local communities we will develop Place Briefs to direct how we strong enough alone to deliver the kind of changes we want to make to the want development to look and feel, and how development will help deliver the creation of new places in Edinburgh and the infrastructure required to support them.

Local Place Plans aim to make planning more collaborative and inclusive. Local Place Plans are prepared by local communities and set proposals for revision: the development or use of land. Local Place Plans may also identify land and buildings that the community body considers to be of particular significance to the local area. The use of Local Place Plans will formally be implemented in the future through the Planning (Scotland) Act 2019 – this is likely to be part of the next round of local development plans. However, we want City Plan 2030 to consider how we support the creation of Local Place Plans by our communities at this stage, specifically in how we prepare our Place Briefs.

The preferred approach was partly carried forward.

- **Choice A** - City Plan will identify sites where Place Briefs shall be necessary prior to submission of planning applications, with modified subject policies also ensuring proposals should not come forward prematurely in these locations or other sites where a Place Brief is considered necessary.

- **Choice B** - Legislation on Local Place Plans is still to be finalised so it is not considered appropriate at this stage for City Plan to set out details about how LPPs should work within the planning process as this will be addressed by legislation in due course.

Choice 5 - Delivering Community Infrastructure

The preferred choice is to direct development to where there is infrastructure capacity, to set out where new community facilities are needed and to ensure they are well connected with active travel routes and public transport services. To co-locate community services, close to the communities they serve and to set out where new development will be expected to contribute towards new infrastructure. In addition, to stop using supplementary guidance and set out developer contribution policy within the plan. This approach is likely to have a positive effect in terms of encouraging the co-location of development with good health, social and recreational facilities, encouraging active travel and reducing the need to travel. The reasonable alternative is to retain current policies.

- A. We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated (deliverable within the plan period), encouraging improvements and investment in the services on offer.
- B. We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services.
- C. We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel.
- D. We want to set out where development will be expected to contribute toward new or expanded community infrastructure. We want to use of cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms.
- E. We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance.
- F. We could continue to use our existing policies on community infrastructure and developer contributions and finalised Supplementary Guidance on Developer Contributions. However, we do not consider these policies to be strong enough to deliver changes we want to make to the delivery of new infrastructure in Edinburgh.

Response

Choice 5 - Delivering Community Infrastructure		
Choice	Policy change	% support overall
5a	Infrastructure first approach	91% (708/63)
5b	New community facilities – in plan	95% (740/36)
5c	Co-location of services in local communities	92% (717/54)
5d	Developer contributions requirements – in plan	94% (712/42)
5e	Use of cumulative contribution zones	79% (533/141)
5f	Stop using supplementary guidance for developer contributions	86% (579/93)

Most choices had a strong positive response.

Objections to this policy related to:

- The collection of healthcare contributions.
- Education infrastructure solutions should be based on existing school catchments areas. The Council must future proof new schools to ensure the potential for expansion, otherwise new houses should not be built within that catchment.
- Centralised services are more efficient and provide a higher level of care. Localised services often lead to differences in quality between the services offered depending on the income levels in the area. e.g. dentists/GPs in certain areas, schools reflecting the income levels of the areas they are in. This can reinforce income related stereotypes and social stratification.
- Concern over the Education Appraisal accompanying Choices in its density assumptions and consequent overestimation of pupil rate, with infrastructure requirements significantly overstated. The Council must demonstrate that its approach to contributions meets the various tests in the Scottish Government Circular including the requirement that contributions need to relate to the proposed development and be proportionate.

The preferred approach was taken forward

- **Choice 5A, B, C** - City Plan sets out the Council's commitment to an infrastructure first approach and the delivery of 20-minute neighbourhoods. The preferred approach to community infrastructure was taken forward by updating the policy on Access to Community Facilities and aligning it to the aspiration for Edinburgh to be a walkable city with key community facilities within a 20-minute return trip. Analysis of the proposed plan's housing and mixed-use sites is based on an 800m trip. This approach is evidenced by a transport, education and healthcare appraisal to understand the level of community infrastructure required to support the growth and City Plan's spatial strategy. Both the above policy and the updated policy on Loss of Community Facilities require co-location of services to be considered wherever possible.
- **Choice D, E and F** – The policy on infrastructure delivery and developer contributions supports development only where there is sufficient infrastructure capacity or where the development can deliver the infrastructure necessary to mitigate any negative impacts.

Choice 6 – Creating places that focus on people, not cars

This choice recommended the way we assessed new development in terms of a shift from cars to walking, wheeling and cycling.

The preferred choice is a new policy that assess new development against its ability to meet targets for public transport usage, walking and cycling. Also want to use place briefs to set targets for trips by walking, cycling and public transport and this will determine appropriate parking levels to support high use of public transport.

This approach is likely to have positive effects in terms of encouraging the co-location of development with good health/social facilities, encouraging the use of cycleways and active travel

routes, reducing the need to travel and contributing towards protection and enhancement of open space as part of a green active travel network. The reasonable alternative is to retain current policies.

- A. We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes.
- B. We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport.
- C. We could continue to use our policy on the location of major travel generating development which currently only applies to offices, retail and leisure developments not housing.

Response

Choice 6 – Creating places that focus on people, not cars		
Choice	Policy change	% support overall
6a	Modal shift – new policy	82% (681/149)
6b	Using place briefs to set modal shift targets	72% (582/221)

Most responses supported a new policy in the plan to deliver this change and a large proportion supported including this requirement being set out in place briefs. Objections to this choice included: Not enough information on what targets will be derived from, justified and monitored, unclear how targets will be able to respond to changes in public transport timetables occurring during plan period, and place briefs should not be used to set targets.

City Mobility Plan (approved and published February 2021) has committed to establishing mode share targets for Edinburgh. City Plan has worked alongside City Mobility Plan to develop these targets. Since this work started, the Scottish Government published a nationwide target to reduce car kilometres by 20% by 2030. Edinburgh's target now uses this as a basis for establishing its citywide mode share target.

The preferred options were taken forward in part:

- **Choice A** - The preferred option is in part taken forward through the site accessibility analysis work. Site briefs have been informed by analysis of accessibility by sustainable transport modes (PTAL score and walkability ratio) and this informs the level of parking that the site briefs set out in the development principles.
- **Choice B** - Criteria in the transport policies will all work together to ensure that new development works to achieve the Council's mode share targets by establishing appropriate levels of parking and ensuring the location for major travel generating development are where there are high levels of access by sustainable transport. However, the policies stop short of setting out the targets themselves.

Choice 7 - Supporting the reduction in car use in Edinburgh

This choice sets out policy changes in relation to parking.

The preferred choice is to determine parking levels in new developments based on targets for trips by walking, cycling and public transport, protect against development of additional parking in the city centre to support delivery of the City Centre Transformation programme, update policies to support parking for bikes, those with disabilities and electric vehicles, support the city's park and ride infrastructure through extensions to them, and supporting new park and ride sites.

This approach is likely to have positive effects in terms of encouraging active travel, low emissions vehicles, travel by public transport, minimising the distance people travel and the benefits of good air quality that arise from less private vehicle trips. The reasonable alternative is to retain current policies.

- A. We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking.
- B. We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme.
- C. We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure.
- D. We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride at Gilmerton Road and Lasswade Road and extensions to the current sites at Hermiston and Newcraighall. There is also the potential to safeguard an extension to the park and ride at Ingliston as part of the International Business Gateway masterplan. Policies on Park and Rides will be amended to reference these sites and any other sites that are identified in the City Mobility Plan or its action plan.
- E. We could continue to use our current policies on car and cycle parking which set minimum standards for car parking.
- F. We could continue to use our policy on Park and Ride site.

Response

Choice 7 - Supporting the reduction in car use in Edinburgh		
Choice	Policy change	% support overall
7a	Set parking levels in the city centre by targets for trips by walking, cycling and public transport	69% (554/248)
7b	Protect against new city centre parking	74% (583/204)
7c	Support parking for bikes, those with disabilities and EV	81% (650/150)
7d	New park and ride sites	89% (704/87)

There was strong support for cycle parking, parking for those with disabilities and electric vehicles and for park and ride sites. However, there was less support for setting parking levels in the city to encourage trips by walking, cycling and public transport. Objections included: if evidence base is not available, could lead to inappropriate levels of parking allowed and overspill parking, that those who

live outside Edinburgh need to use cars to get into work. Targets and supporting EV would be discriminatory, restricting city centre car parking simply pushes this out to surrounding areas, with consequential adverse impacts.

The preferred options were taken forward in part:

- **Choice 7A, B, C** - The preferred option has been taken forward in part by criteria that links parking levels with public transport accessibility levels, supporting private parking free developments in the LEZ and other highly accessible locations, other than accessible parking spaces. Updated policy proposes no new off-street parking in the city centre. Any parking is required to have smart EV charging. Another new aspect to this policy framework is the support for mobility hubs, which reduces the need to own a private car and encourages shared and sustainable transport options. Cycle parking policy has been updated to increase cycle parking security, convenience and for visitors.
- **Choice D** - Continued support for park and ride, with updated policy now including criteria to ensure integration with active travel network, mobility hubs and EV charging.

Choice 8 - Delivering new walking and cycling routes.

This choice looks at how we identify new cycle routes and where these routes should be. The preferred choice is to update policy on the cycle and footpath network to provide criteria for identifying new routes, as part of City Centre Transformation and other relevant projects, to assist in delivering a number of strategic walking and cycling links around the city, and to safeguard or add any other strategic active travel links within any of the allocated sites. This approach is likely to have positive effects in terms of encouraging active travel and the benefits of good air quality that arise from less vehicle trips. The reasonable alternative is to retain current policies.

- A. We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. This could include, but not be limited to, the following:
- New cross-boundary routes that connect growth areas with strategic employment areas;
 - Local walking and cycling links around the city;
 - Connections between park and ride; and,
 - Public transport interchanges and the network of town and local centres and new development.
- B. As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals for the new plan to assist in delivering:
- Completion of the River Almond Walkway
 - The A71 cycle super highway linking south Livingston with West Edinburgh.
 - Edinburgh Waterfront Promenade (realigned – Granton Beach through Granton Waterfront and Western Harbour to Ocean Terminal; Ocean Terminal to Leith Links avoiding operational port estate)
 - The Pentlands to Portobello link
 - Meadows to George Street
 - City Centre East-West Link

- Waverley Valley bridge link
 - Lothian Road
 - West Edinburgh Link
 - Roseburn – Union Canal
 - Lochend – Powderhall
 - West Approach cycle link
 - Pilrig Park - Pirrie Street
 - Link to Morevundale Road
- C. We want City Plan 2030 to also safeguard and add any other strategic active travel links within any of the proposed options for allocated sites and/or that may be identified in the forthcoming City Plan 2030 Transport Appraisal or the City Mobility Plan.
- D. We could continue to use our existing policy on the cycle and footpath network which only states that planning permission will not be granted for development that prevents the implementation of the proposed cycle network, rather than ensuring that development delivers it.

Response

Choice 8 - Delivering new walking and cycling routes		
Choice	Policy change	% support overall
8a	Identifying new cycle routes	91% (741/69)
8b	New cycling routes – allocated	89% (727/87)
8c	New cycling routes – proposed sites, TA and Action Programme	86% (662/100)

There was very strong support for all the proposed changes. Objections included cycle paths on road (not segregated) is dangerous and causes congestion, that a small minority actually cycle, takes road space away from buses, and delivering new walking and cycle routes is much less important than improving existing ones: pavement improvements, widening, more road crossings, traffic calming.

The preferred options were taken forward in part:

- **Choice 8A, B, C** - This preferred option has not been taken forward, instead the existing policy that safeguards the cycle and footpath network has been revised to include a criteria that states development will not be supported that would prevent the implementation of proposed cycle paths/footpaths shown on the Proposals Map and Proposals section or other routes identified in the Council's Active Travel Action Plan, or other routes identified through Place Brief and Place Briefs following community consultation. It is the intention that this criterion supports the delivery of all identified routes in site briefs and through place briefs and place plans that come forward as City Plan sites progress.

Choice 9 - Protecting against the loss of Edinburgh's homes to other uses.

This choice consulted on the designation of a 'short-term control area' for Edinburgh and whether City Plan should have a policy to determine applications for planning permission for short-term lets.

The preferred choice is to consult on designating Edinburgh or parts of Edinburgh as a 'Short-Term Let Control Area' where planning permission will always be required for a change of use of whole properties for short-term lets. Choices for City Plan also set out how we wanted to create a new policy on the loss of homes to alternative uses when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. The reasonable alternative is to continue to use existing policies.

- A. We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short-Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets.
- B. We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses.

Response

Choice 9 - Protecting against the loss of Edinburgh's homes to other uses		
Choice	Policy change	% support overall
9a	Short term let control area	86% (692/107)
9b	Short term let – new policy	88% (703/95)

There was strong support for both. Objections to this policy included that STL should be controlled through licensing and enforcement.

- **Choice 9 a** - This policy was continued forward into the plan with a new policy. This new policy will be in addition to our current policies which prevent development which would have a detrimental effect on the living conditions of nearby residents. The new policy presumes against the loss of housing.
- **Choice 9b** - The Scottish Government has recognised that very high concentrations of whole property short-term lets can affect the availability of residential housing and the character of a neighbourhood and that some types of building are not well suited to this intensive use. Statutory instruments to allow the designation of 'short term let control areas' will come into force in spring 2021. The Council is currently consulting on the designation of a Short-Term Let Control Area.

Choice 10 - Creating sustainable communities.

This policy choice consulted upon changes to our student housing policy, a requirement to deliver housing on all sites coming forward over a certain size and the better use of standalone supermarket sites.

- A. We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. We will do this by requiring:
 - New purpose-built student accommodation to be located on a direct walking, cycling, or public transport route to its intended university or college.
 - To deliver market and affordable housing as part of the mix,

- To be built for, and managed by, one of Edinburgh's universities or colleges and,
 - Deliver a maximum of 10% studio flats.
- B. We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. On sites over 0.25 hectares coming forward for student housing, hotels and short-stay commercial visitor accommodation, and other commercial business, retail and leisure developments, at least 50% of the site should be provided for housing. The new policy would not apply to land specifically allocated or designated within the plan for a specific use – i.e. business and industry land, safeguarded waste management sites, minerals sites, single school sites, our town and local centres, or sites covered by our office policy.
- C. We want to create a new policy promoting the better use of single-use out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported.
- D. We could continue to use our existing policy on student accommodation which sets out criteria on which purpose-built student housing will be allowed based on its location and concentration only. Other guidance is currently set out in our non-statutory guidance on student housing.
- E. We could continue to use our current policies which support housing as part of mixed-use development on appropriate sites to meet housing need and create strong, sustainable communities and seek to ensure a co-ordinated approach to development.

Response

Choice 10 - Creating sustainable communities		
Choice	Policy change	% support overall
10a	Student housing – changes to policy	84% (613/116)
10b	Requirement for housing on all sites over set size	78% (562/156)
10c	Better use of standalone supermarket sites	84% (570/108)

All three policy proposals received support. Objections to these policy changes included:

- Restricting development and management to Higher Education institutions is anti-competitive, they may not have the will or resources to meet demand and should not be obliged to take on management,
- Student accommodation is more efficient use of land and frees up existing housing stock,
- Limit of 10% studio flats not evidenced and fails to acknowledge importance of future proofing.
- Should be driven by market and demand, may be smaller sites that provide a good opportunity to provide studios not suitable for a cluster model.

If we want to increase the number of new homes, particularly affordable homes, being built in Edinburgh we need to make best use of the limited space in our city to ensure the creation of sustainable communities. Purpose-built student housing, retail, leisure, hotels and other commercial developments, are being built often at the expense of creating strong sustainable communities. We want sites coming forward for these uses to also deliver new housing.

The preferred options were taken forward:

- Choice 10A, B, C - The preferred option has been taken forward with the revision of the student accommodation policy. The revised policy directs student accommodation to locations where there is good access by public transport and active travel routes to further and higher education institutions. A policy framework now sets out a requirement for housing on all sites over a certain size,

Choice 11 – Delivering affordable homes

This consulted upon changes to our affordable housing policy, to increase the % required as part of new development from 25% to 35%, and the type of tenures required to be delivered.

- A. We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. All development, including conversions, which consist of 12 residential units or more must include provision for affordable housing amounting to 35% of the total units.

This policy will also apply to all land coming forward for other uses (as set out in Choice 10) i.e. where a site is required to deliver at least 50% housing, at least 35% of this housing must also be affordable.

- B. We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector.
- The affordable housing should be tenure blind and should be a representative mix of the housing types and sizes which make up the total development
 - All private and/or rented residential accommodation of more than 12 units will be expected to make an onsite affordable housing contribution, and
 - Affordable housing units which will be owned or managed by a Registered Social Landlord through Affordable Housing Contracts must meet the RSL's design guidance and Social Rented homes will be expected to meet Housing for Varying Needs standards.
- C. We could continue to use our current policy on affordable housing (Hou 6) which requires all housing sites to deliver 25% affordable housing and our non-statutory guidance and practise note.

Response

Choice 11 - Delivering more affordable homes		
Choice	Policy change	% support overall
11a	Increase affordable housing from 25% to 35%	71% (518/206)
11b	Mix of house types and tenures	78% (542/152)

There was support for both policy changes, but the level of objection to this, specifically from the development industry is highlighted.

We want to deliver our 20,000 affordable homes in the most efficient way, within mixed sustainable communities, whilst minimising green belt release. To do this it is time to change our affordable housing policy from 25% to 35%.

The preferred options were taken forward:

Choice 11A and B - The preferred choice has been taken forward with a policy requirement to provide 35 % of all units as affordable housing and policy requiring a mix of house types and sizes.

Choice 12 - Building our new homes and infrastructure.

This choice set out three options for where we could build our new homes, and a range of sites to deliver them. The three options were – a brownfield, council and partner led strategy, a greenfield, developer led strategy, and a blended approach.

The preferred choice is to have all new development delivered by the Council and its partners within the urban area, in order to minimise greenbelt release to reach the affordable housing target. There are two reasonable alternatives. One is a market led greenfield approach, where sufficient land is released from the Green Belt and supporting infrastructure is identified. The other reasonable alternative a blended approach where the Council intervenes to deliver more in the urban area and release some land from the green belt where supported by the ER with appropriate new infrastructure to support it.

Response

Choice 12 - Building our new homes and infrastructure		
Choice	Policy change	% support overall
12	Spatial strategy Brownfield Greenfield Blended Approach	76% 5% 19% (884/66/221)
	Sites supported (numbers) Calderwood Kirkliston West Edinburgh East of Riccarton South East Edinburgh	142 159 146 148 158
	Sites – objections (numbers) Calderwood Kirkliston West Edinburgh East of Riccarton South East Edinburgh	251 655 287 264 450

Most responses supported the Brownfield strategy, however it must be highlighted that landowners and developers supported the blended approach. In terms of the options for sites, these all received

both support and objections, with Kirkliston receiving the highest level of objection. Some brownfield site, including the Inch Park Depot also received a high level of objections.

- **Choice 12** - The preferred approach has been taken forward. Housing sites have been identified within the urban area with no green belt release. Development principles have been included for all sites and supporting assessments required are set out (Townscape Visual Impact Assessment, Heritage/Landscape Impact Assessment, Preliminary Ecological Assessment, Tree survey/constraint Plan, Flood risk assessment, Archaeological mitigation required, noise Impact Assessment, Air Quality Impact Assessment, Protected Species assessment.)

Choice 13 - Supporting inclusive growth, innovation, universities, & culture.

This choice consulted on a new policy to support inclusive growth in Edinburgh. The preferred choice is to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning and the low carbon sector where there is a contribution to good growth for Edinburgh. The reasonable alternative is to retain current policies.

- A. We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh.

This would include policy support for:

- Projects and actions arising from the transformation of the City Centre
- Edinburgh's festivals and cultural offering across the city
- Development associated with our universities and colleges that relates to innovation and learning
- The Edinburgh BioQuarter
- West Edinburgh (see also Choice 14)

This policy will not be designed to provide support for standalone, purpose-built student accommodation, short term lets, hotels or leisure, offices or business and industrial land as these are covered under other Choices in this document and policies in the local development plan.

- B. We could continue to use our existing policies which support development in Special Economic Areas.

Response

Choice 13 – Supporting inclusive growth, innovation, universities, & culture		
Choice	Policy change	% support overall
13	New policy supporting good growth	82% (531/110)

The choice received a high level of support. Objections to this policy change included: Supporting increased tourism in a city suffering from over tourism is not helpful in creating a balanced or sustainable economy.

The City's Economy Strategy supports new approaches to tackling the barriers that reinforce poverty and inequality and establishing Edinburgh as Scotland's leading city for fair work practices and

socially responsible business. We also want Edinburgh to be the data capital of Europe and to build on our existing success as the UK's most entrepreneurial city.

Work on delivering these aims is already underway and the Edinburgh and South East Scotland City Region Deal, signed in August 2018, is a mechanism for accelerating sustainable economic and inclusive growth in the City Region through maximising these growth areas. £1.3 billion will be invested across Innovation, Skills, Transport, Culture and Housing themes over the next 15 years.

We recognise the contributions that our partners are making to the wellbeing of our city and our economy. We want City Plan 2030 policies to support the delivery of good growth for Edinburgh. The preferred choice was carried forward through the preparation of a new policy (Emp 1) which supports development that contributes towards these sectors.

Choice 14 – Delivering West Edinburgh.

This choice set out options for future growth in West Edinburgh, including the use of an 'area of search' to accommodate the findings of the current West Edinburgh study, and allocations for development at the safeguarded Royal Highland Showground site to the south of the A8 and the 'cross-winds' runway.

The preferred approach is to support best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth by identifying an area of search. In addition, it proposes to remove the LDP safeguard for the Royal Highland Centre at Norton Park and allocate the Edinburgh Airport "crosswinds runway" for development. The reasonable alternative is to retain current policies.

- A. We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites.
- B. We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and the site allocated for other uses.
- C. We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange.
- D. We could retain existing policy which restricts uses to those associated with the airport and retain the existing LDP allocation for the Royal Highland Showground.

Response

Choice 14 – Delivering West Edinburgh		
Choice	Policy change	% support overall
14a	West Edinburgh (area of search)	76% (441/139)
14b	Remove safeguard at Royal Highland Showground	53% (293/250)
14c	Allocate crosswinds runway for development	55% (296/236)

The area of search approach was generally supported, but both options for development received mixed support, with most comments stating the development would be premature to the outcomes of the West Edinburgh study. In terms of the RHS site, until such time as the next National Planning Framework does or does not identify Norton Park as part of the strategic airport enhancements National Development with other associated uses, City Plan 2030 is required to accord with the requirements of NPF.

The preferred approach was carried forward through the allocation of sites in West Edinburgh for mixed use housing led development along the A8 and the preparation of site briefs/masterplans. The safeguard for the RHS is retained in the Plan.

Choice 15 Protecting and supporting our city centre, town centres and existing offices.

This choice looked at the role of our town and local centres. The preferred approach is to continue to protect and enhance the city centre, support and strengthen town and local centres and direct new development to them where justified by the Commercial Needs Study, support small scale proposals outwith local centres where is evidence of a lack of provision, review existing town/local centres including the identifying new centres and boundary changes, continuing to prepare supplementary guidance for centres.

In addition, support new hotel provision in local, town and commercial centres with good public transport access. This approach would have positive effects by encouraging active travel and discouraging private vehicle trips by ensuring development is in the most accessible locations.

The reasonable alternative is to stop using supplementary guidance and set out policy within the plan, and to seek to reduce quantity of retail floorspace within centres in favour of alternative uses and permit commercial centres to accommodate any growing demand. This approach is likely to result in additional private vehicle trips as commercial centres are generally less accessible by active travel and public transport and there is the potential for impacts on AQMAs.

- A. We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities.
- B. We will also support and strengthen our other town and local centres (including any new local centres) by ensuring that new shopping and leisure development is directed to them and only permitted where justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance.
- C. We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan.
- D. We also want to continue to prepare and update supplementary guidance tailored to the city centre and individual town centres. The use of supplementary guidance allows us to adapt to changing retail patterns and trends over the period of the plan. It also helps us ensure an

appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking.

- E. We also want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh in response to evidence of strong growing visitor demand and reflecting limited availability of sites in the city centre
- F. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan.
- G. We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand.

Response

Choice 15 - Protecting and supporting our city centre, town centres and existing offices		
Choice	Policy change	% support overall
15a	Continue town center first approach	86% (579/89)
15b	New shopping only in town centres or where gap is identified in walking distance	82% (536/113)
15c	Review town and local centres, including new centres	87% (535/77)
15d	Continue to use supplementary guidance for town centres	51% (287/235)
15e	New hotel provision in town centres	57% (364/269)

Most policy changes received support. Change that received less support were in terms of the use of supplementary guidance which divided opinion, and hotels in town centres, which received a reasonable level of objection.

Edinburgh's city centre and town centres are in a healthy condition with very low vacancy rates in comparison to many across Scotland. As Edinburgh's population grows there will be a growing demand for convenience and comparison-shopping provision.

Our Commercial Needs Study shows that with the growth of internet shopping, there is spare retail capacity within the city to accommodate most of this growth. It is only in the latter period of the plan that there may be a shortfall in comparison shopping provision. This will depend on how retail trends develop.

Any additional shopping provision, if required, must be met within the city centre or town centres, to maintain their role, function and healthy condition. Outwith town or local centres, additional small-scale convenience food shopping will be supported but only where there is a lack of provision within walking distance, to encourage active travel.

The preferred approach was carried forward through the retention of existing policies although various minor changes were made to make the policies more robust, following comments, and to provide additional clarity as to their purpose and function in the context of the new strategy set out in the Proposed Plan.

Choice 16 – Delivering office, business and industry floorspace.

This choice looked at the role of our business and industry floorspace. The preferred approach is to continue to support office use at strategic locations, to support office development at commercial centres, and to strengthen the requirement within the city centre to provide significant office floorspace within major mixed use developments.

In addition, identify sites within Edinburgh with potential for office development, introduce a loss of office policy, identify proposals for new modern business and industrial sites, ensure some business space is retained during redevelopment of existing sites, continue to protect industrial estates, and introduce a policy that provides criteria for locations where we would support goods distribution hubs. This approach is likely to have positive effects in terms of minimising the need to travel and improving air quality as long as new office development is located in the most accessible locations with access to public transport services and active travel.

The reasonable alternative is to retain current policies.

A. We want to:

- Continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres.
- Support office development at commercial centres as these also provide accessible locations.
- Strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments.
- Amend the boundary of the Leith strategic office location to remove areas with residential development consent.
- Continue to support office development in other accessible locations elsewhere in the urban area.

B. We want to identify sites and locations within Edinburgh with potential for office development.

C. We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market.

D. Or we could introduce a 'loss of office' policy only in the city centre.

Response

Choice 16 – Delivering office, business and industry floorspace		
Choice	Policy change	% support overall
16a	Reduce retail floorspace to accommodate more leisure and other uses	73% (422/150)
16b	Support strategic office locations	88% (450/59)
16c	Support office at commercial centres	89% (437/51)
16d	Support office in city centre as part of major mixed use developments	77% (373/108)
16e	Amend Leith Strategic Office Location to	64% (262/144)

	remove areas with residential consent	
16f	Support office in other sustainable locations	82% (394/84)
16g	Identify sites for office potential	77% (362/108)
16h	Introduce a loss of office policy City-wide City -centre No change to policy	42% (194) 24% (112) 32% (147)

16.2a	Identify floorspace for business and industry at (numbers of support / object) Leith Strategic Business Centre Newbridge Newcraighall Industrial Estate. The Crosswinds Runway	84% (312 / 57) 80% (285 / 67) 88% (307 / 40) 65% (225 / 121)
16.2b	New business space as part of place briefs	77% (342/100)
16.2c	Continue to protect existing industrial estates (under Emp8)	87% (371/55)
16.2d	Support for goods distribution hubs	91% (416/39)

Most choices received a good level of support, apart from the proposal to require office as part of mixed-use development and amendments to the Leith Strategic Office Location to remove areas with residential consent.

The preferred approach was carried forward continuing to support office development in preferred locations, however, the allocation of new office sites and a loss of office policy were not introduced reflecting, in part, the unknown consequences of Covid-19 on the office sector. The preferred approach of continuing to protect industrial estates and introducing policy for goods distribution hubs was also carried forward.

Summary

In all of the Choices options presented, whilst some of the support to opposition ratios narrowed from the greatest range with support by a factor of 10 to 1 in favour, only seven of the overall 61 proposal or policy sub-choices attracted less than 2 to 1 in favour and in no case did more of those who responded oppose a choice than support it.

Choices for City Plan 2030 Responses

A Sustainable City which supports everyone's physical and mental well being

Choice 1 - Making Edinburgh a sustainable, active and connected city

1A We want new development to connect to, and deliver this network		
Agree 92%	Disagree 8%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> This will make a large contribution to reducing carbon emissions by encouraging a shift from motorised travel to active travel by providing a welcoming setting and more routes. It also increases <i>resilience</i> to climate change, particularly flood risk and heat control. Provides quality of life and amenity:- boosting mental and physical health. The network must be a priority to deliver high density brownfield sites. Reduces noise. Reduce/ calm traffic near these areas. COVID-19 lockdown showed what a car-free city could be like. This should be embraced. Improves placemaking, however landscape assessment needs to be done. Biodiversity is enhanced, especially through creating wildlife corridors Enriches and build communities but it must reduce inequality. 	<ul style="list-style-type: none"> Delivery of green network vague and lacking in detail Not reasonable to expect development to deliver network in its entirety Some aspects of network are existing deficiencies it is not appropriate to expect new development to address Any requirements for new development to contribute towards the network should be necessary and related to the development and be proportionate to the scale and type of development proposed Need to fully understand land ownership as the relevant land will be in different ownerships Designation of parts of the network should not be used simply to prevent development. It will not be appropriate or necessary for all forms of green and blue infrastructure so each site should be assessed on a case by case basis e.g. an urban infill site may not require "blue" infrastructure. 	<ul style="list-style-type: none"> Not enough information to agree or disagree. SEPA recommend a strategic flood risk assessment is undertaken to inform the LDP and Green/Blue network. Green infrastructure will need to be retrofitted in to the existing built environment given limited connections between green and blue spaces. Map 1 in Choices shows parts of the green network that are actually the Green Belt rather than linking up green spaces in the urban area Map 1 showing the existing active travel network is incorrect as some routes shown as complete are not finished Map 1 shows some routes that there is little merit to completing given they lie in flood risk areas or are earmarked for airport expansion for example. This map should be checked before informing Cityplan. The relevant landowners of new sections of the blue/green network should be consulted before designation

<ul style="list-style-type: none"> • Provides economic development openings. The network must be accessible from workplaces. • The allocation of greenfield housing sites provides opportunities to extend existing green corridors/active travel routes into the countryside. It is also much easier to plan and build green/blue infrastructure into new development than retrofit into existing built form. Some representations argue however that existing green network assets should not be used to justify housing allocations • SEPA assert that funding should be proportionate to developer's margin for return from their development and that contributions must be used where most appropriate rather than be tied to the development from which they received as this may have no relation to mapped GI priorities. • Scottish Water has successfully piloted a 'geotagging' system that is recommended here to ensure developers to submit a series of detailed photos with coordinates. This can be used to efficiently verify that developer-led aspects of the network are adequately delivered. • There is currently much privately-owned green space in Edinburgh, some of which could be adopted for public use • CEC land which is unlikely to be redeveloped within 3 years should be prioritised for temporary greening. • The network requires to flexible and adaptable over the LDP period. 	<ul style="list-style-type: none"> • The main issue is the network requires substantial investment and an element of compulsion. If this is not addressed by CEC the next LDP will just bring about disconnected bits of green space • The current LDP supports green networks but has not brought about any real improvement. Choices should address why this has not happened. • The network should include play and sport provision 	<ul style="list-style-type: none"> • The parameters and the scope of the Green Network is yet to be defined and consulted upon by the Lothians & Fife Green Network Partnership, part of the Central Scotland Green Network. • The City Plan 2030 must build on the policy framework set out in the approved SESplan Strategic Development Plan (SDP) and adopted LDP • Clarity sought on who shall maintain this network. Many representors – including some developers and land owners as well as community groups – argue this should be CEC and this needs to be backed by sufficient revenue budgets to prevent deterioration which increases development pressure. • To help achieve this then appropriate sections of urban greenbelt should instead be identified as protected areas of open space and form part of the city's green network. • By gradually removing on-street parking we could also free up space in the heart of the city for this infrastructure. <p>there should be regard for other networks to be developed and co-exist. Properly designed and managed these may occupy the same spaces and routes. Heat networks comprise pipes, mainly buried, which typically are laid in streets but which would work well under other land use enabling periodic excavation for repair, to make connections or extend the network.</p>
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<ul style="list-style-type: none"> • Making optimum choices for the provision should be data-driven; using GIS mapping, census data and visualisation tools • This should include renewable energy and energy storage. • SESplan worked with SNH and all member authorities setting out thinking on the city region's existing and future green / blue networks. This should be a starting point for further refinement of the CEC's network along with the green network proposals in neighbouring plans • The network should link all forms of green and blue spaces, including coastlines, river corridors. • This network addresses a range of statutory duties as well as deliver on the CSGN, a national development in NPF3. 		
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1B: We want to change our policy to require all development to include green and blue infrastructure

Agree 90%	Disagree 10%	Did not answer
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> • This is a necessary component of a brownfield first and a higher density approach to development • Provides improvement in the quality of environment which would become visually more interesting and more attractive. Landscape and built environment setting and relationship is important to integration. • Biodiversity and ecosystem improvements, particularly increasing connectivity, corridors and habitat. Many of these interventions can form part of buildings. • Boosts public mental and physical health by providing a natural and accessible environment that encourages recreation • Also increases active travel as sites becoming more permeable and there shall being increased active travel connectivity between destinations. Paths and cycle lanes should be separate from roads. • Assists with wellbeing, de-stressing as well as social contact. Sports and play provision should be included. • Creates opportunities to enrich and build communities • Reduces noise pollution, in particular from traffic 	<ul style="list-style-type: none"> • Certain forms of development which do not necessitate the need for green and blue infrastructure. may be difficult to deliver on smaller of brownfield sites for example and with cognisance to achieving density targets or for listed buildings which are inherently incompatible with many aspects of green and blue infrastructure. • Providing green and blue infrastructure on site may mean reducing the scale, or even abandoning proposals. This is large problem given the housing shortage and the fact there are a number of other Cityplan costs and the economy is in a bad place. • Every case should be balanced on its planning merits overall. For example, it may not be feasible to incorporate natural features into every development. A criteria-based policy could assist in assessing circumstances for individual sites. • Green and blue infrastructure should not be seen as an excuse to build more housing and commercial properties just because they have a few of these features as these do not outweigh the impact development would have on the area. • A balance needs to be struck in terms of photovoltaic panels and grassed roofs. Living roofs and septic systems would be inappropriate and potentially cause problems for surrounding properties in places such as New Town 	<ul style="list-style-type: none"> • clear guidelines including examples are included on what constitutes green or blue infrastructure, the quality and scale of provision required and what alternatives could be agreed where on site provision is constrained. Mechanisms or 'metrics' can support developers and planning officers to interpret what should be delivered at a site level should usefully be included and referenced in this policy. This quality should be measurable and frequently evaluated. • See "Drawdown Review" for the list of growing methods that sequester carbon • Developers should be funding blue and green infrastructure. The inclusion of green spaces and blue-green infrastructure provision within new developments – as with off-site financial contributions - should be proportionate to the scale of the site and proposal • There are instances of conflicting requirements between that of the Local Authority and Scottish Water particularly with regard to levels of surface water attenuation. Infrastructure provision must be informed by robust technical solutions and agreed in line with the respective requirements of SEPA and Scottish Water to facilitate adoption. This will be very important given the requirement at question 1H for green spaces to have management arrangements in place.

<ul style="list-style-type: none"> • Trees and plants absorb particulates and provide cleaner air • Green and blue infrastructure also controls temperature (for example through tree shading) and is a way to absorb Carbon and methane. • Assists with mitigation and adaptation to a changing global and local climate through reducing the impacts of floods through improved surface water attenuation and using less Impermeable surfaces. • Helps in other extreme weather events like droughts and heatwaves • Reduces surface water inflows into the sewer network. This can help free up capacity for new development and reduce backing-up events • Provides economic development openings. This would make the city as a more attractive which would improve the image of Edinburgh on the National and International stage as a tourist destination • This is backed by research and the new Public Health Scotland's six Public Health Priorities • Many measures can be fitted into urban environment, for example trees in place of parking space and green roofs on buildings that can improve amenity as well as environmental benefits. • This is especially important where there is poor green/blue infrastructure provision at present e.g. where people live further than 5 minutes' walk away from their nearest usable green space 	<ul style="list-style-type: none"> • New green infrastructure will be important, but it should not be instead of private open space and gardens. New housing should provide for gardens. The coronavirus pandemic lockdown has highlighted the limitations of flatted developments and the advantages of easy access to private gardens. • More research is required on the maintenance and life cycle costs of living roofs. • Green and blue infrastructure takes up space, this is a challenge in delivering the density aspirations if these are to be calculated using gross area. • Green and blue infrastructure will deteriorate as it will not be maintained. • Ponds and secluded areas can also be a risk for young children. 	<ul style="list-style-type: none"> • How will the blue and green network tie in with the 'extra large' green space standard (1E) proposed design and access statement (2A) revision of design and layout policies (2C) creation of place briefs (4A) etc? • Soil should be included as an aspect of green networks, with the coast and other different forms of water comprising blue infrastructure • Student accommodation has been raised as a form of development that is often especially deficient in blue and green infrastructure • Green initiatives are not included in the valuation of property, therefore, this unfairly compromises those willing to redevelop. Anyone wanting to sell their property should have to upgrade to green to be fair.
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<ul style="list-style-type: none"> Disabled users must be considered with blue/green infrastructure Living roofs would allow tenement dwellers garden space. Green and blue infrastructure delivers multiple benefits at one time. Appropriate placement of trees are an example of this where they provide landscape improvements, aid flood control of rivers and sequester CO2. Planting of deciduous stock should be mandatory in all new developments of a certain scale. 		
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1C. City Plan 2030 shall identify areas that can be used for future water management within a green / blue corridor to enable adaptation to climate change		
Agree 96%	Disagree 4%	Not answered
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Surface water can be more sustainably treated above ground, often in conjunction with other existing surface waters, in a way that contributes to flood risk management that increase resilience to climate change and population growth. This is important as Edinburgh already has risks of flooding from rivers, the sea and torrential rain. UK Climate projections 2018 improves our understanding of the impacts of climate change with future increases in sea level rise, rivers flows and rainfall intensity being greater than previously understood. 	<ul style="list-style-type: none"> Further detail required, especially on proposed locations. There is already detailed policy and guidance in respect to water management, taking account of climate change. Areas will require to be identified through an appropriate water management strategy for the City but there are no supporting documents that identify a proposed water management strategy for the City. Ideally, such a document should be available for public consultation prior to becoming a part of the City Plan 2030. A draft water management strategy for the City will also require prior consultation with Scottish 	<ul style="list-style-type: none"> This should include all water as part of the green and blue network, the 'blue' element includes our coastlines, lochs, river corridors, routes for rain and surface water and their flood plains. The extent of flooding in the future due to climate change should also be included. SNH also note the majority of urban Edinburgh and South Queensferry is protected by sea walls and it is essential that these walls are fit for purpose, including for their role in providing / protecting coastal access. The LDP and

<ul style="list-style-type: none"> • SEPA recommends a strategic flood risk assessment is carried out to inform the LDP and green/blue network. • Blue infrastructure delivers many benefits in one. It contributes to controlling heat, reduce air, water and ground pollution, enhance placemaking and biodiversity as well as supports the environment and economic development. It also enhances communities. Water management prevents run off that carries our top soil into rivers which is needed to prevent loss of fertile topsoil. • This proposal assists with sewerage network as Scottish Water will not accept surface water in to our combined sewer. Representors have stated flood risk is particularly in the south of the city. It needs considerable management including upgrading sewers. • This proposal is more cost effective than retrofitting solutions created by ineffective water management. It avoids more pricy flood protection schemes and the transfer of a flood problem upstream on the Water of Leith and other city watercourses. • Development on flood plains should not happen. Sufficient margins along the Water of Leith need to be left to rewild the riverbanks where otherwise development might take place. • Edinburgh Council should consider land included on the Vacant and Derelict Land Registry as spaces that can be utilised to manage surface water while creating enjoyable and usable amenity space for the local community during dry weather periods. 	<p>Water (surface water management) and SEPA (flood risk attenuation) before inclusion in the emerging City Plan 2030.</p> <ul style="list-style-type: none"> • Lack of water management opportunities in some areas. There are also constraints such as no open water being allowed around the airport safety (attracting birds) 	<p>other strategies should be accompanied by a Shoreline Management Plan.</p> <ul style="list-style-type: none"> • This needs to be accompanied by revised design of buildings to minimise flood damage on areas at risk of flood and timely warnings/advice about impending flooding events. In addition, resources are also required for both inland and coastal flood defences. • The increasing industrialisation of sports facilities and farming and food production practices need careful consideration in open space and green belt areas to ensure that they do not encourage increased rates of run-off and a poorer environment. • A consistent approach with SEPA and Scottish Water will be necessary. This will require close working with Midlothian, East and West Lothian Councils. • Clear guidelines are needed including examples are included on what constitutes green or blue infrastructure, the scale of provision required and what alternatives could be agreed where on site provision is constrained. • Prior agreement with the landowner is required, and there may be compensation necessary.
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| <ul style="list-style-type: none">• Surface water drainage considerations should happen at the earliest stage in the development planning process when land is set aside for new development. The council should designate surface water corridors/routes at a strategic or catchment scale to ensure flows during flood events are routed away from buildings. Land should be allocated strategically to manage and convey surface water on the surface and support multiple developments.• Natural drainage through soft landscaping should not be undermined through the incremental development, for example 'slabbing over' front gardens to provide crossovers to create in-curtilage parking.• Schemes must be sustainable in every sense. This encompasses design and delivery, from construction methods and materials to maintenance, utility usage and how water, waste and energy can be reduced, and integration with public transport, walking and cycling.• Forth Ports Ltd are supportive however they advise the Planning Authority must have due regard to the water environment within the Port of Leith and Forth Ports' as Statutory Harbour Authority. It is not appropriate for the Planning Authority to put in place policies and proposals which would impact on the water environment within the control of Forth Ports, could impact on their operations at the Port of Leith and their ability to fulfil their obligations as Statutory Harbour Authority. | | |
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1D. We want City Plan 2030 to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable		
Agree 82%	Disagree 18%	Not answered
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Edinburgh is fortunate to have a large number of green areas which are increasingly important if densification continues. Others have argued that very rarely now in Edinburgh is enough natural quality greenspace provided - and this is demonstrated by a lack of accessible natural greenspace being available to all in the c-19 pandemic. A lot of poor quality and underused areas do not feature in your plan; a lot of it belongs to Network Rail and the Council urgently need to get Holyrood to act on that. This proposed policy is supported on the basis it means there will be investment in open space rather than building on it and that space will be enhanced without a net reduction. These spaces are important for mental and physical health. It is hard to imagine circumstances where development of open space would be acceptable, given the overall ambition to increase and enhance the amount and connectivity of green space in Edinburgh. This would certainly not apply where the space is well used and locally accessible or public realm/common good land. A strong direction that 'brownfield sites' must be developed before 'green spaces'. Consultation is also needed prior to the loss of open space. Spaces must be rigorously assessed with regard to alternative provisions and the balance of existing eco-system services benefits, supported by the 	<ul style="list-style-type: none"> Policies set out under this section could lead to a blunt approach being taken to protecting 'poor quality' and underused open spaces'. By introducing a 'permissive' regime, developers will seek to maximise the exploitation of green spaces, obviating the options at a later date for rehabilitating those spaces. It would be less damaging to leave a presumption against development unless on specific site circumstances there is a justification for such development. Others have argue the simplistic criteria set out in Choices means developers would argue development is suitable on all open spaces is acceptable if no nuanced framework was available give developers will claim all current spaces were underused and there would be no criteria to assess such an assertion. Some spaces can have worth due to visual amenity benefit from tree coverage for example precisely because they are <i>not</i> able to be publicly accessed. Making accessibility a focus for accepting development risks losing these spaces Unable to support the circumstances where the development of poor quality or underused open space will be considered acceptable until an update to the Open Space Audit 2016 has been completed and a revised Open Space Strategy to 	<ul style="list-style-type: none"> Defining what "underused spaces" and "poor quality" mean is important. 'Development' of open space is vague - does it mean develop space into better space, or does it actually mean build. Does this option refer to privately owned land, or public realm / common good land, or both/either? The criteria for "local benefit" must be clearly established. When setting out in LDP2 those areas where there will be benefit in allowing development of open space, it should be clearly communicated as to what those benefits are and how they will be delivered (what, where and by whom). This should take account of the work of Edinburgh's Place Based Opportunities Board and maximise connections which increase social equality. The principles for identification, protection and change of open space set out in paragraphs 224 and 230 of Scottish Planning Policy are key also The Council should prepare Place Briefs for open space sites being developed. A further option, in appropriate circumstances, could be to specify an employment use close to

<p>place standard. Existing green space often has a mature combination of soils, vegetation (including trees), habitats and microbiome - all of which are difficult to reproduce in newly created green space.</p> <ul style="list-style-type: none"> • Priority should be given to protecting existing mature green spaces over replacing them with new ones. Other forms of green infrastructure (e.g green roofs) or play equipment should not be seen as an acceptable substitute for open space at ground level. • Some representations however note some spaces do not meet the accessibility or quality standards set out in Open Space 2021 (often closest to areas where SIMD data shows pockets of deprivation). Furthermore that the pressure to develop open spaces in general means there is a need to consider cases where development of relatively underused space / poor quality spaces may be acceptable. • Views differ on what should be done in these situations. Some say space should not be developed if there is a deficiency in space in the area, though others argue allowing the development of open space should need to improve green connections into wider networks or if improved alternative space is provided in an accessible distance. This should including enhancing biodiversity and water management. • This development is also beneficial to deliver needed housing and to meet challenging targets. It is stated there would be demand and uptake of many of these spaces from the development 	<p>replace Open Space 2021 has been consulted upon.</p> <ul style="list-style-type: none"> • It would be unreasonable to release City Council land for development and then require private sector land to be set aside to meet open-space needs. • The policy must allow for flexibility to account for circumstances which may not be evident now in order that they do not prevent development which may come to be considered appropriate in future within the lifespan of the emerging plan. 	<p>existing communities to reducing polluting commuting</p> <ul style="list-style-type: none"> • "Improvements" to existing public parks should not include permanent residential or commercial buildings. • Open spaces should be clearly delineated and their status defined. • Open space resulting from former arable land or pasture or from owners lack of upkeep should be better scrutinised by the CEC, and addressed through existing powers. • It is important that an up to date register of 'brownfield sites' is created and maintained. • The changes should also give greater support to tree preservation orders by requiring replacement tree planting where owners seek to fell established protected trees. • Existing sports pitches should be protected • The current policy is not easily comprehensible and can be interpreted to be over-protective of poor quality open-space.
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industry and this could provide financial capital for green space that would remain in the area.

- It is noted however there is a need for strong justification for development and that poor maintenance and neglect should not in themselves be justification for development. It would need to be understood why the space was underused? Could more be done to encourage local people to use it? How?
- CEC should have a policy ensuring no public space is unused for more than 12 months.
- Local community bodies/groups should be given proper responsibility with the authority and necessary resources for the development and upkeep of individual spaces.
- A landowner of open space or green belt land has a financial incentive to allow it to become degraded and a nuisance to encourage local support for it to be developed if appropriate policies are not in place.

1E. We want to introduce a new 'extra-large green space standard' which recognises the need for new communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces. A 5-hectare green space is the equivalent of The Meadows or Saughton Park. At present our policies require new development areas to provide a park of 2 hectares. We want to increase this requirement

Agree 83%	Disagree 17%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Edinburgh has seen a progressive reduction over time of green open space so this policy is needed. Contribute to character of areas however it is important to consider built and natural contexts as well as landscape/ countryside surroundings. Spaces should have substantial tree/woodland planting and naturalistic housing layouts Biodiversity improvements, especially given the large size can accommodate a range of habitats Boosts mental and physical health. Policies for new green spaces should include facilities for the active enjoyment of open spaces with paths/spaces/facilities suitable for all users, for example, play areas, kick-about areas, sports pitches, etc, to promote more active lifestyles and tackle obesity. with cycling there should be space for cyclists but not to infringe on walkers. This also creates meets placemaking objectives to enrich and build communities Provides economic development openings this large scale of public space is needed given the corresponding large scale of development being proposed for Edinburgh. Covid-19 has highlighted the need for these types of spaces too 	<ul style="list-style-type: none"> Doubts whether this standard is compatible with higher density, especially if measured by gross area. It is not proportionate for new development to provide the whole 5ha space, especially for smaller sites. Development may not come forward as a result if this is applied on a blanket basis. Instead account should be had of a site's context. In order to achieve this space standard, land for that purpose would have to be identified over and above the allocation of land for built development to ensure that there is sufficient built development to meet housing requirements and pay for necessary supporting infrastructure including the space expected. This could result in more land being needed for development which may be, in part, in the green belt, and / or reduce the land available for housing. has the impact on viability and deliverability of new developments been tested? Scottish Enterprise state the scale of provision should only be applicable to new areas of city extension/ intensification where current provision is not accessible within reasonable walking distance If greater emphasis is to be given to new higher density housing with gardens to counter the disadvantages of flatted developments in the current coronavirus lockdown, then provision of 5 hectares could perhaps be reduced. 3-5 hectares might be more realistic than a flat 5 hectares. Alternatively it 	<ul style="list-style-type: none"> Maybe some of the city's many golf courses could be turned into parks for everyone. Is it proposed for several smaller areas could add up to a larger overall amount over 5 ha within a certain walking distance or for a single 5ha space? Combined smaller spaces would be more readily accessible than large spaces. It is also queried where a 5ha spaces would go in the existing extent of the city so it should only apply o greenfield releases. Open Space 2021 requires to be updated in order to reflect the new Open Space Strategy proposed in the emerging City Plan 2030. Inadequate detail on extra large greenspace standard. What developments would need this? "Access to green spaces" and "within walking distance" need to be defined. How large a population should each 5 hectare space serve? Green Belt designations should have significant permanence with boundaries only reviewed/changed every 10 years e.g. at LDP revisions. There should be explanation of when delivery will be required. These spaces

- Assists with reducing emissions and adaptation to a changing global and local climate . It provides part of the space needed for the strategic drainage and water management needed to reduce flood risk, deal with surface water that will no longer be accepted into the combined sewer, provide an alternative for surface water currently going into the surface sewer and help build the city's resilience to climate change.
- New policy should recognise the importance of creating high quality and diverse green spaces and this quality should not be sacrificed for greater area. For example, new spaces could aligned with delivery of other requirements such as allotments and provision for green and woodland burials.
- Some flexibility is required rather than an absolute requirement to account for specifics of each area and land availability and quality requirements are as important as scale.
- Planning should also ensure existing dwellings have adequate space
- Support the policy but it should go further, and also recognise the importance of even larger greenspaces over 5 hectares. Why five? Why not four? Or six? or ten?
- Support policy however managing spaces is already a struggle and has a high cost to the Council so a review is needed about section 75 planning agreements. This should consider how long-term maintenance is done and funded

suggested the existing policy framework is retained and 5ha should be a guideline.

- It is also unclear how the ongoing maintenance of any large new communal spaces created under this policy would be funded. If the cost of maintenance was passed to residents/proprietors of the private sector housing in the development this may create a prohibitive ongoing financial burden that will reduce the attractiveness of new developments to prospective residents -especially given additional proposals such as increasing on-site affordable housing requirements.

should be safely connected within new and expanding areas of the city.

- It would be preferable to undertake a quantitative and qualitative assessment of what is required. There should be a broader consideration of the typology of green spaces and parks in a broader sense. This would include the coast and promenades / beaches. Sizes of existing spaces should be re-checked for correctness.
- Public open space needs to be truly public not private and restricted in who can use it

1F. City Plan 2030 should identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area		
Agree 89%	Disagree 11%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Food growing areas should be part of all substantial developments. This will be particularly important given the commitment elsewhere to increase the density of housing development. To make the world we live in more sustainable, reducing food miles is key. the UK's large reliance upon high food imports that could be adversely affected by climate change. Growing food provides an educational benefit to young and old, offering potential for community involvement and recreation with purpose. They also boost wellbeing and improve mental/ physical health. This should be encouraged particularly as a result of the coronavirus crisis. Growing spaces improves ecosystems/ biodiversity as well as air and soil quality. Growing space is an important part of creating diverse, high quality green spaces which should be considered as an integrated whole. The small allotments and growing spaces that Edinburgh has so far have been successful. There is a long waiting list for growing spaces. Growing spaces and producing a food growing strategy is a requirement for CEC as contained in the Community Empowerment (Scotland) Act 2015 	<ul style="list-style-type: none"> The Council's aspiration to significantly increase the density of new development is perhaps in conflict with providing land for allotments. Should be assessed on a case by case basis and commensurate to the scale of the development. Opportunities for community growing can be incorporated into new residential developments in a number of ways. A requirement for new allotments and food growing is prescriptive and the policy should allow for a flexible approach to provision. There is a pre-existing problem that the Council will need to deal with. In order to understand what is legitimately required to support new communities/ developments some evidence should be provided that identifies the demand for allotments from new developments, particularly flatted developments. By removing local green spaces it would harm local infrastructure by removing well used green spaces from residents, community centres, small business owners and countless others. It is critical the Council first consider their own ownership (including under used Open Space) before considering other locations. It is also critical that there is prior agreement with the owner (failing which the allocation will fail the tests of effectiveness set out in SPP) 	<ul style="list-style-type: none"> There is not enough information given to agree or disagree. Clarity will be required as to whether the Council will provide services, manage and maintain new allotments. The Inch Park Nursery site is already used for growing, is secured with fencing for any allotment development which would help with the massive waiting list for allotments and also afford the capability of tying in with the Growing/Food/Green activities at Bridgend Farm. Allow the Farmhouse project to use some of the land develop this as they do not have any land to support the healthy eating projects they want to roll out to schools etc. Allotment requirements should not applied as a 'formula'. A survey of priority needs in each local area needs to be carried out. There are many areas that would rather have, say, space and facilities to occupy older children and teens (fenced 5-a-side court, skatepark etc.). Conversely however other areas such as the waterfront areas of Newhaven, Leith and Granton (North Edinburgh) are noted as having little or no proposed or existing allotment provision where high-density, tenement housing means fewer households have access to their own private garden. The way growing spaces are used is important to. There are existing techniques already developed and where they can be adapted as

<ul style="list-style-type: none"> • Developers have noted that, where this is required as part of an allocation, allotments should represent part of the Open Space to be delivered on site in line with the SPP definition of “Open Space” • The identification of specific sites for allotments is supported however the delivery of such sites should contribute to a sites green space contribution and not be in addition to it. Growing spaces need to be assessed/agreed as part of the wider development contributions being sought. • Allotments need to be located near the people who want to use them, so even very small parcels of land, or small corners of other green spaces should be utilised • A shared community garden / growing space may suit local communities better, and be more productive and equitable than allotments for individuals or even small private gardens. • Old walled gardens in and around Edinburgh that could be returned to their former use and become market gardens. This would then provide new skills and careers. • New allotments can also reduce inequalities in access to places where people can grow things - especially important for disadvantaged and deprived communities. • SEPA considers that these sites could form part of a connected, considered, multi-functional green/blue infrastructure. By giving parts of the green network a function, and individuals /community groups an interest in maintaining 	<ul style="list-style-type: none"> • Identify specific sites within existing open spaces, especially underused open spaces for new allotments and food growing. • For medium density housing with back gardens means then less allotments will be required. 	<p>these can prevent water pollution, biodiversity loss and soil erosion, while providing ample amounts of food.</p> <ul style="list-style-type: none"> • Too much development is allowed on prime farmland, which needs additional /stronger policies for its protection. • There should also be tighter regulations on the maintenance and management of the allotments to ensure that they contribute aesthetically to the local area • In more recent flatted developments where communal gardens are provided, these tend to be subject to Deeds of Conditions which are likely to preclude vegetable cultivation or the creation of allotments. • We suggest that the current waiting list system for allotments is made more transparent and fairer e.g. with priority given to people in flats and/or with no existing gardens.
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them, maintenance of part of the green network and community involvement in it is built in

- There will be an important role for the proposed place briefs to identify these specific sites for new allotments and food growing.
- There are a number of examples of integrating community growing into the wider urban area, including using streets, roof spaces. Others argue growing spaces could be included as part of any new greenfield releases.
- The expansion of community food growing could help to deliver the Million Tree City through increased provision of orchards and single fruit growing trees in appropriate spaces.

1G. We want City Plan 2030 to identify space for additional cemetery provision, including the potential for green and woodland burials.

Agree 76%

Disagree 24%

Reasons for agreeing

Reasons for disagreeing

'Don't know'/Other Issues

- Some representations give much stronger support to green and woodlands burial schemes compared to burial in a city cemetery as the former can also contribute to creation of diverse green spaces
- It is noted there has been an increase in non-traditional burials also.
- Green and woodland burials will also help relieve any pressure on historic burial grounds.
- Some also argue that there may be scope in some existing cemeteries currently closed to new burials for green and woodland burial sites, provided this does not impact on their value for encouraging wildlife and biodiversity.
- A number of representations argue the cemeteries should be discouraged as there is limited space and cemeteries effectively sterilise land for hundreds of years.
- There are concerns about how environmentally friendly crematoriums are
- Some support for green and woodland burials is contingent on where these are located. Some support them based on the presumption that these are located outwith the urban envelope or sensitively located within the urban area, although others state actual forest is not acceptable.

- Cemeteries involve roads, buildings, car parks, fences etc that can urbanise green spaces and become visually intrusive.
- Caution against identifying such space in a plan, as landowners may not bring it forward for such use. This is critical to avoid allocations in the plan which fail the effectiveness test in SPP.
- Instead recommend a criteria based policy to allow providers to identify the sites most fit for purpose
- Others recommend preference should first be afforded to land already vested with the Local Authority (including underused Open Space)
- Green and/or woodland burial sites are not appropriate in urban or semi-rural, semi-urban locations. These would carry serious risks of vandalism.
- There are contrary views on proposals for woodland burials, and there will be an ongoing challenge of sustaining the protection and maintenance of woodland burial sites.

- Unable to have a view about 'green and woodland' burials until the site location specification, design and infrastructure/drainage requirements associated with these burials is fully specified
- The clarification of these specifications has now become urgent, as a result of increased demand for burials due to Covid 19.
- Cemeteries need to be developed with great care to ensure contamination of ground water is not an unintended consequence. SEPA will work with CEC to help identify suitable sites.
- Green and woodland burials should be affordable to more people.
- Perhaps other methods for disposal of the dead could also be considered as alternatives.
- New cemeteries should aim to more 'wild' as unkempt havens of nature where people can go and picnic and play amongst the stones
- This is a pre-existing problem and should be the responsibility of CEC. It should not be required as a developer contribution.

- It is argued a range of carefully considered settings should be considered (including in the countryside) as this would maximise choice and reduce urban land used.

1H. We want to revise our existing policies and greenspace designations to ensure that as part of planning consents new green spaces have long term maintenance and management arrangements in place. The Council favours factoring on behalf of the private landowner(s) but will consider adoption should sufficient maintenance resources be made available

Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> • All green/blue space within a city, whether wild and natural in appearance or very manicured, need management to ensure their qualities are maintained. This includes any water management infrastructure as well as biodiversity. • Some representations argue that applications for development must be required to be supported by demonstration that such long-term management and maintenance is achievable. • Most, though not all, developers favour factoring arrangements as these provide proper management and maintenance in perpetuity. • Factoring means the residents of homes, whom directly benefit from such provision, carry an equitable financial burden and interest in maintenance. 	<ul style="list-style-type: none"> • This is another cost to a new householder. A viability and deliverability assessment should be carried out in respect of all the proposed policies of the plan and set out against the ambition that Edinburgh will be a "A city which everyone lives in a home they can afford". • Factoring should not be covering the cost of new, larger spaces that are for the benefit of those beyond the immediate development being constructed. These should be adopted and maintained and managed in a similar manner and paid for through Council Tax. • Some representors argue that responsibility for spaces, including some budgetary responsibility, should be given to local, public groups. • Developers should be contracted in as part of their planning permissions to provide funding for the council to be able to maintain and develop the few green spaces that are left. 	<ul style="list-style-type: none"> • This is another cost to a new householder. A viability and deliverability assessment should be carried out in respect of all the proposed policies of the plan and set out against the ambition that Edinburgh will be a "A city which everyone lives in a home they can afford". • Factoring should not be covering the cost of new, larger spaces that are for the benefit of those beyond the immediate development being constructed. These should be adopted and maintained and managed in a similar manner and paid for through Council Tax. • Some representors argue that responsibility for spaces, including some budgetary responsibility, should be given to local, public groups.

- These representors note good Factors following appropriate guidance and regulation need to be properly supported to ensure that their services are covered.
- Many non-developer representations consider there is a poor standard of long-term maintenance provided by many factoring arrangements that leads to a lack of use as well as deteriorate over time and become an eyesore and problem. These representations point to many current examples of poor factoring across Edinburgh. Public ownership also avoids potential restriction of access.
- Representors are cynical that this will always be the case given factoring inherently focusing on profit and not residents.
- Consequently many representations, and a smaller proportion of developers, argue the Council should adopt all new green and blue spaces.
- If this proposal involves contributions from new residents and businesses who may occupy areas involved with long-term maintenance arrangements then this must be very transparent.
- Many representors highlight the resource implications for the Council in adopting spaces, although they note developers should provide the Council with a commuted sum to take adopt and maintain spaces. It has been noted if this proposal involves contributions from new residents and businesses who may occupy areas involved with long-term maintenance

- Maintenance should be dealt with on a case by case basis given varying circumstances.

- Maintenance should be dealt with on a case by case basis given varying circumstances.
- Private developments must have robust management plans in place that go decades or even a century into the future
- Developers should be contracted in as part of their planning permissions to provide funding for the council to be able to maintain and develop the few green spaces that are left.

arrangements then this must be very transparent.

- It is critical to make an assessment of long-term implications for maintenance and management, before applying any planning conditions for green space in new developments.
- A diversity of uses, including growing spaces, can be a successful approach, particularly in denser areas with fewer private gardens.
- Monitoring should also be considered, both before and after development. This is particularly important when it comes to aspects of managing the water environment (including management of SUDS)

Choice 2 – Improving the quality, density and accessibility of development

2A. We want all development through design and access statements, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts.		
Agree 90%	Disagree 10%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> This promotes the place principle in developing planned and design led solutions that address the issues of climate change, adaptability and access to create and futureproof communities that can adapt for all stages of life – which is especially important as our society grows older. This proposal must be done at both at the neighbourhood and individual site level. Large developments should create communities, not merely the provide housing units. They should include green space, public transport nodes (including shared travel schemes), provision of services, and integration into the surrounding environment. There must be no dilution or ambiguity in the standards. This will ensure there is a consistent approach on determining applications. Measurable criteria should be established from the outset to enable fair and consistent application of any new standards This need to counteract and adapt to climate change should be demonstrated in all applications, for example by reducing flood risk and not merely avoiding it 	<ul style="list-style-type: none"> The requirement for all development to have a Design & Access Statement, is contrary to national policy requirements on the submission of such documents. Cityplan must be consistent with this. Design and Access statements already contain the information sought in this option. The requirement for Design and Access Statement should continue to reflect the Edinburgh Design Guidance (November 2018) which covers what is required in these statements, as well as the existing applicable LDP policies which are acceptable as they are in providing a framework in accord with the statutory requirements of the approved SESplan and SPP. Building standards and other consenting regimes and often the most appropriate ways for consideration of many issues, including design details. It will be important that any policy avoids duplication and adding unnecessarily to the significant amount of documents already required to accompany applications, adding time and cost to both their preparation and processing. Planning policy which conflicts or goes beyond other statutory requirements causes confusion and delay and adds unnecessarily to costs. It is 	<ul style="list-style-type: none"> There is not enough information given to agree or disagree As a possible alternative that applicants should have to demonstrate how the design will reduce/minimize emissions, rather than tackle climate change. Emissions include both greenhouse gases and air pollutants. It is possibly something that can be more easily measured and demonstrated. Local Authorities (LAs) must monitor and, if necessary, enforce the 'climate change plan'. Modify this to include a target of 10% accessible housing in line with the recommendations of the Equality and Human Rights Commission to ensure that a minimum of 10% of new housing is built to wheelchair-accessible standards. All new-build ground floor should also be readily adaptable for installation of tracking hoists and wet floor bathrooms. Any standards set out should now account for any Covid 19 effects, for example paths may need to be widened to facilitate 'social

<ul style="list-style-type: none"> • It is vital that developments maximise opportunities to use low/zero carbon heat. The City Plan must also support the delivery of Local Heat and Energy Efficiency Strategies (LHEES). • The potential future energy needs of development must also be addressed as far as possible, such as the increasing demand for electricity or alternative energy sources such as hydrogen for appliances and vehicles • Poverty has increased across the City with this experienced, in many cases, by families with a member with mobility challenge. Improving accessibility has the potential to contribute towards improving this wider social issue. • Flexibility in design to allow future reductions in car parking provision is wise given we are planning until 2030. Add a generous supply of high quality, secure storage for shared bikes and normal bikes in close proximity to or within housing. • It is important that all new building, particularly in the city centre, are designed to be adaptable to possible change of use – especially to residential. • It could be requirement for Design and Access Statement documents to include a standard set of information and this needs to be submitted before an application is validated as well as the minimum standard required. 	<p>important that the requirement “to demonstrate” is reasonable and proportionate. This is important given the present economic outlook is very uncertain.</p> <ul style="list-style-type: none"> • There may be some buildings where accessibility issues, or climate change mitigation, may simply be unfeasible and/or unduly onerous. For example, the adaption of older buildings including tenements may not easily be amended for accessibility design issues. This could prevent those otherwise sustainable brownfield sites coming forward for development. • There are concerns this proposal means disposing of the current DES 1,3,6,7,8, HOU 4, Env 20 • Clarity required on how ‘future adaptability’ should be illustrated as part of a planning application for a development. • The proposed measures should only apply to applications submitted following adoption of the LDP and not retrospectively to currently pending applications. • This policy should go further in requiring totally car free developments, with it noted this emphasis applies to each of the other applicable options set out in Choices also. 	<p>distancing' and greater facilitation of working from home in dwellings</p> <ul style="list-style-type: none"> • The quality of the new-build environment permitted all Councils other councils has, all too often, been emphatically not "fit for purpose". The impact of all this sub-optimal construction has been to substantially degrade and diminish not just the immediate area of the development site itself but the wider environment too – clogging up the central belt and strangling its towns and cities. • Development should have to leave land to put the sub stations in to provide charging points so as to avoid, or there is a creep into public land..
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2B. We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed.

Agree 64%	Disagree 36%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Supported on the basis higher density developments are located by active travel networks and public transport and developed and contribute to green and blue network. This will reduce have positive impacts for the climate and air quality. The efficient use of land is encouraged by SPP. Dense developments must be sensitive located and designed to be high quality and sensitive to the existing built and natural environments. This are especially relevant in Edinburgh, for example it has variegated and historic townscape that is sometimes low-rise in nature. Spaces between buildings and the setting of many landmarks need to be preserved also. Many parts of Edinburgh are already a dense and 'vertical' city dominated by traditional tenement dwellings with a vertical aggregation of uses. This creates mixed use, sustainable communities with appropriate greenspace, amenities and services as part of the solution. Mixed uses mean people have to travel shorter distances for day to day activities such work and amenities - it is typically more sustainable with a lesser environmental impact, doing more with less. This accords with the placemaking principle. Denser more compact development allows more space for more generous green spaces closer to dwellings (some developers argue the opposite however) and which can have many benefits 	<ul style="list-style-type: none"> Applying minimum densities mechanistically is not an appropriate strategy. It is contrary to aims of SPP to provide positive and flexible approach to development as well as encourage placemaking as also set out in Designing Places. It takes no account of site specific circumstances for example in terms of character and density. As a result it may not be possible for some sites to be developed if they have to meet a minimum density requirements as well as comply with design and amenity planning requirements for example. Also, this arbitrary density requirements takes no account of how units would be occupied. For example, one would not expect the same density for a block of flats inhabited by single people and couples with no children as one would if its aimed at households with children, and possibly three generations under the same roof. Overall however brownfield sites for example require little supporting infrastructure however in contrast to greenfield sites require new infrastructure so applying the same density requirements is not appropriate. This also illustrates the use of gross density to calculate dwelling density per hectare would be unnecessary and detrimental departure from current design policy as it would include road infrastructure etc. Applying a typical gross to net ratio (assuming 70% of the site is "developable" – applicable to Greenfield and larger Brownfield sites) then that minimum density would rise to 93 homes per hectare (net). Instead we should continue using net developable area. 	<ul style="list-style-type: none"> CEC's view is that 80% of units would be houses at a density of 65 dph however according to the EMA analysis this split would be the opposite way round if based on a gross site area. Even on a net developable area then only 50/50 can be achieved. Others have noted that, even to achieve 50/50 mix across a site would needf 4 storey flats and 2 storey housing, but only if 2/3 of the housing is terraced. This will derive a layout providing predominantly smaller 1, 2 and 3 bed homes with little prospect for providing family housing. To achieve a density of 93 homes per hectare (net) or 65 per hectare (gross) would require a different design solution which would require a greater percentage of flats (around 75%) or much higher flatted buildings (around 6 storeys). It would be unreasonable to on the one hand set out a policy on density which would require a high proportion of flats while on the other seek higher education contributions based on a higher proportion of houses. A 80/20 ratio of houses to flats may therefore be more appropriate on greenfield sites, or at least a more flexible approach based on consideration of each

<p>including surface water management (something which especially benefits from being close to the development it serves). Green and blue spaces also improve health, biodiversity, placemaking and community building amongst other factors. Allotments and growing spaces can be provided too.</p> <ul style="list-style-type: none"> Higher densities allow more efficiencies across a range of areas, including in terms of energy generation, storage and conservation. It also allows optimal use of space in layouts, for example to provide extra amenity and functionality such as cycle parking etc. Whilst we agree that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements vary and be identified for different areas and linked to current and planned PTAL ratings for example? A further suggestion is the 65 dph proposed standard could be applied to urban brownfield sites (although some argue the 100 dph is appropriate for brownfield and others go further advising even 100dph is too low simply mirroring the ten-year average in the city). By comparison a lesser density range from 50-65 units per Ha for greenfield land releases in sustainable locations which are close to public transport and active travel routes. As detailed in the Urban Design Compendium, research suggests net densities of 100 persons per hectare are required to sustain a good bus service, which equates to around 45 dph based on UK average 	<ul style="list-style-type: none"> The reality of socio-economic aspects is some people can afford four-bedroom detached or semi-detached houses with big gardens, but many cannot and/or do not want them. Some have argued that there are both historic and suburban townscapes which are lower density will be harmed by high density proposals. There should be unambiguous rules about height and density of new building matching neighbouring buildings. Education provision is at breaking point in some areas of the City. No consideration appears to have been given to this when allocating higher concentrations of dwellings in particular catchments. The average level of density of new dwellings being built is less than set out in Choices. A more detailed review of the Housing Study figures also raises questions over the number provided and their general applicability. The actual average figure is 63dph. When 2019 completions are included (i.e. 2008-19) this decreases to 59dph. When disaggregated, the average for brownfield sites is 70dph and 30dph for greenfield sites based on the gross area. The supporting evidence used to establish density is inconsistent. It is unclear why the average density of what has been built to date should be applied as a strict minimum henceforth, especially since the mean average leading to the 65 dph had a huge variation in densities as expected for different site areas and locations. Queries over the current density in the city and by city block? How does that compare to other cities? Households will not be able to find home which meets needs with more homogenous flatted housing stock in terms of types and tenures. Consequently the variety and hence proportion of buyers that can be catered 	<p>site's specific circumstances and accounting for infrastructure.</p> <ul style="list-style-type: none"> If this approach is not adopted, then the land in question will simply not be developed or not be developed in phase with the need to deliver infrastructure. In that way, existing communities will continue to suffer from lack of investment and be prevented from benefiting from such investment all while higher numbers of new residents come into an area. A capacity assessment based on "persons or beds per hectare" not "units per hectare" should be considered as it is the number of bedrooms which sets the real people growth impact on an area, not units. This approach gives flexibility to provide a wider range of housing stock with developers not being solely restricted to small dwellings to meet density targets but instead able to provide larger dwellings that can have more bedrooms. Notwithstanding this, it will be essential that the other supporting evidence on education requirements is transparent, robust and consistent with policy and case law. We would expect these shortcomings in the evidence to be fully addressed to allow meaningful consultation Minimum densities should be in consultation with those promoting sites It should be clear if density is to take precedence over other policies such as
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<p>household size of 2.2 persons, albeit there is some flexibility. Other suggestions states densities should start at 30dph or 40dph is the least dense areas in line with current edge of settlement densities.</p> <ul style="list-style-type: none"> Varied densities also result in more varied types and tenures as well as better placemaking with varied characters in the places being created, with lower densities at settlement edges softening the visual and landscape impact of new settlement edges for example. The setting variable densities also allows account to be taken of urban form, historic character, building typologies, prevailing sunlight and daylight levels, green infrastructure and amenity space Place Briefs and masterplans should identify and design appropriately for densities (although some argue they remove the need for densities completely), with it added this should be done before finalising LDP allocations. With this being particularly requested for larger sites for example over 4ha and undertaken by the landowner(s) and Council supported by all necessary disciplines and statutory undertakers. Murray Estates and 7N Architects argue it is possible to achieve an average density of 65 dwellings per hectare across the whole masterplan for Hermiston Park, with a variety of housing typologies/tenures, densities and neighbourhood characters. This will be essential to establishing a diverse and successful community for inclusive growth. Specifically higher density areas of apartment buildings and 	<p>for will be reduced, particularly for larger homes with gardens. This will limit ability to adapt to change. It also means there will be less demand and few homes built. In addition it will increase the cost of family homes and result in migration of families to neighbouring authority areas in line with market demand. This is less sustainable and goes against one of the fundamental principles of the Choices for City Plan 2030 which is to ensure Edinburgh is a 'a city in which everyone lives in a home which they can afford'. This is reflected in the Council's current guidance which requires that a minimum of 20% housing is provided for family use. A wider variety of new homes will also help to drive more moves in the second-hand market increasing choice and competition following a sustained period of low transactions volumes.</p> <ul style="list-style-type: none"> As an example of how dwellings per hectare equates to types of dwelling, Greendykes South has been analysed which is a development site being progressed by Taylor Wimpey located in the south-east of the city. The development will comprise 59% terraces, 34% apartments and 7% being a mix of detached and semi-detached housing. This is viewed as a particularly high density suburban development but only equates to 60 dwellings per hectare. Requiring vertical mix of uses will have limited applicability Increasing density to deliver more dwellings on fewer sites is not sound reason to avoid releasing additional housing land. Sites also may not come forward over concerns that the scale of density required could not appropriately fit within the landscape or townscape character of the 	<p>those requiring greenspace. Some argue that it should be made clear density has priority in such cases.</p> <ul style="list-style-type: none"> Density must consider garden areas per dwelling with a flexible standard of rear garden to allow for building extension or adaptation. This may be assisted by early clarification of what the City of Edinburgh Council intends to apply as permitted development rights. Shared transport provision with share bikes and car clubs work best in high density developments and could be a key to providing a means to travelling outward from high-density areas. Does vertical mix of uses mean housing above ground floor commercial uses? It should be clarified this policy will not apply to sites that have planning permission or planning permission in principle. The standards should also not be applied to proposals submitted prior to adoption of Cityplan. Possible tensions between business and residential uses in terms of amenity and building/fire regulations. Vertical mixes of uses should be focused around particular centres and nodes where commercial occupiers would locationally need them and where their operations can complement residential uses. A requirement for vertical mix use in areas
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<p>terraced houses are proposed at the core of the masterplan, focussed around new and existing green travel routes and proposed local centres. At the fringes of the masterplan, density reduces with a greater proportion of terraced housing complemented by semi-detached and detached dwellings. This creates a softer edge to the existing and proposed green buffers and landscaped areas.</p> <ul style="list-style-type: none"> • This option, as with Choice 2 more generally, should explicitly link to the City Mobility Plan's mention of Mobility Hubs. Through provision of structured shared mobility with links to public transport connections, there is potential to reduce space required for private parking and increase extra floorspace within dwellings which is important for mental health, encourage longer tenure and thereby create stronger communities. The need for liveable space within dwellings should not be overlooked when considering density. 	<p>site and its surrounding area. Delivery will be harmed by this policy change, which should be a focus of LDPs as per SPP.</p> <ul style="list-style-type: none"> • Density and services provision are also a financial consideration that will vary between sites. Whilst an increase in density may increase sales revenue and community services provision, land value revenue accounting works when land can be developed allowing site values which can be 'shared' through community deductions. • Existing policy and Edinburgh Design Guidance (and SESplan) are adequate as they relate to the individual circumstance of a particular site and locality. • Policy on open space is rigid (particularly on private amenity space). If this were more flexible then the imposition of minimum density standards would become more deliverable. • In light of Coronavirus, the provision of high density housing has to be considered very carefully. • This will increase pressure on local infrastructure, services, amenities and green/blue spaces. Increases in density should only be permitted where there is a corresponding percentage increase in green spaces, amenities and infrastructure 	<p>where there is a lack of demand for such a use could lead to an overprovision of commercial / retail uses in areas where there is simply no demand and which could lead to vacant units.</p> <ul style="list-style-type: none"> • Suggest that minimum densities are replaced with requirements to demonstrate that development proposals offer the most efficient use of land taking into account site-specific technical considerations and local context. • This will be a significant policy shift that planning officers must be prepared to discuss at pre-app stage, providing quantitative advice on density, scale and massing. • Many developers have a particular standard product in mind. Built in volume significantly reduces build costs and therefore price point. Those products are also direct response to what people expect to get for their money. Consequently it is argued increasing densities, and thus house types, would impact on housing delivery. It has suggested a compromise density between current densities and 65 dph would allow the market and customers to adjust, with increases in density phased in over the longer term. <p>Will this apply to just private dwellings or to short term lets and student housing etc.?</p>
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2C. We want to revise our design and layout policies to achieve better layouts for active travel and connectivity. To do this we want to ensure that the places, streets and road layouts we create in development reflects our Street Design Guidance and the six qualities of successful places in Scottish Planning Policy in that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient

Agree 85%	Disagree 15%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> • This is important for well-being leading to higher levels of physical activity and improvements in physical and mental health. It accords with the six qualities of a successful place and Place Principle and the terms of Edinburgh's Design Guidance. It makes our cities more liveable, affordable and reduces social isolation. • This benefits air quality and supports the transition to a net zero city by 2030. It also complements the vision of the City Mobility Plan • Ideally, provision would be within a green / blue edged corridor providing an urban habitat network that links to open / greenspaces as well as other destinations of work, shopping, home, leisure, countryside, neighbouring authorities etc. The expansion, improvement or re-instatement of routes in combination with river restoration measures is a major component of current SEPA Water Environment Fund. • Development layouts must also ensure that sustainable transport options are available and accessible to people of all needs and abilities. This is to ensure that the sustainable transport network is equitable and designed to support use by people who use wheelchairs, electric mobility aids as well as people who have prams, all sorts of bikes, etc. Electric charging points must also be made available for all electric vehicle types, including mobility vehicles. 	<ul style="list-style-type: none"> • It is not clear why this cannot be done through a combination of existing policies and new place briefs /masterplans • It is excessive to require every development to do this, particularly when we have no idea what the economy is going to look like in 3 months • Some cycle routes can undermine the safety of all road users and there may be reduction in road functionality and resilience from a net loss in practically useable transport capacity. • Perhaps this should go hand and hand with routes where cycling is banned to allow a better flow of essential motorised/public transport in transport corridors. • Concerns that the Council's assessments of individual sites in the Housing Study in respect to accessibility to active travel are not reasonable – being overly demanding on what constitutes good accessibility. The Council needs to be bolder in encouraging active travel. For example, the Union Canal is dismissed as being over-capacity for cycle use and other existing routes appear to be dismissed without analysis of potential solutions. • The adopted LDP Part 2 Section 2 Design Principles for New Development and the Edinburgh Design Guidance (November 2018) already provides a policy framework in accord 	<ul style="list-style-type: none"> • Any new provision for active travel must not expect developers to build on land outwith the control of the applicant. • Any off-site contributions must be proportionate, fairly and reasonably related to what is proposed and must be necessary. • It is not explained in detail what is being proposed. • There must be local consultation prior to specific changes, with both communities as well as travel focused groups amongst others. • The City Council must be prepared to use Compulsory Purchase powers itself, where aspirations for connectivity cannot be delivered • Given the issues above then delivery of associated infrastructure will therefore be phased to ensure a coherent network and avoid stalling certain developments. • Suggest amending wording to encourage people to 'walk, cycle and wheel' (mobility scooters, kick scooters, adapted wheelchairs and so on).

<ul style="list-style-type: none"> • Connected networks that are legible and safe to use, based on a hierarchy of off-road, segregated or shared infrastructure. This should create direct links that do not require people using them to travel out of their way in order to join the wider network. This is especially important for disabled individuals and many age brackets, including families and the elderly. A good, wide standard of path is needed along with places to sit and rest and meet increasing demand. Any cycle/pedestrian routes should be designed to Secure by Design Standards • Routes should be adopted and supported by adequate revenue budgets to ensure that they are well lit and maintained. Cycle and pedestrian routes require constant management to ensure that they are still fit for purpose, not obstructed by parked vehicles, wheelie bins, utility company infrastructure, street signage etc. and that any pot holes, damaged slabs or broken glass are dealt with. • In new housing developments, there should be a requirement to provide a number of cycle parking bays on the street to cater for short-term visitors. • This change will create more attractive places and in turn encourage greater active travel. More natural/informal design layouts and street patterns should be used. This should then be incorporated in revised Street Guidance. • Sites should not be developed which continue to rely on the use of cars to connect to schools, shops and community facilities. 	<p>with the Edinburgh Council Street Design Guidance and the six qualities of successful places in SPP (as well as Designing Streets and Creating Places). City Plan 2030 should therefore continue to adopt the existing framework which has regard to development quality, site layouts, public realm and landscape as well as the policy framework on open spaces and private spaces. This should align with any updated national policy in due course as SPP and Designing Streets already require this.</p> <ul style="list-style-type: none"> • Certain representations more specifically note existing policies are probably sufficient relative to smaller sites and that more strategic sites are likely to be the subject of development briefs or masterplans which are prepared in association with the site owner or developer. • These measures however implemented should only apply to applications submitted following adoption of the LDP and not before, or retrospectively to currently pending applications under determination. • Not sure if this is fully achievable in a city like Edinburgh. It must also not be used to force people to give up cars as it may be public transport links are poor and at capacity. • There may also be less mobile people or those who need vehicles for their jobs. 	<ul style="list-style-type: none"> • Some note that walkability being the prime concern. The pedestrian environment is one that we all use, even if we are wheelchair users, to get beyond our home into the wider environment. repair and maintenance of existing pavements and cycle lanes should be given priority • The impact of the covid-19 crisis on travel and commuting behaviour remains to be seen and the city (and government) may need to take action to highlight the benefits of public transport. • we would hope to see the development of a city-wide active travel plan that combines segregated paths along the main arterial routes, with clearly differentiated local access roads forming low traffic neighbourhoods between. There will also need to be requirements for secure cycle storage as part of new housing (and also offices) • There should be provision for shared transport (share bikes and car clubs) at appropriate nodes around or on the edge of new developments can provide a catalyst for the design to achieve the active travel and connectivity targets.
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2D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, whilst allowing for higher densities

Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Forms part of blue-green network. all development must consider how water will be managed and flood risk avoided Improve levels of wellbeing of students and residents, for example allowing young children to play outdoors. This is part of a sustainable environment and good placemaking. This improves health, including respiratory illnesses resulting from increasingly air-tight housing. This help students links with the local community. This is important as they often return home without understanding of the local culture. This must be high quality open space and public realm, it should largely 'natural/open' with trees Space provided should improve active travel and public transport infrastructure. Part of ensuring housing density meets demand. This is part of shift away from car use so that the limited ground space does not become overrun with congestion and car parking Support from University of Edinburgh as it helps students to interact and build communities whilst forming part of safe and accommodation. Spaces should not be plain lawns that are difficult to maintain. Food growing instead for example 	<ul style="list-style-type: none"> This approach is too broad and not based on evidence. It is not realistic on every site and may deter good development proposals, for example the reuse of a derelict building in a constrained area. This could adversely affect a main stream investment asset class is that the quality and design of its places and properties have improved and which attract students to Edinburgh, including after graduation. Policies should avoid being overly prescriptive and therefore be criteria based and take account of surrounding character /uses (including existing open space in the area) to deliver the six qualities of successful space as directed by SPP. Account should also be had for the differing nature of end-users of different developments. A blanket approach reduces choice for the community. Reference is made to planning decisions supporting this view. Many people would rather have private gardens instead of larger shared spaces. The stated objectives conflict with one another. Developers could exploit the contradictions between high density requirements (2B) and this proposal (2D) and many developers have questioned if both aims can be met. Questions over the calculation of any minimum density in the context of whether this is calculated on a gross or net basis would be significant in being able to provide sufficient open space as well as retain offices and then provide other infrastructure such as schools etc. This would be especially difficult for confined brownfield sites. 	<ul style="list-style-type: none"> Proposition is too vague. Clarity on ownership and responsibilities towards the new areas of open space are essential to avoid neglect and degradation. Much will depend on the detail of the policy, for example will it apply to urban as well as greenfield sites? It will be important that policies are drawn up with a clear knowledge of how they will cumulatively impact upon developments. Presenting applicants with an irreconcilable set of policy asks will create uncertainty and add complexity and risk to the planning application process. It will backload the important process of prioritisation to the planning application stage. Open space must also be generally public space, and with as few exceptions as possible be available 24/7 for all to exercise their rights and freedoms (yes, including rough sleeping etc). Others however argue the opposite, particularly on flatted and affordable housing developments, where residents require a safe enclosed space for their children to play and for clothes drying. Semi-private drying greens are part of

<p>encourages use, teaching, community bonds across ages and provides good sustenance.</p> <ul style="list-style-type: none"> • Student housing should have to meet the same criteria for internal and external open space as normal housing, ensuring its future adaptability to meet other housing needs as markets change • Should such a policy be brought forward, there is a requirement within PBSA accommodation that a percentage of open/amenity space can be internal to a building, rather than simply external. The internal areas however are not classed as open space however they provide a similar function in that they provide spaces for students to use when not in their rooms or flats. It is these internal spaces which help deliver an overall attraction to students over and above other types of accommodation such as HMO's. 	<ul style="list-style-type: none"> • Some have noted this proposal for open space (2D) should take priority over density where both cannot be met. If both 2B and 2D have to be met then interior space may suffer and this may conflict with the character of existing community/area. • Do not agree with the inclusion of drying space as a particular requirement. • City Plan 2030 should continue to adopt the existing policy framework set out in the adopted LDP which has regard to development quality, site layouts, public realm and landscape as well as the policy framework on open spaces and private spaces. • It is important that the Council look at all of these in the round to arrive at a view of how this will affect delivery of development, in terms of timing and numbers, and ensure that this is reflected in the programming of sites in the supply to ensure the required minimum 5 year supply is maintained at all times. It is possible that, when reflected in the programming, this prompts a need for additional sites to be identified to maintain that supply and to avoid departure applications in response to a failing land supply that increases uncertainty for communities and the Council. An urban area only approach cannot be achieved with the policy aims set out. • LDP policy on open space provision should identify localities where no open space is required to support higher density housing as to do so would undermine place making objectives and risk the delivery of housing. The policy should explicitly exclude those locations from the open space requirements. 	<p>the Scottish housing vernacular and should be encouraged.</p> <ul style="list-style-type: none"> • A consistent approach should be applied to not just private housing developments but affordable and indeed student housing, although it is noted open space/public realm would not be appropriate in certain types of development such as industrial or retail warehousing. In these locations it would be unlikely to be useable. • The proposed option is broadly supported but should perhaps not be mandatory. • Combining art with the outdoors, which can also include creative planting and lighting schemes, can help to better create a sense of place and transform landscapes. The Council should support this more in policy terms.
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Choice 3 – Delivering carbon neutral buildings

We want to require all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. We will continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies

Alternatively we could require buildings and conversions to meet either the Gold, Silver or Bronze standard (Bronze is the current minimum) as set out in the current Scottish Building Regulations

Platinum 68%	Gold 18%	Silver 67%	Bronze 12%	
Reasons for agreeing with Platinum	Reasons for disagreeing with Platinum			'Don't know'/Other Issues
<ul style="list-style-type: none"> Energy use in buildings in Edinburgh accounts for a significant proportion of all citywide carbon emissions and energy use. Platinum standard must be met for the Council to achieve the net zero carbon emissions as set by the Council's declaration of a climate emergency, the commitment to a zero carbon city by 2030 and the targets set by Climate Change (Emissions Reduction Targets) (Scotland) Act 2019. Current developments appear to have met the lowest possible environmental standards, with a slow progression in building standards to adapt to climate change. Edinburgh lags behind other UK and European cities, with Glasgow for example requiring gold standard to be met since 2018. This may now mean relatively recent buildings now need to be razed. Buildings should meet the highest possible standards. CEC can become exemplar for others and shows ambitious targets can be achieved This is supported as it means the installation of sustainable surface water management systems at property level such as green roofs, water butts, rain gardens, porous paving etc. whilst minimising impermeable surfaces and the volume of surface 	<ul style="list-style-type: none"> No justification for this proposed policy. Not achievable. Even many highly serviced buildings such as research institutes and laboratories are challenging at this stage to deliver as Carbon Zero. A range of figures have been given for the additional capital costs for platinum: ranging from 10-15% and £40-£50'000 per dwelling. Others note this is simply unknown and likely to be high. This is especially problematic given the present economic uncertainty resulting Covid-19 and the other additional costs being imposed by Cityplan e.g. 35% affordable housing as well as rising construction costs and ongoing costs like VAT. CEC needs to do further work on the additional cost for increasing the standard (e.g. Platinum, Gold) for each aspect (e.g. water management) as well as whether supply chains can deal with these changes given this is also a concern. Raising the bar in Edinburgh might result in reduced and slower housing delivery in Edinburgh in turn affecting economic sustainability. It could also encourage some developers to adjacent Council areas instead. This housing is already undersupplied and too expensive for many in Edinburgh. Delivery and cost of affordable housing would also be reduced. 			<ul style="list-style-type: none"> Replacing a building has significant energy, carbon and cost implications. The retention of existing building stock is preferable when energy and carbon performance can be improved to reasonable level. Funding would go further it were directed toward funding towards improving energy efficiency of the existing housing stock, which has a far greater impact on emissions. Insufficient information set out in question. The term "platinum" standard requires further clarification. Platinum standard would create challenges as it has not been fully scoped out. The text under the sub headings in the current document is 'not currently defined' for all but Co2 emissions. It is difficult to see how this transition can be made so quickly, including the carbon neutral status by 2030. Platinum standard should be transitioned in a step-by-step process. Will this change affect only new applications?

water entering piped systems. Water saving at times of scarcity is another important consideration.

- Opportunity for Council to promote development of existing major City Centre buildings with 'green walls or roofs'.
- Supportive however it is important that high standards are implemented as appropriate to each building in question, for example to avoid increases risks of cold bridging and interstitial condensation.
- If we do not achieve platinum standard now (with trial and investment) then we are locking in complex and costly retrofitting problems which only increase the economic, environmental and social burden of tomorrow as upgrading will ultimately be needed soon in the context net zero emissions future. We should welcome the requirement for volume house-builders to innovate, thus increasing demand for new technology, bringing down costs and making zero carbon a reality.
- Should we be going further than making new buildings carbon neutral in order to off-set the fact it is often inherently impossible for many older buildings to be brought up to modern standards?
- The new policy should reference the benefits of a fabric first approach and the range of zero carbon technologies and approaches available to ensure carbon neutral buildings are delivered.

- Some have argued that higher standards should only be applied to greenfield sites given brownfield sites are generally more sustainable in their locations already. Additionally, brownfield sites are mostly costly to develop and therefore any additional requirements would make these less likely to come forward thereby losing the benefits arising from their location and other merits (e.g. contributing to the Council's preferred strategy)
- Aim for gold or silver as these improve the status quo but are more likely to be delivered.
- LDP policies should align with Building Regulations otherwise there is a significant risk that different Councils will have differing requirements. Housebuilders and their supply chains would find it almost impossible to work in such an ad-hoc and piecemeal policy context. There is also a benefit of national consistency to offer economies of scale and avoid costly complexity.
- This is not a planning matter. A new LDP policy causes needless duplication, when the focus should be on maximising the efficiency of existing planning resource
- Planning cannot deal with the level detail required to demonstrate compliance with sustainability standard in Building Warrant, particularly given that all 8 aspects of sustainability need to be demonstrated to achieve the highest levels - each with its own technical nuances (e.g space heating, water management). The planning system is already not functioning efficiently due to a variety of pressures it has.
- Current Building Standards (such as Platinum, Gold and Silver) may become out of date as building standards are reviewed. Particularly so as any

- Many have asked if this standard apply to conservations? Historic Environment Scotland note that, in some cases, exceptions or lower standards may be justified for converting listed, historic or other buildings of interest which could adversely affected. Section 7 of the Building Standards Technical Handbook expressly excludes conversions. There could be detrimental impacts from imposing standards on buildings they were not intended for. These changes would also impact on the viability of conversion schemes which were already more costly than new builds due to requirement for the use of traditional materials, specialist skills.
- Other representors have noted clear guidance needs to be provided on how to achieve energy and sustainability items in listed or existing buildings. Some representors have noted however the need for flexibility in this regard to deal with these situation on a case-by-case basis.
- Ensuring the delivery of the Platinum standard for buildings and conversions is one part of the whole systems approach which the Council will have to adopt in planning for the city's future energy and resources consumption. This will require clear policy direction across all Council areas, especially planning, with further collaboration between departments such as building standards and planning and better engagement with internal and external stakeholders to deliver the necessary innovation and solutions to achieve this.

- The new policy should allow flexibility for future changes to standards which may increase in future.
- The wider carbon savings benefits of the project as a whole are pertinent and should be taken into account also, rather than solely an emphasis on the building itself

proposed Cityplan will only really begin to have an impact from circa 2024 onwards once permissions granted under the new LDP being to be completed.

- New homes are now 75% more efficient than they were in 1990. Even since 2010 significant uplifts in Carbon Targets have been made in Building Standards. It is anticipated that further reductions in carbon dioxide will be required when building standards are updated in 2021 with further planned changes again in 2024 preventing the installation of gas boilers. This makes setting a Platinum standard now unnecessary.
- Further representations note the Scottish Government has set a policy of requiring net-zero buildings for consents from 2024 and so Edinburgh's policies should gradually build towards this.
- The proposed Policy provides no baseline date upon which standards should be measured.
- Policy Des 6 Sustainable Buildings remains an appropriate policy for City Plan 2030, subject to amendments in the supporting text.
- Policy should state sustainability requirements as an 'aim' and/or allow exceptions where it can be demonstrated the requirements make a development unviable (with some stating that the next highest standard that can viably achieved then must be met). Others have noted the plan should explicitly set out where exceptions apply, for example where the buildings will inherently allow energy recovery. It has also been suggested higher levels are an aim and that 'incentives' should be offered to encourage meeting higher aims e.g. reductions from other financial contributions to infrastructure.

- Our understanding of much to do with climate change and different materials is changing so the highest possible standard now may not be as we come to understand the drawbacks of particular materials.
- The requirement for storage space (for bikes/prams/ etc) would be better provided outside if possible.
- How can private landlords and housing associations be held to the requirement for home office space remaining as office space rather than as an additional bedroom? (especially important now in light of Covid-19). Also, what would the implications of this be for the Bedroom Tax? All of this would need to be worked out in detail. It may be more straightforward therefore to provide this space within the hallway or an existing public room.
- The requirement for a minimum level of study space will need to be reflected within the minimum floor areas within the EDG.
- Request that some discretion is applied for water butts for all dwelling with private gardens. Could the water butt be provided within a communal garden where this is provided in addition to the private patio? Some small patios or paved areas have limited space and there are is no (or limited) soft landscaping.
- How would new standards be applies, monitored and enforced?

Choice 4 – Creating Place Briefs and supporting the use of Local Place Plans in our communities

4A. We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, open space, biodiversity net gain and community infrastructure development should deliver		
Agree 93%	Disagree 7%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> Place Briefs done at the start of the process explain what is to come and ensure community buy-in. Place Briefs help convey the priorities and needs of local communities. The community may raise issues but they also suggest solutions and can offer insights to bring forward better planned developments. This reduces community frustration at later planning application stages as communities input into decisions on these matters has been taken into account and communities can more clearly see how this has shaped things. Place Briefs are in line with the Place Principal. They can enhance the environment, historic assets, tackle air pollution, address contamination, incorporate drainage system. They should account for design, landscape, views/ vistas to surrounding areas, tree/woodland planting, energy use, path systems, biodiversity, layout, transport, amenity spaces, sport/leisure, growing space and access to local food, education and healthcare infrastructure. This is important for rounded communities with identity and social cohesion which contribute to 	<ul style="list-style-type: none"> Place Briefs will just generate local objections delaying and preventing investment, good design and layouts. If Place Briefs are to be done they must be done on the understanding that development is needed for homes, business and economic growth. Otherwise there will be unrealistic expectations and/or unachievable outcomes Policy Des 2 Co-ordinated Development remains an appropriate policy for City Plan 2030 subject to amendments in the supporting text. One developer has suggested there should be an increase the requirement on developers to prepare Place Briefs. A further developer suggested further engagement with communities as an alternative. The Council will need to await the Examination Report before proceeding with Place Briefs to be certain what areas and sites they are to be working on to avoid aborted work, wasted resources and raised community expectations The additional lead-in time for development arising from the additional need for Place Briefs (estimated at an additional 12 months) needs to be reflected in the programming of sites to establish if a 5 year supply is maintained at all times There is no legislative requirement relating to community involvement in forming Place Briefs and so they should just to be prepared by the Council and consulted on. 	<ul style="list-style-type: none"> Queries over how many Place Briefs are envisaged? Further questions then raised over where will the budget will come from There is no indication of how and when Place Briefs will be delivered. Effort should be made to deliver the Place Briefs before allocations are finalised. If they are to form part of the development plan this should be made explicit, and an appropriate timescale planned for. If they are to be material considerations the weight to be applied to them should be made clear in the LDP. Where will Place Briefs sit in the hierarchy of strategies, plans and policies? The relationship between Place Briefs and Local Place Plans needs to be explicit from the outset in terms of which mechanism has primacy and which shapes the other. There is potential for confusion and potentially even conflict between these For the meaningful and inclusive delivery of Place Plans considerable support will be required at community level if residents are to play an equal part in the preparation of Place Plans. The Council will need to provide additional funding for undertaking

physical and mental health and provide high quality spaces for work, life and play.

- Briefs are essential to delivering on the preferred urban area strategy and policy approach
- The Place Standard Tool could be a useful resource with local communities
- It will be essential that developers and landowners are involved in the creation of design briefs with their own perspective on site development and associated costs. This will help to avoid creating complications, ransom strips or holding up development with impossible requirements such as requiring infrastructure delivery outwith land controlled by the developer.
- Service Providers such as SGN need to be involved in the process to provide comprehensive information assessment where constraints and limitations are fully known, shared and accepted by all parties. There is concern constraints that are later found out could unravel Place Briefs.
- There is benefit in bridging the gap between the LDP and Planning Applications. Site briefs should provide specific information as to how development areas should connect in and how they should contribute to the wider green network, including where necessary, through appropriate use of off-site contributions.

- Place Briefs allow developers to escape from their normal requirements and so policies need to be strengthened.
- Place Briefs will be skewed to particular topics such as active travel as perhaps indicated by Choices options.

engagement and providing skilled resources (e.g. transport and biodiversity, HRAs etc.) to advise local communities when developing Place Briefs.

- A formal structure should be established setting how communities shall be involved in Place Briefs. The success of Place Briefs and their format should be reviewed as they are rolled out so as to refine the process.
- For larger sites the information produced should be more detailed, with a focus on development frameworks and draft masterplans, necessary to co-ordinate delivery of more complex place-making
- Many representors have noted that Place Briefs should be a requirement for all sites. Some representors, mainly developers, have argued that additional consultation are more important for larger, strategic sites and those which are complex/in multiple ownership. For less contentious major developments then there already statutory pre-application consultation that involves the community. It has been stated that Place Briefs should dovetail into existing pre-app processes.
- Concern that local communities can make choices which need to be considered within the city as a whole. Communities can focus on local issues and often only when an imminent development is proposed.

- The process of being involved in Place Briefs will be a helpful process for communities who may in the future prepare a Local Place Plan.

- It is difficult to motivate people to participate in local consultations. Community Councils face difficulties in filling posts and in demonstrating that they can represent the community. Scottish Government's overruling of CEC planning decisions raise concerns that local input carries little weight. Earlier lack of consultation with Communities on future developments which has created a lot of mistrust.
- A formal structure should be established setting how communities shall be involved in Place Briefs, with community groups involved in this. This should set out what extent of areas Place Briefs cover. The success of Place Briefs and their format should be reviewed as they are rolled out so as to refine the process.
- It has been argued that Community Councils should provide community input. Many others have noted communities have diverse views and that all parts of the community must be involved. This requires using innovative methods to involve those who are presently marginalized and under-represented. Suggestions to address this include workshops organised by the council as well as including local businesses, churches/place of worship, voluntary association. The Council should not treat an absence of consensus as grounds for it to act as arbitrator.
- Briefs should cover all Council functions and responsibilities, including partnership

		arrangements e.g. Edinburgh Integration Joint Board for Health and Social Care as a whole systems approach.
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4B. We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Place Plans can help us achieve great places and support community ambitions		
Agree 94%	Disagree 6%	
Reasons for agreeing	Reasons for disagreeing	'Don't know'/Other Issues
<ul style="list-style-type: none"> • This bring benefits to local communities in terms of feeling that they have more say over future development proposals as well as creating a better sense of connection to their local area • The new Planning Act enables LPPs to be proposed by local communities and so proactive engagement by the planning service is essential. • Place briefs appear to be a good concept for delivering LPPs • LPP's must be positively prepared, supporting growth to meet the identified need, and prepared within the current planning policy framework. • Various key agencies (e.g. HES) have expressed support and willingness to engage with the LPP process and provide information to assist. • The Place Standard tool is recommended for LPPs to allow thinking about the physical elements and the social aspects of a place together in a structured way by asking a series of questions based on the evidence. This provides a framework for evaluation, for assessing the strengths and weaknesses and for prioritising areas for action to improve new and existing places. The standard should also include the importance of local food growing and access to it. 	<ul style="list-style-type: none"> • It is important that local place plans facilitate and do not delay development in what already appears to be an overly-ambitious timetable for the delivery of housing • Issues relating to feasibility and viability need to be considered in accordance with the statutory provisions of the Act the Circulars and Regulations. The success and failure of community involvement efforts in implementing Local Place Plans can be linked in part to a community's level of readiness and existing level of social capacity and of course, a willingness to engage to deliver rather than oppose development. • LPPs must not misinform the design, layout, and transport, education and healthcare infrastructure requirements needing to be delivered given there may be overarching city-wide coordination required. • Historically there have been consultations and co-commissioning carried out multiple times and asking similar or identical questions with no tangible outcomes. This leads to disillusionment among participants and a lack of engagement from the wider community • As effective consultation with local communities can be difficult to achieve so the process needs to be fair and open in terms of options and agreed outcomes. • There will be some areas in Edinburgh that have the readiness and capacity to undertake these Local Place Plans. However, there will be some that do not. 	<ul style="list-style-type: none"> • Existing community engagement processes and activities with community-controlled organisations must be significantly strengthened and fully resourced. Significant support across community councils and organisations as well as developers that LPP preparation is professionally supported (e.g. landscape, architecture, biodiversity etc) with specialist input including with up-to-date data. This is important to ensure communities are aware of what LPPs can influence. • A clear framework, process and timetable should be established for development of Local Place Plans. Several representations said community groups should be involved in deciding this methodology. One comment noted that not all LPPs will be identical in this respect so a standard template would not work. The triggers for which community bodies should be involved may not follow arbitrary boundaries. • The Community Council should be seen as a partner and a key consultee - if not a statutory consultee - on all planning matters for their area. Many comments note participation needs to be wider than Community Council however and that many areas do not have a Community Council

<ul style="list-style-type: none"> • A revised version of the Place Standard tool will be launched in 2020 to address gaps in the original tool identified in a changing climate, including enhancements to better enable place-based conversations to address climate change and improve environmental sustainability. • Consideration of green and blue infrastructure should be encouraged. • Comment suggesting lots of local communities are keen to do Local Place Plans. Leith is underway with this process already. Many community organisations have also noted Communities have limited resources and time however. The introduction of Place Briefs, if a mandatory requirement, would cause for concern. • It noted there is a chance for enhancing skills and capacity in communities to compensate for officers who do not currently have the capacity to deliver the massively expanded network of walking and cycling routes, paths and related infrastructure. • Place briefs appear to be a good concept for delivering Local Place Plans, or have the flexibility to respond to them, in cases where the Place Brief is in place before the Local Place Plan has been developed. • Evidence shows that providing increased awareness of options available amongst the community increases the buy-in to those options, in particular regarding innovative travel options 	<ul style="list-style-type: none"> • Where will the Council funding and resource come from to support LPPs? How would the Council choose which ones to support if funding was limited? How many could be many coming forward? If every Community Council decided to prepare a Local Place Plan, as is its right, how would the Council respond to this? 	<ul style="list-style-type: none"> • Others have argued the best manner in which to engage with existing communities is through an existing landowner or custodian of a particular area. In particular they note the Council is not resourced to handle the additional workload • Local Place Plans will need to integrate with the statutory procedures and development management process. LPPs should be seen as a means of facilitating delivery and involving all key stakeholders in implementation - including landowners and developers - as well as key organisations and service providers. This is particularly relevant for the larger strategic land releases. It has been stated that LPPs development should include small business owners as well as other community members and all participants should have equal voting rights. • The new Planning Act indicates that Councils merely have to show 'due regard' for LPPs which could give them very little weight. Developers note that the LPP requires to adhere to the LDP so a new policy must take care in terms of the weight given to LPPs, with the purpose of LPPs should be to guide, not prevent development. Others note however this emphasises the importance of having an LPD that reflects the views and aspirations of the Edinburgh's communities in its high-level aims. • Conversely however it has been stated Council must fully take account of LPPs as one of the most important considerations in planning decisions in creating Masterplans,
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		<p>Place Briefs, in discussions with developers, and dealing with PANS and Planning applications.</p> <ul style="list-style-type: none">• The preparation of the Local Place Plan may have the benefit of concentrating a great deal of discussion, argument, understanding and resolution in a very short time.• It will be important however that the planning and design process come neither too early nor too late to inform subsequent stages of planning and development.• What are the plans to find out what the 'community ambitions' are? Will these encompass the consultation already carried out through the Local Outcome Improvement Plan ?• The successor to City plan 2030 should cover how LPPs that have been taken into account in planning decisions.
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Choices for City Plan 2030 Responses

A city where you don't need to own a car to move around

Aim – to realise the lifelong health benefits of walking and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable transport.

Choice 5 – Delivering Community Infrastructure.

5A We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated (deliverable within the plan period), encouraging improvements		
Agree 92%	Disagree 8%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Proactive forward planning is needed to ensure capacity is managed. Provide an explicit 'infrastructure first' policy. Recognises the strain of new development on existing services. Given that resources are constrained, and likely to be so in the future also, it's important to concentrate them as effectively as possible. Logical approach and one which is supported by SPP and the current LDP. Positive outcome to deliver within communities, helps social cohesion and empowerment especially if integrating choices 1, 6, 7 and 8. Strong support for new non-denominational Primary Schools and a new Secondary school in North Edinburgh – Leith specifically. Supports and encourages the approach to align spatial planning with future community health and social care needs. Support sites that demonstrate early delivery of infrastructure. High density, mixed use development reduces the need to travel and is infrastructure 	<ul style="list-style-type: none"> Needs of the motorist must to be considered and that road infrastructure improvements will be required and must be implemented before development starts in many rural areas. No reference to healthcare or assisted living of the elderly as a key infrastructure with shortage of provision Not deliverable because it will not provide a range and choice of housing types and tenures across the City The planning of future health care services is a matter the NHS Lothians to address and not developers. Subsequently, contributions should not be sought. 	<ul style="list-style-type: none"> Sites with planning permission in principle should not have new requirements retrofitted at detailed or reserved matters application stage. Too great a burden on developers affects viability and may result in sites withdrawn from the market. <p><u>Transport Corridors:</u></p> <ul style="list-style-type: none"> Concern over ESSTS corridors deliverability due to changing economic circumstances. Focus on more relevant walking primarily, then cycling routes. All four corridors identified in ESSTS should be identified and planned for in City Plan 2030, and development on these corridors should be supported. Fundamental arterial route into Edinburgh (A90 from Fife) has been ignored in in the ESSTS. ESSTS doesn't adequately consider existing rail capacity, e.g. Curriehill services. Corridor 8 misalignment between mapping in Map 3 in Choices and Figure 9.1 in the

efficient, especially if supported by increased public infrastructure provision. Relate density levels to high public transport accessibility. Mass rapid transit reliant on move away from low density suburban housing model.

- More residents' homes in city centre reduces pressure on transport infrastructure from commuting patterns.

Public transport works best when development is concentrated at nodes.

study, affecting the housing study assessment/SEA.

- ESSTS lacks sustainable orbital movement options, linking park and ride sites and key employability sites across an east-west arc.
- Concern over the timescales to deliver and fund tramline 3 and risk that development precedes transport solutions.

Education:

- Publish education infrastructure appraisal in advance of the Proposed Plan.
- Prioritise sites within the Council's ownership. Don't adopt a standard land transfer cost or expectation, as the current Local Development Plan does, because every site is different.
- Welcomes the proposed provision of new education infrastructure in Kirkliston.
- Recognise that social housing is likely to house considerably more adults and children than an area with an equivalent density elsewhere. Therefore, base any density standards on the number of bedspaces per hectare rather than dwellings to take into account full occupancy of social housing.
- Justify education contributions and pupil product: high-density developments at over 65 units per hectare is unlikely to be deliver family housing; likewise where age profile of the development doesn't merit.
- Significant uncertainty as to the ability to deliver new high schools in the plan period, despite Housing Study concluding some

		<p>sites as being 'potentially suitable for development'.</p> <ul style="list-style-type: none">• New schools should not be built on greenspace, instead should provide new greenspace and growing/planting space.• Urban school sites may have restricted outdoor space whereas greenfield sites can deliver community based facilities for greater community use.• Active travel planning for access to schools is fundamental from outset.
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5B We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services.

Agree 95%	Disagree 5%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Primary healthcare needs to be accessible for public and staff, and for health and wellbeing, active travel and public transport routes are key. • Safe active travel as a default option when accessing community infrastructure and use national user hierarchy for streets. • To minimise carbon emissions and create a healthier and pleasant living environment. • Important that investors and developers are as certain as possible about the requirements that will be required for new developments. 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •

5C We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel.		
Agree 93%	Disagree 7%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Supports a high walk-in population and reduced need to travel, and the less need for car ownership. • Aids successful placemaking. • Co-locating community services in some of the new allocations as part of a strategic network of agreed healthcare and other community infrastructure should then be identified in development briefs in City Plan 2030. • This supports the development of a greater number of hubs to deliver social care locally. • People want affordable facilities, open at useful time, within their own communities. • Will support carbon emission strategies and contribute towards effectively building sense of community in new developments. 	<ul style="list-style-type: none"> • The volume of travel to these facilities doesn't justify much expansion. There are already many local offices delivering these services in Edinburgh. Also many of these services could be done online now which requires no travel. 	<ul style="list-style-type: none"> • Choice of active travel can be more inclusive. Provision of share bikes and e-bike share could help those that cannot walk quite so far. • Like to see the City Plan committed to the idea of a '20 minute neighbourhood'. • Community services should ideally be within active travel distance of all residents and services hub should be at the heart of each community. • People want to get to services quickly. • Provide on-street logistics hubs (with lockers) to reduce traffic from delivery vans and to support shop deliveries. • It's important that we avoid the need to always travel into city centre for services that could be delivered locally. • Make it easier for low-paid workers to live near their city-centre workplaces. • Primary Care services should be at the heart of communities they serve- both in terms of accessibility for the public to services and for the delivery of services by teams who require to do home visits e.g GPs, District Nurses, thereby reducing travelling times. • To deliver services locally, hubs for social care staff to interact with communities, currently these are larger hubs that serve wide areas where transport is essential to

		<p>meet people's needs. So redesigning how social care work across the city will be crucial to delivering local services.</p> <ul style="list-style-type: none">• More imagination about how buildings and facilities are used.• Centralised services has been a disaster for healthcare with long journeys to Western or ERI, same with decentralised to out of town retail.• People working in the services may still need to commute.• It should be recognised in policy that there will be opportunities for smaller scale development to be located in less accessible areas.•
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5D1: We want to set out where development will be expected to contribute toward new or expanded community infrastructure.		
Agree 95%	Disagree 5%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Welcome clarity at the plan stage on what infrastructure will be expected to be provided. • Clear and transparent contribution expectations are important for developer and investor confidence and infrastructure requirements should be identified in the LDP and clearly justified. • We support this provided it is clear what the benefit is to that development. • Recognising and addressing the impact of the additional growth on primary care infrastructure through contributions will enable appropriate and timeous delivery response. • A full deliverability and viability assessment should be undertaken to determine whether or not the developer contribution contained within the whole plan are affordable within individual market areas within the city. This will prevent such contributions from precluding much needed development from coming forward and delivering the aims and objectives of the plan. • To be viable, City Plan 2030 should allocate development sites that are strategic in scale and offer the potential for community infrastructure to be required and well utilised. • The level of developer contributions should be raised considerably. We are emphatically clear that developers of student accommodation must be required to contribute equally, alongside developers of all other types of housing etc. 	<ul style="list-style-type: none"> • Do not agree with contributions being required towards healthcare facilities that are run as private practices. • Concern over the Education Appraisal accompanying Choices in its density assumptions and consequent overestimation of pupil rate, with infrastructure requirements significantly overstated. • Fundamental that new programmed allocations identify what infrastructure is required, when and where, in consultation with Homes for Scotland and its membership. • 	<ul style="list-style-type: none"> • Consider impacts that new development may have on the existing rail network. Large residential developments that rely upon current rail capacity can both individually and cumulatively impact on the strategic function/capacity of the network. Impact on the network must be assessed as many routes and stations are operating at capacity. Commensurate increases in services or capacity may be required to avoid congestion. • Set out how much delivery will be funded by public funds (understand financing, and financial gap). • Developers can benefit significantly from the enhanced development value of green field sites and, in these circumstances, should be prepared to make appropriate contributions towards the costs of infrastructure. • Infrastructure contributions from developments on brownfield sites need to be carefully assessed so as not to discourage the reuse of such sites by developers. • Community input and engagement is key and critical to success. • Deal with on a case by case basis commensurate with the location and scale of any particular development. •

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| <ul style="list-style-type: none">• Developers must be part of the solution to delivering on community aspirations. | | |
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5D2: We want to use cumulative contribution zones to determine the infrastructure actions, costs and delivery mechanisms		
Agree 79%	Disagree 21%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • 'Cumulative contribution zones' recognizes that developing the city and meeting the challenges faced by this plan is a combined and shared endeavour. • By taking a cumulative approach over an entire zone, the opportunity to avoid delivering infrastructure because the site is too small to deliver, is reduced. • Sharing of infrastructure costs may unlock development in areas where initial infrastructure investment is too great a burden for one developer. • Where the total cost of delivering necessary infrastructure improvements in a wider area would fall disproportionately on one development then sharing these costs proportionally and fairly between all developments which fall within that area seems appropriate. • Enables a more strategic approach to the location of mobility hubs across a zone. • This will enable optimisation of community infrastructure and ensure consistency. 	<ul style="list-style-type: none"> • Contribution should be applicable only in the area under development. • Notes complication in the process if developments happen at different times and infrastructure will be held back. There is no doubt that substantial public investment will be needed in infrastructure improvements and expansion and there is a limit to what new development can support without adversely affecting that market and its price structure. • Do not support use of cumulative contribution zones, and in order to establish that contributions relate to proposed development or as a direct consequence, a robust evidence base is required to demonstrate this relationship. • For reasons outlined in the Ministers direction Jan 2020. • Agree in principle the cost of infrastructure should be shared equitably but not all development sites are equal, site specific costs depend on a range of factors and land value. Higher abnormal costs, lower returns. What if the council actively flexed contributions to strategically stimulate housing delivery, effectively cross-subsidising more complex sites from elsewhere across the city? • Complications might arise with the implementation of this proposal, if there is disparity between the viability of the various developers involved in a particular zone. 	<ul style="list-style-type: none"> • Partnerships, using a mixed of funding streams, working together to enhance existing or create new water environments and habitat networks will be a key element for success. • The principle of cumulation should be applied at the proposal and application stage with regard to developments over 0.25 hectares. • Negates argument of financial viability if costs are shared proportionately. • Onus then on Council to manage contributions and deliver. • Scottish Water has a separate funding mechanism to deliver network and strategic infrastructure. • Full deliverability and viability assessment should be undertaken to determine if contributions are affordable both within the whole plan area and within individual market areas. • Appears like the integrated approach but needs clarity on methodology on how cost is shared equally and what happens when there is a time lag between developments in a zone. • Network Rail would welcome a rail improvement zone approach (see East Lothian) along with Scotrail, are keen to be involved in identifying the infrastructure requirements, costs and delivery

- This has no basis in current planning law and practise and there are a number of legal cases that reaffirm this point.
- Recent appeal decisions show that there is a weakness in the current “contribution zone” strategy and without changes in legislation the cumulative approach to contributions will continue to be challengeable.
- Council is therefore needed to demonstrate that its approach to contributions meets the various tests in the Scottish Government Circular including that contributions need to relate to the proposed development and be proportionate.

mechanisms as a result of new development.

- An appraisal should occur of the approaches to planning obligations across the constituent SESplan authorities. Planning obligations should also be set in context of proportionality and affordability to ensure development viability.
- Potential to test the infrastructure levy approach including cumulative contribution zones, using existing regional partnership forums. Scope zones with SEStran/infrastructure providers so zones and costs are not established in isolation.
- Delivery must be communicated to communities, and don’t miss the more immediate off-site requirements for larger cumulative actions.
- Affordable housing developments led by housing associations (as opposed to S.75 affordable housing) should be exempt from contributions as in effect they are already providing 100% community infrastructure in the form of affordable housing.
- Clarification and simplification is needed on the basis for developer contributions with much better enforcement of agreements.
- A transparent pathway of where money is spent, with it being returned to the payee if initiatives are not delivered within a set timescale (3-5 year limit).
- The Council’s current cumulative methodology has been recently rejected by the Scottish Government. Further work by the Council is therefore needed to

demonstrate that its approach to contributions meets the various tests in the Government Circular, and going forward cumulative contribution zones should be influenced by the Chief Planner's letter.

- Clarify how do non-allocated sites with planning permission proportionately pay and if refunds will be made if more development in a contribution zone comes forward.
- Clarify it is the equal share of costs is between different developers picking up the whole cost, and not an equal split between the developer and the council.
- Cumulative approach spreads the costs of mitigating the cumulative impacts across a wide area with no single development being responsible for the entire cost of a specific infrastructure improvement. This is in effect, a 'roof tax', and there will inevitably be some winners and losers in this approach.
- The identification of infrastructure provides certainty, but the use of contribution zones is problematic, and cumulative zones are not supported.
- Await details of a proposed infrastructure levy and therefore the idea of cumulative contribution zones that may seek a second 'tax' for potentially the same purpose threatens to make development unattractive and potentially unviable in Edinburgh

		<ul style="list-style-type: none">• Provided also the mechanism does not delay all contributing projects to the date that the last contribution is made.
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5E We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance.		
Agree 86%	Disagree 14%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Developer contributions can have significant implications for the viability and delivery of housing and should be within the LDP and not within Action Programmes or non-statutory guidance. This approach allows for consultation and independent scrutiny, which must be the case for such important matters. In line with the new Planning Act. Support a clear, integrated approach. More efficient and cost effective when it provides higher developer/investor certainty and confidence and hopefully reduce the s.75 negotiation timescale. To emphasise the importance of the policy and ensure compliance. One easy-to-read document, for the benefit of communities and developers alike. Developer contribution expectations must be transparent, understood by communities, in the LDP, with site specific details. Better for developers to deliver directly. 	<ul style="list-style-type: none"> We need the confidence that this has been independently considered prior to adoption, and only applied following adoption. It will not be possible to set out the precise amounts until the content of the plan is approved (otherwise, updates to the Contributions will be required prior to adopting the Plan to reflect changed allocations which could have a bearing on the amounts identified in the plan). Therefore, the precise contributions should continue to be set out in Statutory Supplementary Guidance prepared following receipt of the Examination Reporters Report. It is not in the interests of a plan led system to defer the inclusion of important policies which will impact on viability to non statutory guidance with no formal process for adoption. Only set out guidance for developer contributions within the City Plan 2030 and the associated Action Programme. Guidance for developer contributions should certainly not be set out in non-statutory guidance. Potential issue with Action Programme also setting out costs and duplication/contradiction between the two documents. We do not believe that the Action Programme should contain anything other than the Actions required to deliver the plan, and the contributions should be contained in one document. 	<ul style="list-style-type: none"> Infrastructure charging mechanisms also need to be agreed to reflect the scale of community infrastructure sought. The proposed contribution zones and levels should be subject to consultation with the development industry and the methodology should be clear. Engagement with relevant stakeholders, including landowners should take place as part of the Action Programme's preparation and subsequent revision. Developer contributions should be set out in site briefs. Supplementary guidance could still be useful if circumstances change during a plan period and existing guidance requires significant amendment. The cumulative impact of policies in the plan on viability should be assessed and policies should clearly outline where further guidance will be required and the scope of this guidance. Suggestion that there will continue to be a reliance on the Action Programme and non-statutory guidance appears to contradict contribution guidance in the plan. Resolve existing Supplementary Guidance with the Scottish Government first. Provided the existing 2018 Supplementary Guidance on Heat Opportunities Mapping is

- Developer contribution amounts should be fixed at the level they are at when a planning application has been submitted, and not amended upwards thereafter.

retained which is helpful and identifies opportunity to source significant scale heat for heat networks at Seafeld (existing RS-3 allocation of EW 1d for an Energy Recovery Facility). Moving this into the plan would be beneficial. It should not be done in a way that reduces its significance as a planning consideration in determining applications.

5B We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services.		
Agree 90%	Disagree 10%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Primary healthcare needs to be accessible for public and staff, and for health and wellbeing, active travel and public transport routes are key. • Safe active travel as a default option when accessing community infrastructure and use national user hierarchy for streets. • To minimise carbon emissions and create a healthier and pleasant living environment. • Important that investors and developers are as certain as possible about the requirements that will be required for new developments. 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • •

Choice 6 – Creating places that focus on people, not cars – done up to here

6A We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes.

Agree 82%	Disagree 8%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Is in line with National Transport Strategy hierarchy with walking as primary mode undertaken and planned for. • Promotes the use of walking and cycling, least carbon intensive transport and contributes towards community health and fitness. • Tackles congestion. • 	<ul style="list-style-type: none"> • Not enough information on what targets will be derived from, justified and monitored. • Unclear how targets will be able to respond to changes in public transport timetables occurring during plan period. Resulting in undue prejudice by decisions outwith the control of the community/developer. • Use PAN 75 Planning for Transport Annex B Personal Accessibility Analysis for accessibility profiles for new development. • Development should not be hindered solely on accessibility grounds. • Would only work if public transport improvements are not just planned but already exist or are underway. • Won't deliver the certainty required for a planning system – relies on too broad a range of assumptions. New developments can subsidise early public transport services, which this approach won't take into account. • Policy would need to be flexible and allow for cross boundary commuting, or it discriminate those needing to travel further for work. • Need full understanding of existing mode share and communities' travel patterns. 	<ul style="list-style-type: none"> • Measure public transport usage of an area and target a percentage increase over plan lifetime. • Don't hold all applications to a single standard. Use a tiered approach to setting targets - city-wide, district and local) for specific types of development. • Could be assessed against ease of access to infrastructure and active travel networks. • Make it clear requirements not targets. • All new developments should have no net car traffic impact; consider zero onsite parking (and CPZ in the whole area) and/or car traffic reducing and public transport measures. • Not just private car use but other commercial vehicles that is causes congestion and air pollution. • LEZ central zone should be extended. • Take into account bus service frequency, directness and reliability. • Take account of residents and visitors with limited mobility, focus on accessibility for all. • If development is directed to where there is where there is sustainable travel options (Choice 5A), this proposed target should already be met. Seeks clarification at what

		<p>stage in the planning process would these targets are relevant.</p> <ul style="list-style-type: none"> • Confirm how targets be monitored and success measured and what happens if targets are not met. • Policies should put in place interventions required to deliver modal shift. • Follow the Sustainable Transport Hierarchy and Sustainable Investment Hierarchy as set out in the National Transport Strategy 2 especially when designing layout of new development. Further consultation on the detail is required prior to Proposed Plan publication. • Would require deregulation of bus services allowing a commitment to deliver services from operators. • Consider factors impacting on bus use eg Covid-19 and rerouting of services from the CMP/CCT plans to reduce city centre through routes. • More consideration of creating new routes not just assessment of what exists. • Can't force residents to use one mode. • Majority of households will still want to own a car for some trips. • More important to build at higher densities so there is less need to travel long distances. • Approach may disadvantage areas already deficient in sustainable transport routes. • Update existing policy. • Council policies are too biased towards cyclists.
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		<ul style="list-style-type: none">• Plan for car routes to reduce time and emissions.
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6B We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport.		
Agree 73%	Disagree 27%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Place briefs should include information on trips by walking, cycling and public transport as a key element of successful places. If existing parking spaces are being reviewed, alternative uses for this space including mobility hubs, bike parking and retrofitting green / blue infrastructure should be considered as part of place-making and improving sense of place. Consider grouping parking spaces away from individual front doors, enabling a better use of outdoor space. Only increase parking restrictions when public and active travel have been improved. It is part of a suite of measures necessary to create the necessary shift from the use of the private car to the use of public transport as first choice for mobility into, out of and through the city. Will give local communities and opportunity to have their voices heard. 	<ul style="list-style-type: none"> No robust data to support or implement this. Methodology and targets needs to be consulted on and agreed to have sufficient weight and status. Can't support without knowing what the public transport would be. SPP and other guidance already sets spatial targets for active travel, and parking standards are already in place. Planning Advice Note 75 Planning for Transport Annex B Personal Accessibility Analysis provides the basis for identifying accessibility profiles for new development. Use existing policy framework. Wrong time to be making decisions and setting targets, pandemic will change work and travel patterns, office downsizing, reduced use of public transport. Not the function of place briefs and too prescriptive. Should be in policy or statutory supplementary guidance; too for briefs, may not be deliverable outcomes without the engagement of landowners and informed by costly detailed site works. Limited status of Place Briefs. Car may be only option for disabled residents. Multiple trips rely on private cars e.g. working parents, tradespeople, shift workers Desire to retain car ownership for trips away from main centres of population. 	<ul style="list-style-type: none"> If Place Briefs embed parking standards, they need to be available from the Plan's adoption, otherwise delays to housing delivery targets. Targets should be in the plan, but place briefs can use them. No reduction in bus stops/spacing. As other parking is reduced, increase disabled parking and drop off points. It is important also not to create another layer of hypothetical assessment that has to be undertaken, disputed and debated with every single planning application, to the benefit of nobody except planning consultants. Rescind its Parking Action Plan Explore car free streets. Plant trees and cycle parking instead of car parking. targets should only be set in relation to planned transit interventions where a financial and legal commitment is in place to deliver them Place brief should demonstrate that the need to travel generally is reduced. Master planning exercise to develop connectivity Use pilot demonstrators to raise awareness of designing in low car use. How will targets be monitored?

	<ul style="list-style-type: none"> • EV means car ownership may remain prevalent. Reduce car use to work or city centre but not ability to park at home. • Low levels of parking are a source of objection to planning applications. • Low parking levels may result in less marketable housing, or overspill parking causing conflict with users, and reduced amenity. • If planned public transport intervention does not materialise, some developments will be left without enough parking yet rely on car use. • Employment hubs are dispersed around the fringes of the city, people don't always live near work and public transport won't always link. • Only for strategic development sites. • Zero parking is a challenge to provide for varying needs. • Many variables which need to be considered when establishing appropriate parking levels, some of which will not be known at the Place Brief stage e.g. operational requirements. It is therefore not appropriate to set such targets at this stage. 	<ul style="list-style-type: none"> • Avoid reverse incentive whereby people take cars to work to avoid daytime parking restrictions at their homes. • •
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7A - We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking

Agree 69%	Disagree 31%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Consistent with other cities seeking to prioritise walkable urban environments. • Has to be in conjunction with transport interventions. • Transport interventions must be integrated with masterplanning new development • Less pollution will encourage pedestrians and cyclists. • Integrated approach between modes of transport. • 	<ul style="list-style-type: none"> • Concern over methodology in determining suitable levels and how assessment of acceptability against targets will be made. • Results in parking in surrounding streets. Increase density/height rather than reduce parking. • Misuses planning policy to restrict car ownership. The rights of citizens to use cars (hopefully EVs) should be respected. • Dependent on new and improved public and active travel infrastructure. No guarantee public transport service can or will be provided in some areas. Needs to be backed up by commitment by (deregulated) operators. • Overly prescriptive. Minimum standards should be reviewed and allow for below the minimum where justified. • Aspirational targets not appropriate. Targets create false impression of success or failure. How will setting a target help? Car ownership does not necessarily equate to car usage. • Modal split is dictated by personal choice and cannot be targeted. People shouldn't be left with no choice but public and active transport if they don't want to or isn't convenient. • Continue with maximum parking standards in the Edinburgh Design Guidance of 2018, in accordance with SPP. • Overly complex and does not take account of operational or end user requirement. 	<ul style="list-style-type: none"> • Planning Advice Note 75 Planning for Transport provides the benchmark for mode share targets (Annex C). • Car-free now common in highly accessible locations, dwelling types should be assessed against target occupiers, location, accessibility of the site by non-car modes to local amenities/ facilities and places of work, measures proposed by the development to minimise car usage, as well as the surrounding context. • Revision to make it clear that there will be no provision in any development for car parking other than for disabled, servicing and essential visitors. • Car free development only possible for brownfield developments, sceptical it can be employed in semi-rural locations. • Targets will need to be enforceable. • Only feasible with step change in public transport provision. • Resolve tension between policy aims and objectives with how developer see their markets. • Consider needs of displaced SME lost to redevelopment. Careful balance to still allow some parking to service traders, businesses, retail. • Access to car club and other shared transport services also alleviates level of parking.

	<ul style="list-style-type: none"> • National Transport Policy stresses adaptability and notes that whilst the desire is for modal shift that may not always be possible. • If evidence base is not available, could lead to inappropriate levels of parking allowed and overspill parking. • Parking constraints especially in suburban development are not effective in transferring demand from private car to public transport. 	<ul style="list-style-type: none"> • Consider underground parking. • Extend and enforce CPZs and permits. • Supported by a gradual removal of existing on-street parking to free up road spaces for public life and planting. • Travel plans to mitigate against car use. • Consideration for parking for social care visits. Continued reliance on retail centres predominantly accessed by car, so reducing parking will disadvantage some to access these facilities. • Current cycle parking standards are too onerous and create dead frontages at ground level or reduce usable outdoor amenity space. • Align cycle parking with BREEAM standards of 50% for student accommodation. • An independent study should be undertaken to inform the level of cycle parking associated with student accommodation and general housing. • Use of lease agreements in PBSA are used to discourage car ownership. • Agree with controlling on-street parking in problem areas. • Significant reduction in car parking standards may have a number of negative consequences, including providing for varying needs. • Over emphasis on direct cycle trips fails to understand the varied travel patterns of all residents, 'trip chains' around tasks which necessitate bus or car use.
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7B We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme.

Agree 74%	Disagree 26%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Key disincentive to car use. • Supports the creation of healthy inclusive public centre. • Requires infrastructure eg public lifts to cater for all mobilities and ability to walk longer distances. • Control of city centre parking is required to deliver City Centre Transformation. • City centre parking reduces land available for housing. • Provides space for planning for climate resilience (space for people, water and wildlife). • Ensure Tra 5 City Centre Public Parking is updated. • Support the introduction of a parking levy on employers and retailers in the City Centre to fund improvements in the public transport provision. 	<ul style="list-style-type: none"> • Only more car parking at a reasonable price will slow the death of the city centre. • We are of the view that restricting city centre car parking simply pushes this out to surrounding areas, with consequential adverse impacts. • Restricts potential investors in Edinburgh • Cost of parking is enough to make it prohibitively expensive to use car, with impact on deterring families from the city centre. • Reducing parking and narrowing streets causes more congestion. • Decide on case by case basis on merit. • Creates parking congestion in commuter areas. • Consider short to medium term behavioural impact of Covid-19 on bus patronage vs private car use. • 	<ul style="list-style-type: none"> • No parking provision other than for disabled, servicing and essential visitors. This must be done in tandem with phasing out on-street parking. • Manage commercial needs – deliveries etc. • Cut down on business travel to the city centre by remote working and meetings. • Provided that social care staff can visit city centre residents. • Must not negatively impact on liveability for city centre residents. • Coordinate strategies to avoid displacing parking elsewhere. • City centre bus services from semi-rural communities will need to be extended, and long distance safe cycle routes into the city centre. • Consider mobility hubs replacing parking see Bremen example with target of removing 6,000 cars from the city. • Clarify that this is 'additional car parking' compared to existing provision.

7C We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure.

Agree 82%	Disagree 18%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Allocating more space to people and plants and less to cars, like widening pavements and planting street trees, “pocket parks” will have a significant benefit. • Reduction in parking spaces, resident and metered, would be a disincentive for car use. • Studies on public transit (busways) in Cambridgeshire have shown that the reduction in car parking spaces can be a powerful incentive for people to change to public transport or active travel. • Copenhagen has demonstrated that restricting free and easily accessed car parking is a necessary element of a strategy to increase active travel and reduce private car use within cities. 	<ul style="list-style-type: none"> • Change to EV will happen inevitably but until then shouldn't penalise non EV cars which are still unaffordable for most people. • Not a progressive tax as until widespread tram route throughout the city, people will require to park cars. • More clarification on management of EV infrastructure. • Cycle parking not used. • Policy should respond to accommodating demand, rather than controlling it. 	<ul style="list-style-type: none"> • Council could work with developers to offer mobility management: charge a developer for each car park that is built, or allow them to use this 'allowance' to be put into providing public transport, car clubs, cycling infrastructure, etc. • Promote car club as an alternative. • Additional infrastructure needs to be sensitive to the historic environment. • Better bike storage solutions as bike theft is an issue: explore secure cycle parking in back greens. • Include on-street visitor cycle parking requirement. • Electric vehicles: • Any developments should make provision for both current (active) and future (projected) demand for electric vehicle charging infrastructure either on-site or as a contribution to a public charging infrastructure, co-ordinated by the Council in a similar way as it does with contributions towards the City Car Club. • Ensure sufficient capacity within the electricity grid and sub-stations to accommodate demand. • EV in all public parking areas and provide charging stations for electric wheelchairs

		<p>and mobility scooters, as well as 4 wheeled vehicles.</p> <ul style="list-style-type: none">• Must reduce congestion as well as air pollution so EV not the solution, reduce all car dependency.•• There must be flexibility within any parking policy to examine the specific nature of the business needs of a proposal, and not just that it falls within i.e. Business and Industrial.• Ensure adequate off-street parking and garages that is fit for purpose.• EV cars are not the solution to achieving carbon neutral status by 2030.• Clear guidance on the requirements and the future liability of EV charging, with Edinburgh Council managing all EV charging points.• Does control demand mean reduce demand?• Preferential tariff for electric cars is a regressive tax solution. When they are cheaper they will replace cars and be back where we started controlling private vehicles.• Electric cars are less environmentally damaging but not without a carbon footprint, and not the solution to achieving carbon neutral status by 2030.
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7D We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride at Gilmerton Road and Lasswade Road and extensions to the current sites at Hermiston and Newcraighall. There is also the potential to safeguard an extension to the park and ride at Ingliston as part of the International Business Gateway masterplan. Policies on Park and Rides will be amended to reference these sites and any other sites that are identified in the City Mobility Plan or its action plan.

Agree 89%	Disagree 11%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Use of park & ride should be encouraged and the provision of more sites close to other transport modes which are easily accessible to the city centre will reduce traffic and carbon emissions throughout the city. • Support for P&R facilities at Hermiston Gait to relieve Lanark Road West congestion; Gilmerton, Lasswade Road and Straiton with the potential to reduce volumes of traffic on three arterial Roads. • The allocation of new housing development should support the provision of park and ride facilities along the transit-based ESSTS corridors. • Essential to minimise the effect of the large volumes of commuter traffic from outside the city. • New developments should prioritise access to the park and ride, rather than the city centre. 	<ul style="list-style-type: none"> • Lack of ambition, 10 sites with a capacity of 10,000 would be a good target for today's volume plus growth. Mass commuting underpins flexible workforce. Challenge for transport will be space, not air quality as technological advances continue. • Safeguarding is a constraint on flexibility. • Gilmerton proposed site is permitted for mixed use development, do not support formal park and ride. • Could encourage driving, increase demand for parking and contribute little to carbon reduction. • May ultimately encourage car ownership in the landward areas. • The current usage of Park and Ride is impacted by congestion that builds up in the lead up to these sites. The suggestions presented are still within the extent of congestion, reducing the effectiveness to reduce congestion. 	<p>OTHER SUGGESTED SITES:</p> <ul style="list-style-type: none"> • Additional parking capacity at Ingliston is urgently needed to avoid the current problems which can also result in overspill parking in and around the tram corridor. Likely to need further enhanced connections to the A8. • Consideration should therefore be given to safeguarding provision for a park and ride / interchange facilities at: Newbridge / Broxburn; the A90 at Craigiehall; Leith at end of tram route; on the A70 along with radical rethinking of bypass provision for the Water of Leith traffic corridor; Craigiehall makes provision for a 500-600 space Park and Ride facility to intercept traffic entering the city centre via the A90; and West Edinburgh associated with transit corridor (extended tram line shown on Map 11). This may assist those approaching Edinburgh from the M8, M9, Broxburn / Uphall and Winchburgh. • Better facilities in the NE of the city, support for Newcraighall extension, and run bus services to north, not just city centre. Or small scale Musselburgh with buses to Leith. • Edinburgh Orbital Bus Route (strategic cross-boundary commitment in SESPlan) could link to existing and proposed P&R sites.

		<ul style="list-style-type: none"> • Additional P&R for traffic from Queensferry and beyond, a suitable location would be Burnshot in the A90 corridor. • The absence of park and ride facilities at Hermiston Gait / Edinburgh for M8 / A720 traffic is a significant gap. • The absence of a tram connection at the Hermiston park and ride significantly reduces its usefulness to West Lothian (and CEC) residents. This would greatly reduce the need for car use and create a tram link between HWU and the airport. • Car parks at Ocean Terminal have for the past c 20 years been operating in similar ways, offering free parking to substantial numbers of commuters every day. The introduction of the new Tram extension to Newhaven will create a new interchange and likely draw further demand. Potential for park and ride facility in the area to connect active travel, tram, shopping and commuter interchanges. • STPR2 Case for Change discusses the importance of sustainable travel provision / options for visitors. This should be a key issue for Edinburgh, particularly if the potential for attractions to be more distributed throughout the city is delivered. A networked system of Choose & Ride sites could be integral to achieving this. (see Transport Planning Objectives in table 10) and ensure these inform the Proposed Plan. • Wait to develop these until clear picture of travel patterns post COvid-19.
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		<ul style="list-style-type: none"> • Some areas of the city (not in CPZ) are already be facto park and ride. • Take into account feasibility study into the provision of P&R facilities in north Midlothian. The proposed safeguarding of sites at Gilmerton Road and Lasswade Road may have some merit. The success of a P&R site is related to predicted passenger demand and desirability of location, sites too close together are less attractive. Consideration of the impact on existing facilities in neighbouring Council areas. • Re-schedule the timetable for new park and ride hubs in order to fit with the timescale for the LEZ and other initiatives. <p>Function and design of park and ride sites:</p> <ul style="list-style-type: none"> • The existing Park & Ride sites are single function only and have no real sense of place or integration. Develop through a design led approach a concept for how sites can be developed: arrive and choose a range of modes (mobility hub), with integration of green infrastructure. Potential also as peripheral mixed-use hubs and the implementing proposed retail park regeneration. • Upgrade over time to provide slow charging facilities at each space. • Ensure surrounding rural landscape character is not compromised, include more screening tree/shrub planting and their maintenance. • Public transport from P&R sites should serve more destinations, not just direct to
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		<p>city centre. Public transport operators must be consulted with in order to determine whether servicing new P&R sites is feasible and/or preferred over expanding existing P&R sites.</p> <ul style="list-style-type: none">• The Edinburgh Waverley Western Approaches study now under way create an opportunity for a mainline station at Kirkliston or Winchburgh.• As park and ride sites catering for mode shift of commuters and visitors from mostly out with Edinburgh, this needs to be coordinated in line with the Regional Transport Strategy, and build on the findings from the SEStran Regional Park and Ride strategic study.• With exception of Sherifhall, all are oversubscribed.
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Choice 8 – Delivering new walking and cycling routes

8A We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes.		
Agree 92%	Disagree 8%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Sustainable alternatives supports modal shift from the private car, and reduces impact on key, congested routes, and safeguards the health of citizens and visitors and achieve carbon neutrality. Active Travel is about improving quality of life and quality of place. Investing in infrastructure and support for walking and cycling can increase economic growth and vibrancy. Those walking and cycling tend to spend more money locally than drivers. Potential to improve public and active travel for workers and visitors to industrial sites, for example the Promenade to Seafield site. 	<ul style="list-style-type: none"> Cycle network aligned to footpaths is poor Cycle paths on road (not segregated) is dangerous and causes congestion. Small minority actually cycle, takes road space away from buses. 	<ul style="list-style-type: none"> Holistic network analysis required looking at arterial routes (with public transport and segregated cycling) and Low Traffic Neighbourhoods. "Delivering new walking and cycle routes" is much less important than improving existing ones: pavement improvements, widening, more road crossings, traffic calming. Review full network and identify gaps, deficiencies in quality. Within historic areas an overall reduction in motorised traffic and enhanced and safe mixed cycle and pedestrian areas are a better solution than dedicated cycle only routes. Over-engineered cycle infrastructure can impact on space and amenity. Concern that by restricting loading and unloading, arterial cycle-routes could jeopardise the viability of local businesses. Maintain historic setts to ensure they are safe for cyclists. The integration of public transport will be important for promoting walking. Create good links to and within areas with high SIMD. Experiment with temporary infrastructure.

		<ul style="list-style-type: none"> • Integrating these routes as elements of the multifunctional green and blue network, so they serve as habitat corridors. • Segregated cycle routes to avoid conflict with pedestrian users. • More joined up cross-boundary routes, which then link to local networks, which have connections to public transport, mobility/choose and ride hubs. • The criteria should be informed by the content of the STPR2 Case for Change report so that routes address the key issues identified. • Base criteria on taking pedestrians, cyclists, wheelers off the road space, to and through green / blue spaces, Country and Regional Parks, interesting landscapes, easy gradients and avoid poor air quality. • Criteria should assess how routes address gaps and missing links in the existing green / blue network. • Design should prioritise the needs of walkers and cyclists first, then other road users. • Routes should conform to the five characteristics in Cycling by Design, and as such should accessible for use all year round and be wide enough to facilitate social distancing with good signage and provide bins. • Waterfront Promenade should avoid port operational land. The form of the proposed connection will require to take into account physical and amenity constraints. <p>Clarity should be provided on the</p>
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		<p>responsibility for funding, delivery and maintenance of these routes, and all costs set out in the Action Programme; contributions should be proportionate in line with Circular 3/2012.</p> <ul style="list-style-type: none">• Not clear how these routes link to existing network and how these will be prioritised over motorised vehicles.• Size of the City and distances to outlying areas such as Kirkliston requires a combination of travel options to allow full benefits including commuting and leisure trips to be realised.• Clarify if works to complete the River Almond walkway would impact on Craigiehall.• Ensure maintenance of existing routes before extending new routes.• Need a much broader engagement with local people to identify a genuine network of active travel routes.••
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8B As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals for the new plan to assist in delivering.

Agree 89%	Disagree 11%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<p>Specific support identified for:</p> <ul style="list-style-type: none"> • Edinburgh Waterfront Promenade, Pilrig Park to Pirrie Street link, A71 Cycle Super Highway • Routes to Curriehill Station and Water of Leith path. • Extend the Edinburgh Waterfront Promenade from Granton to link with the John Muir Way • River Almond Walkway from Cramond Brig to Kirkliston • Pentlands to Portbello link, and explore extending westwards through Colinton and ending up in South Gyle, and attention to crossing the A702 and A720 roads, and consider links between this route, the Braid Hills area and Burdiehouse Valley Park. 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Cycle and footpath link from the A90 to the A8 corridor, to enable Barnton/Cramond area and Queensferry NCR1 to travel to Edinburgh Park and transport links. • Waterfront Promenade should avoid Port operational land, take account physical and amenity constraints. • Collaborate with other councils on longer distance routes as a necessary component of modal shift in localised cross boundary journeys and for longer peripheral commuting e.g. connections along The Wisp/A7, the A701 and A702, to Niddrie Bing area, consider Shawfair to Newcraighall Station, junctions on the A720 City Bypass to become more user-friendly for non-motorised transport, grade separation of the Sheriffhall roundabout; A7 active travel super highway, connecting with planned improvements in Midlothian; completion of A8 link, including future links via International Business Gateway; SEStran planned Portobello to Musselburgh connection. Identify the Shawfair to Lasswade Road Cyclepath/Green Network • Significant gaps in the routes on the north west side of the city.

8C We want City Plan 2030 to also safeguard and add any other strategic active travel links within any of the proposed options for allocated sites and/or that may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or submitted through consultation on this document.

Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<p>Support for: Route towards Newbridge, Livingston and A71 super highway; from Balerno down the old railway line towards Kaimes Quarry for Kirknewton (partially replacing the existing NCR 75, which currently uses the increasingly busy Long Dalmahoy Road and the steeply graded Ravelrig Road); SW Edinburgh area - safe pathway to the Pentland Hills.</p> <ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Need to consider the impact of safeguarding these routes for active travel on other travel modes • Specifically protect pedestrians from cyclists on pavements, or narrow footpaths like the canal towpath. • 	<ul style="list-style-type: none"> • Increasing levels of e-bike ownership are a significant contributing factor in modal shift elsewhere in Europe, and should influence planning for the city region. • Engage with the appropriate parties for clear understanding of land ownership constraints, avoid allocations to deliver off-site links in third party control, unless the Council is prepared to intervene and deliver the link subject to financial contributions. Such contributions must be based on robust cost evidence. • Clarity of funding particularly for cross boundary interventions. The Council consistently interprets 'active travel' as predominantly cycling, and budgets accordingly. • Support for new strategic walking routes, must be in addition to enhancing walking provision throughout the city • The A70 corridor seems once again to be entirely ignored. •

Choices for City Plan 2030 Responses Summary

A city in which everyone lives in a home which they can afford

Choice 9 - Protecting against the loss of Edinburgh's homes to other uses

9A - Consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area'		
Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none">• Damaging to well-being and community cohesion. It affects housing availability, affordability, amenity and has a knock-on effect of destroying local businesses.• Negative impact on hotels and B&Bs.• Will help meet housing need based on existing stock and reduce the need to build in new areas.• Could create a better balance between short term lets and the resident population and aid better place making	<ul style="list-style-type: none">• Would make it unaffordable for tourists and decrease revenue for local businesses.• Short term let control area should be everywhere.• Should be controlled through licensing and enforcement.• Perception of short term let numbers and actual data is often completely misaligned and this policy needs to be driven by data.• Practicality in terms of the resources of the Planning Dept to execute this should be considered.• Needs to be implemented nationally otherwise just pushes the problem elsewhere.	<ul style="list-style-type: none">•

9B Create a new policy on the loss of homes to alternative uses.		
Agree 88%	Disagree 12%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> STLs impact on price and availability of housing, character of neighbourhoods and amenity. Needed to protect housing for people to live in and bring housing back into use. Should seek reasonable balance between economic benefits of tourism, adequate housing supply and quality of life. Should be a presumption against a change to commercial use. Should restrict STLs to those living on the premises. 	<ul style="list-style-type: none"> Any restriction will make it unaffordable for tourists and result in decreased revenue for local businesses. Overkill for any of the perceived issues surrounding short term lets. Time consuming and therefore expensive. May drive more people to opening up their spare rooms instead of letting out an entire home with no regulation. Needs to be a recognition of the non-binary nature of properties in the city centre. Create zones that allow a certain number. Should be blanket ban. 	<ul style="list-style-type: none"> Need to provide a mix of accommodation including hotels, youth hostels. Consideration needs to be given to change-of use from retail to residential wherever possible.

10A Revise our policy on purpose-built student housing		
Agree 84%	Disagree 16%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Not an appropriate area for speculative building and should not be provided at the expense of housing. Should be based upon an evidence-base of the need. Community concern over spread and potential negative impacts on neighbourhoods and availability of affordable housing. Should monitor capacity. 	<ul style="list-style-type: none"> Restricting development and management to HE institutions is anti-competitive, they may not have the will or resources to meet demand and should not be obliged to take on management. Limiting growth will exacerbate housing issue. Student accommodation is more efficient use of land and frees up existing housing stock. Requirement to locate on a direct route is onerous and overly restrictive. 	<ul style="list-style-type: none">

- Need to consider overall requirement and demand for housing in the city from all sources, including visitors and students and specialist housing.
- Current guidance is non-statutory and is seen as a weakness. Should be tenure blind and facilitate change of use.
- Demand for student accommodation likely to decrease and should consider conversion to high-density, low cost starter homes.
- Purpose built blocks are not easily adaptable to mainstream housing due to design.

- Housing should not be at the expense of student accommodation where there is a need. Existing policy has not limited windfall housing development within the city.
- Differing locational requirement and potential conflict in life styles between students and housing.
- Provision dependant on the scale of site and investment intention. Should be considered on a site by site basis and not restricted to housing.
- Limit of 10% studio flats not evidenced and fails to acknowledge importance of future proofing. Should be driven by market and demand, may be smaller sites that provide a good opportunity to provide studios not suitable for a cluster model.
- Should be no more student accommodation.
- Adding 1 in 10 affordable homes within a student demographic is not sustainable.
- All future student accommodation should be on university land.

Choice 10 – Creating sustainable communities

10B - Create a new policy framework which sets out a requirement for housing on all sites over a certain size		
Agree 84%	Disagree 16%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Supports the formation of sustainable, mixed use communities. Housing must be on the same site. • Should include town and local centres, and office developments should not be excluded. Major developments should provide small-scale office and other workspace units. • Requirement should not be transferrable to another site • Should be affordable/social housing only. <p>Need to consider biodiversity value of sites.</p>	<ul style="list-style-type: none"> • Would have implications on development viability and may damage the long term economic outlook. • Developers of residential are different to other commercial developers and hotel operators. • Should not apply to University Campus sites or University owned land due to viability. • No evidence for threshold of 0.25 Ha. • Housing not always be appropriate and may not lead to good place making. Should be on individual site basis with the balance of uses not restricted to housing and should adopt a range of housing numbers not site area. • Inefficient use of land as housing has significantly more policy requirements and student housing provides greater density. • Vision for land use should be a mix of public realm use. • Do not believe the housing requirements have to be on the development site itself. 	<ul style="list-style-type: none"> • Unclear why policy is seeking additional residential housing over and above the evidenced-based requirement set out in HNDA2. If additional housing is required more land should be released. • Should not apply to EBQ as this would undermine the life sciences-led objectives. • Should be an embargo on new student housing, hotels and short-stay commercial visitor accommodation, and other commercial business, retail and leisure developments in the World Heritage Site.

10C Create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres		
Agree 84%	Disagree 16%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<p>Housing complements existing retail floorspace and helps to best utilise available land and create sustainable mixed use communities within the urban area.</p> <ul style="list-style-type: none"> • Will minimise travel needs and strengthen financial viability of centres and units. • Changes in retail may increase the number of vacant units and space could provide urban living, and footfall for businesses. • Promotional policy may encourage more mixed-use development, but not one that dictates that any redevelopment will require 50% housing. Policy should make specific reference to supporting proposals developing above existing single-use retail units and commercial units. 	<ul style="list-style-type: none"> • Should not seek to stymie the primary use on these sites, undermining future investment. • Should continue to adopt existing policy framework and amend Policy Hou 10 - Housing Development to support housing uses. • Should be broadened to include other land use proposals. Housing will not be appropriate in all circumstances. Consideration needs to be given to a site's physical ability to accommodate housing and associated requirements. • Undesirable to live in these locations • Loss of this type of facility likely to result in a greater need for current users and new residents to travel further for access to retail facilities, will result in the loss of local sources of employment and a greater dependence on commuting for work. • Might be more practicable to seek to remodel these type of developments to provide housing above the retail centres. • 	<ul style="list-style-type: none"> • Could not be relied upon to provide any significant level of new housing supply. Will depend on site specific considerations and aspirations of owners. May be amenity conflicts and issues with deliverability. • Existing business and industrial estates could also provide housing and other uses. Greater flexibility should be applied to well located sites. • Must be sufficient demand and infrastructure. Provision for sport and recreation should be considered within redevelopment including a community speedway stadium.

Choice 11- Delivering more affordable homes

11A Amend policy to increase affordable housing from 25% to 35%.

Agree 72%	Disagree 28%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Appropriate ambition for Edinburgh and will help reach affordable homes target. • Must be effectively enforced. Should not be able to reduce the requirement and should require on site provision. • More achievable if a broader range of products were considered under the affordable housing description. • Should be even higher. 	<ul style="list-style-type: none"> • Unless the whole housing requirement is planned for and met, affordability issues will perpetuate, regardless of target. • Should have regard to cumulative burden of policy requirements. Should be considered on a site by site basis. May have an adverse effect on viability and reduce housing supply. • Should be 30% to ensure viability. • Needs to be a balance between affordable housing and not prohibiting market housing coming forward. • Should be set at national level. Regional variations could add uncertainty and create distortions in the market for new housing land. • Should identify other ways of delivering affordable housing where 35% is not achievable. Should allow contributions to developments elsewhere. • Currently failing to meet delivery of 25% and until this is achieved current requirement should remain. • Land values vary across the city and fluctuate over time. May be more appropriate to vary contributions in high pressured areas. • 25% should remain for urban brownfield sites. • All development places pressure on the housing market and increases the need for housing, requirement should apply to all forms of development. • Need to take account of grant funding. Should be greater flexibility in definition of affordable 	<ul style="list-style-type: none"> • Subsidised affordable housing is not the only policy lever necessary to address affordability. Focus requires to be on providing more housing of all tenures. • Would like to see more detailed and credible plans set out for addressing the overall tenure mismatch between supply and demand. • Definition of affordable housing should reflect the average wage or the Living Wage rather than a figure that relates to surrounding properties. • Explicit guidance required for developers on the maximum amount that affordable housing providers can pay for these units otherwise cost of additional developer levy will fall upon housing associations.

	<p>housing in recognition of the range of alternative models for affordable homes.</p> <ul style="list-style-type: none"> • Social housing should be prioritised. Affordable and social are not interchangeable. • Okay in brown field developments but could end up with 'ghetto' areas on estates. • Need a balance of homes, too many "affordable" homes not always appropriate or acceptable for the market. • 35% is likely to discourage people from purchasing. • Should let developers create separate sites. • Already surplus affordable homes. 	
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11B Require a mix of housing types and tenures		
Agree 78%	Disagree 22%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Justified by the need to ensure more affordable homes in sustainable environments. • Where there is evidence of housing needs of different types policy should address this. • Mix creates diverse communities. • Should achieve higher standards and quotas for accessible housing to futureproof housing stock for ageing population. • Should not be able to move the affordable or social housing provision offsite. • Build to Rent and the private rented sector are essential part of development portfolio of RSLs and can provide homes at a range of price levels with security of tenure. • Should support self build/collective approaches including for older adults. 	<ul style="list-style-type: none"> • Mix of tenure and types change over time. May result in plan being outdated early in its life span, stifle sites and have a negative impact on viability, delivery timescales and design. • Blanket policy makes no allowances for the differing demographics. • Should be market driven and enable developers to make off site contributions. • Should continue existing policy framework with strengthened guidance. • Detrimental to RSLs-changes to grant funding may have an impact on tenures that are deliverable. • Only the broad principles of Housing for Varying Needs supported as all criteria cannot be met. 	<ul style="list-style-type: none"> • Addressed in density policy.

- Should include core and cluster supported accommodation.
- Should have more emphasis on cohousing and housing cooperatives.
- Should be a minimum 10% accessible homes.
- Recognition should be taken of the permitted levels of local rents and affordability for certain types of property.
- Should not dictate housing types which RSL's do not want.
- Demographically driven decisions will be better for the longer term than commercially driven.
- Should allow for design exploration with the development - to ensure best possible development.
- Should promote development of a modern "tenement" as this promotes communities.
- Should be in keeping with the area.

- Would constrain delivery on brownfield sites, on such sites CEC as landowner could impose this outwith the planning process.
- Affordable housing and council housing should be the aim.
- Incapable of regulating this.
- Should be distinct boundaries between private and social housing.

Choice 12 – Building our new homes and infrastructure

12A	Option 1-Council/Partners/Urban Area	Option 2-Market/Greenfield	Option 3-Blended approach
	76%	6%	18%
	Reasons		
	Option 1-Council/Partners/Urban Area	Option 2-Market/Greenfield	Option 3-Blended approach
	<ul style="list-style-type: none"> Current housing study data does not justify further land release across the city. Focus on density, reduced need to travel offers the best opportunity to create a resilient city. Preserves green belt and allows a more compact city, which is better for active travel and would minimise impact on strategic transport network. Only option that can provide for walking in accordance with the movement hierarchy as well as helping to deliver on wider sustainability objectives. Use of green belt land should be avoided at all costs A more interventionist approach could bring sites being held for development forward. Support development driven by the Council's plans and budget, rather than by housing targets set by the Scottish Government. Concerned about the impact on small-scale light industrial and retail uses. Other options would result in considerable scale of development on 	<ul style="list-style-type: none"> Estimated cost of delivery and impact are less than with the other two options and so should be regarded as the least financially challenging option. Even the lower number of market housing will be challenging within existing infrastructure and environmental carrying capacity. Housing Study not robust. Should not be relied on to allocate sites. All sites in urban area should be considered suitable in principle, subject to detailed assessment. Empty sites in the centre of town should be prioritised for affordable rather than private housing. Release of green belt is critical to deliver the required housing. Provides appropriate flexibility for a variety of housing types to come forward within the Plan period. Option 1 puts pressure on CEC and the housebuilding industry to deliver housing within constrained brownfield sites – therefore jeopardising future growth, fails to meet essential housing need and demand and would disregard opportunities to develop suitable and sustainable greenfield sites with an appropriate programme of phasing. Would risk a housing land shortfall and result in complicated CPO delaying housing delivery. 	<ul style="list-style-type: none"> Brownfield alone does not have the flexibility to deliver affordable, varied housing stock. Green belt release necessary. A dispersed growth approach would allow multiple sites to come forward at the same time. Would ensure housing need can be met in full and allows for the benefits of new development to be accrued by existing communities and support existing services. Option 1 has the potential to introduce further constrained sites into the housing land supply, presenting a risk that the housing supply target will not be met. There is no development strategy that demonstrates which sites it is expected will contribute to the housing supply target. Land owners may not share the aspirations of City Plan for their sites and others are at an early stage, delivery in the plan period cannot be relied upon. Expense of CPO would mean there would be little or no uplift in value through change of use to residential, creating a heavy cost burden for the Council.

	the edge of the city, loss of agricultural land and impact on the strategic road network and housing market of surrounding areas.		<p>Evidence presented in the Housing Study is fundamentally flawed.</p> <ul style="list-style-type: none"> Should be no more development along banks of Water of Leith including brownfield sites.
	Housing Land Supply		
	<ul style="list-style-type: none"> HNDA calculation is not precise and conclusions relating to the economic growth of the City are dated. HNDA2 is the most up to date robust assessment of housing need and demand. Basing targets on SDP1 and HNDA2 is open to question and interpretation. HNDA2 Housing supply targets should be disregarded as Scottish Government rejected SDP2 – SDP1 is still the development plan. Housing supply target bears no alignment to the evidence. None of the options meets all need and demand. Larger generosity allowance required for option 1. There is no redistribution strategy from other constituent local authorities to absorb the balance of homes from Edinburgh that may not be met. Unfortunate it hasn't been possible to proceed in discussion with SESplan partners, particularly given early work done developing a Regional Spatial Strategy. Conclusion that in the absence of affordable housing provision there is no possible substitute to addressing the identified affordable need identified in HNDA 2 and that it should be ignored is flawed. The housing target should be higher. Edinburgh is capable of delivering at above the average annual delivery rate of market homes assumed in the HST. Considered that constraints on the delivery of subsidised affordable housing is a reason for a downward adjustment. Do not support any of the options because none are likely to provide sufficient housing to meet Edinburgh's housing need and demand until 2032. Propose an alternative Option 3, which allocates much more land for housing than currently proposed. <p>Greenfield areas identified would not meet target. Additional or alternative greenfield site releases are required and should be augmented with some smaller greenfield sites deliverable in the short term</p>		
	Other issues		
	<ul style="list-style-type: none"> Object to inclusion of Inch Park- Proposal is short sighted and does not meet Council objectives. Object to inclusion of 227 Seafield Road and 383 Seafield. Owner has no intention of releasing the land for housing in the Plan period. Houses should not be built on the Westbank site. This site should be retained for leisure use and for use by the community. Concern from Network Rail in relation to some of the potential greenfield sites. Concerned about Block 31 off Alnwick Road. Why not encourage more development in other LA Areas? 		

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		Supporting reps	Objections
12B	Proposed greenfield site - Calderwood	142	251
	Other Issues	Reasons	
		<ul style="list-style-type: none"> On current transport access. 	<ul style="list-style-type: none"> Lacks direct public transport and current active travel arrangements along the A71 are inadequate. Site has poor connectivity and little relationship with the City of Edinburgh. It is disjointed from the main development and would be linear development. Does not meet aim of locating new development in locations with infrastructure capacity, or where capacity can be provided. Ability to deliver additional infrastructure has not been demonstrated. Will result in no green corridor between Edinburgh and West Lothian. Will have a significant impact on landscape setting of Jupiter Artland and its designed landscape, would directly contravene the findings of the capacity study. Can't ensure no damage to biodiversity.
12B	Proposed greenfield site - Kirkliston	156	654
	Other Issues	Reasons	
		<ul style="list-style-type: none"> Would create a strong Green Belt boundary. Delivering a new secondary school would reduce travel. Good transport links and could be seen as a multi-dimensional hub. Train services to city centre possible after the Dalmeny Chord is established. 	<ul style="list-style-type: none"> Scale of development likely to be unsustainable, without a full-scale local plan for Kirkliston and major investments in infrastructure. Least sustainable option, having the greatest environmental impact, being the least carbon efficient, and costly to deliver the supporting infrastructure. Can't ensure no damage to biodiversity.
12B	Proposed greenfield site -West Edinburgh	145	284
	Other Issues	Reasons	

		<ul style="list-style-type: none"> Housing Study identifies Norton Park as suitable for development. It is effective and deliverable and could contribute immediately to the housing land supply, Well contained and associated with Ratho. Would support the creation of integrated mixed-use neighbourhoods with easy to access facilities and services. Good access to public transport and further potential with proposed tram extension or bus rapid transit (BRT) to Newbridge and potential new rail / tram interchange at Ratho Station. 	<ul style="list-style-type: none"> Strategic economic gateway to the city and corridor is part of arrival experience, key land uses should reflect this. Release of land for density volume house building would not be appropriate. Premature of West Edinburgh Study. Not in alignment with NPF3. Should continue to be safeguarded for eventual relocation of the Royal Highland Showground. Can't ensure no damage to biodiversity.
12B	Proposed greenfield site -East of Riccarton	147	263
	Other Issues	Reasons	
		<ul style="list-style-type: none"> Identified in Housing Study as suitable for development and can assist in delivering much needed housing in the south-west of Edinburgh. Will perform as in-fill and minimise commuting. Already a community of student flats and the Oriam -makes sense to develop here. On current transport access. 	<ul style="list-style-type: none"> Site has local significance in terms of landscape setting and sensitivity, there are potential impacts on the greenbelt, poor public transport links and other technical and environmental issues are not considered Concerned about impact on A70 and the Water of Leith corridor. Density suggests buildings could be in the range of 4-8 storeys and unlikely to be in keeping with current settlements. May set a precedent for erosion of further prime quality agricultural land to the west. Can't ensure no damage to biodiversity.

12B	Proposed greenfield site-South East Edinburgh	156	447
	Other Issues	Reasons	
		<ul style="list-style-type: none"> Provides an effective site which can be integrated with the existing settlement and brought forward without any significant barriers to development. Would be a logical extension to the city and takes advantage of the existing infrastructure. Will provide a sustainable community within walking distance of employment. Will perform as in-fill and minimise commuting, Will likely become more sought after as many departments of the university are due to transfer to the royal infirmary complex. Seems to have more concentration of commuter traffic so park and rides in these areas along with transport links would make travel to and from the centre a better option 	<ul style="list-style-type: none"> Scale of Green Belt release has potential to greatly diminish the physical and visual distinction between the City and the towns within Midlothian. Concerned about the potential number of units and impact on A720 City Bypass. New grade separated Sheriffhall roundabout and high voltage electricity power lines could sterilise parts of the allocation. Viability and effectiveness may be affected by additional cost of proposal for underground the power lines. Can't ensure no damage to biodiversity.
12C	Do you have a greenfield site you wish us to consider in the Proposed Plan?	<ul style="list-style-type: none"> Refer to accompanying map 	
12D	Do you have a brownfield site you wish us to consider in the Proposed Plan?	<ul style="list-style-type: none"> Refer to accompanying map 	

Choices for City Plan 2030 Responses

Choice 13 - Supporting inclusive growth, innovation, universities and culture

13A We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh.		
Agree 83%	Disagree 17%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Culture should be articulated across the plan as a whole. • Tourism sector may well be less sustainable in the near future. • Policies should support the development of not for profit and social enterprise. • It would give useful guidance for development management, where applicants propose a change of use or adaptability of a building in order to deliver projects and new business opportunities. • New policies for culture and tourism must include an assessment of the capacity of Edinburgh to accept more growth in these sectors without detriment to housing for residents and their quality of life. • The areas identified in Map 16 (Areas of Support) are too restrictive. • Success of this strategy depends on strong leadership and ownership from the Council, Edinburgh Business Forum, and the Edinburgh Partnership. The progress with the Edinburgh Economy Strategy and the Partnership working is not known. 	<ul style="list-style-type: none"> • Supporting increased tourism in a city suffering from over tourism is not helpful in creating a balanced or sustainable economy. • It must provide a healthy and receptive ground for visiting cultural activities and visitors but importantly must not lose sight of its all-important residents and those who work in the city. • A more nuanced and detailed approach is required, not all aspects supported, eg parts of CCT. • The Royal Highland Showground should be specifically identified. • Specific policy support should be provided by City Plan for the Riccarton Campus. • Wording should be expanded to provide policy support for commercial enterprises with strong relationships or functional links with the university and not permit other forms of 'standalone' development. • 'Good growth' must attract start-ups, individuals and businesses to live and work in Edinburgh – and retain those already living and working here - who give long-term nourishment to the city. <p>Does not need policy to support these good causes.</p>	<ul style="list-style-type: none"> • The Edinburgh Bioquarter should be allocated to allowed mixed use development, including residential development, with an updated master plan/place brief. • RBS Gogarburn should be identified as a Strategic Office Location and removed from green belt (RBS)

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| <ul style="list-style-type: none">• Economic policies should support quality of life in the city, and in particular the quality of life of residents.• The plan should commit itself to policies which foster a high value, high pay economy, and create a dynamic and economically successful city.• Supporting a balance of sectors and opportunities.• City Plan 2030 must have a range of policies in place which are sufficiently agile to enable a timely citywide response to the challenges and opportunities of a dynamic technological culture.• The preferred strategy choice however is opaque.• Innovation space and incubation space specifically covered and encouraged by this policy. This choice should also reference to research.• By allowing for the use of EW 1d land at Seafeld for energy recovery, as policy RS 3 provides for, the low carbon sector would be supported in a number of ways. One would be the facilitation of district energy based on supply of low carbon heat from an Energy Recovery Facility. The ERF in turn could assist and potentially host related businesses in the resource recovery sector. | | |
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Choice 14 – Delivering West Edinburgh

14B We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through ‘an area of search’ which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites.

Agree 76%	Disagree 24%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • CP2030 should take account of the West Edinburgh Study. • A balance is required between the west and south east of the city. • The Saica site (Site Ref: 281 ‘Turnhouse Road’) should be given strong support via a flexible site specific allocation. • Important to identify individual, sustainable sites which can support a range of uses including housing. • The West Edinburgh Spatial Consultation requires further refinement. It is out of sync with City Plan and the Transportation Assessment requires re-calibration to take account of the preferred choices within City Plan. • The requirements of Edinburgh Napier University should be considered in the future strategy for the area. • Transport to and from the airport is very poor. • In all strategic allocations there should be a requirement for Class 8 Use, as a retirement community. • Need to allocate land for specific uses in order to understand the transport infrastructure required and appropriate developer contributions. 	<ul style="list-style-type: none"> • The western side of Edinburgh is already heavily developed, and heavily congested, with more housing and associated infrastructure being delivered in the near term. The comparatively undeveloped surroundings of Edinburgh airport provide a contrast to the expanding urban sprawl. • Unclear of the merit in considering future uses within West Edinburgh (without being site specific), when the vast majority of the study area is either currently allocated or is proposed to be allocated in this plan and thereafter delivered. It would make more sense to identify a wider “area of search” from the Firth of Forth to the Pentlands, to properly consider West Edinburgh in its fullest sense. • Existing road cannot cope with the traffic. • Concerns about coalescence and impacts on infrastructure in West Lothian for development close to the boundary. • An area of search approach provides no certainty beyond continuing uncertainty which would give rise to blight. • Proposed approach risks encouraging more inner city dereliction, and the using up agricultural land. 	<ul style="list-style-type: none"> • In the absence of the further work and outcomes that Stage 2 of the ESSTS will define, it is premature to identify Newbridge (Corridor 7) and omit West of Hermiston (Corridor 8) simply on the feasibility of a tram extension. Therefore both Newbridge (Corridor 7) and West of Hermiston (Corridor 8) should be considered further with all sustainable modes of transport including train and bus rapid transit as part of an area based study of West Edinburgh. • It is unclear from the Choices document how sites within the proposed ‘area of search’ will be brought forward, and under what policy criteria they will be considered. It is also uncertain how this proposal allows for robust environmental assessment of site proposals (both individually and cumulatively)

- Both west Edinburgh transport corridors should be supported.
- Support any proposal to improve public transport infrastructure in the West of the city including the tram extension to Newbridge and increasing capacities at park and ride facilities.
- Fife Council have concerns if the expansion of West Edinburgh was of significant scale.
- Safeguarding and utilising existing natural assets in a planned approach to development of strategic, interconnected and multi-functional green / blue networks is an essential part of delivering long term sustainable city growth in this area.
- Although we agree that City Plan 2030 should take account of the West Edinburgh Study findings when available, it will be important for it to be interpreted in consultation with local communities.
- Large parts of the area identified as “West Edinburgh” is classed as flood plain and should be protected as part of a multifunctional green and blue network.
- It is however considered that the infrastructure which is proposed to West Edinburgh such as education facilities, can be of benefit to a wider area than just West Edinburgh.
- Innovation space and incubation space and research specifically covered and encouraged by this policy.
- Impacts of the future recovery of the City in a post Covid-19 environment and changing requirements.
- Tram route should be extended to other parts of west Edinburgh.

- Turnhouse Golf Course should be excluded from any development and kept within the green belt.
- The 'area of search' approach creates a permissive environment for the exploitation and destruction of the west of Edinburgh greenbelt.

- Needs to be coordination with development in West Lothian.
- Impacts of airport noise should be taken into consideration.
- As the area is noisy its an opportunity to locate noise producing developments.
- Mainline stations at Kirkliston or Winchburgh would ease pressure on existing infrastructure.

14B We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses.

Agree 54%	Disagree 46%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • The current safeguard and reference in NPF3 sterilises the site for alternative uses and this needs to be removed in order for the other uses to come forward, such as residential development, to accommodate sustainable and inclusive urban growth. • Reallocation for different uses could have a significant impact on Fife. • It is a good strategic site and has been safeguarded for long enough without any firm proposals coming forward. • The area is already mostly given over to commercial use and has good transport links however any developments would have to include an upgrade to the transport infrastructure. • 	<ul style="list-style-type: none"> • Includes reference to residential development – which should not be supported in an unsustainable and unsuitable location particularly where road infrastructure is already at or over capacity. • The identification of the Norton Park site for a specific reason and user does not justify allocation for other uses. If the reason for its identification and safeguarding have gone then there is no automatic justification for identifying the land for development without specific locational justification. • If the very western part of the site is developed as an extension of Ratho Station – then impacts on infrastructure and access to the showground should be mitigated. • Until such time as the next NPF does or does not identify Norton Park as part of the strategic airport enhancements National Development with other associated uses, City Plan 2030 is required to accord with the requirements of NPF. 	<ul style="list-style-type: none"> •

	<ul style="list-style-type: none"> • As greenfield sites are not part of the preferred strategy do not agree with the change of the safeguard of this site. • Question the wisdom and desirability of further urbanising the area surrounding Edinburgh Airport. The western side of Edinburgh is already heavily developed, and heavily congested, with more housing and associated infrastructure being delivered in the near term. The comparatively undeveloped surroundings of Edinburgh airport provide a contrast to the expanding urban sprawl and an appropriate 'arrival' rural setting to the airport for Scotland's capital city. • 	
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14C We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange.		
Agree 56%	Disagree 44%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • However, it will add substantially to the numbers of new housing already proposed for Maybury/Turnhouse (HSG19), increasing the need for infrastructure and access to greenspace. • Proximity to airport eg. noise, air quality etc. in respect of adverse impacts on residential amenity, it is not considered that it is suitable for housing. • If it is not being used as an airport it makes sense to release for other uses. • Critical that Sustainable Transport Corridors are implemented in conjunction with any proposed development if additional burdens on the 	<ul style="list-style-type: none"> • Question the wisdom and desirability of further urbanising the area surrounding Edinburgh Airport. The western side of Edinburgh is already heavily developed, and heavily congested. The comparatively undeveloped surroundings of Edinburgh airport provide a contrast to the expanding urban sprawl and an appropriate 'arrival' rural setting to the airport for Scotland's capital city. • The City Plan should identify the site has split ownership now, this brownfield site is no longer all owned by the Airport. • At this stage it is premature to identify specific areas for development in West Edinburgh. 	<ul style="list-style-type: none"> •

bypass, bridgehead and further cross boundary trips are to be avoided.

- Provision required of adequate roads capacity at the Gogar and Maybury Roundabouts and the link road between these and impact on air quality.
- Mixed use development of Crosswinds should relate to other adjacent land uses and will benefit from strategic infrastructure provision.
- Appropriate joined up development providing new access and infrastructure in a coordinated manner would link with other allocated sites at Cammo and Turnhouse.
- Setting of A listed Castle Gogar should be protected (and mitigated) as far as possible.
- Depend on the nature of the alternative uses and their layout and design.
- Support measures to improve the Gogar Burn to address existing and future flood risk. SEPA currently reviewing it.

Edinburgh Napier University request that their requirements are considered by the Council in any future strategy for development, growth or expansion in the area.

Helps to justify £41m spent on Edinburgh Gateway.

- Danger of over saturation of development without the necessary infrastructure to support it.
- Until such time as the next NPF does or does not identify “crosswinds runway” as part of the strategic airport enhancements National Development, City Plan 2030 is required to accord with the requirements of NPF 3.
- Pre-empts the findings of the West Edinburgh Study and the content of NPF4.
- If there is a realistic expectation that these sites will come forward for development they should be included within the Plan.
- Traffic at Gogar Roundabout is already congested in terms of existing traffic and traffic generated from the Cammo proposals.
- The focus should be on existing sites within the current LDP in the first instance and where a broader mix of land uses at these locations can help to deliver the aims and objectives of City Plan 2030. Land at Edinburgh 205 should be prioritised ahead of new allocations.

Should resist any form of greenfield development. Air transport, passenger as well as freight will for certain in any imaginable future become less acceptable for obvious environmental reasons. So we should do nothing to further facilitate it, starting now.

15A We want to continue to use the national ‘town centre first’ approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities.

Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • More focus on needs of residents and their positive effect on retail demand. • The role of town centres has changed and continues to change. Edinburgh is clearly the regional core for south east Scotland and as such the city centre has a clear and important role to play in enhancing and protecting this status. For this to be successful the appropriate transport infrastructure must be in place both locally and regionally. • Provided it is properly accessible for local residents by public transport. • Not all leisure uses can be accommodated in a town centre location. • Recognise the value of opening stores in these locations to boost the vitality and viability of protected centres. Despite this, given the make-up and composition of some centres across the city this is not always feasible hence the development of ‘edge of centre’ locations which can help reinforce centres. • Covid 19 has had an impact on retail and impact on ‘over tourism’. • Concerned at an emphasis of its function as a tourist centre and regional shopping centre, rather than a centre for the city of which it is a part. • City Centre, while regarded as ‘healthy’ by many markers is being undervalued in this report, and that its status is more fragile than 	<ul style="list-style-type: none"> • The policy needs further review as online shopping has accelerated due to the corona virus crisis, a trend which is not likely to revert to what it was before. Therefore there may be a need to encourage other City Centre uses offering greater diversity. This would create a better visitor experience compared with the same national and international brands seen everywhere. • Need to recognise that what you believe the town centre to be ... has changed ... many see the town centre mentality being something of a misnomer now ... I believe we should stop using this ‘centrality approach’ and have something similar to London boroughs which are then governed and resourced equally. <p>Edinburgh City centre is under too much pressure already.</p>	<ul style="list-style-type: none"> • Policy should set out appropriate uses and for each level of centre. In line with the town centre first approach, the city centre should be protected and enhanced as the regional core of South East Scotland. The role and function of other centres should be set out with consideration for how circumstances may change over the Plan period. It is important that Policy is flexible to allow Centres, to adapt, respond to changes and to remain relevant in the future. Policy should recognise that Commercial Centres such as Ocean Terminal can offer established and well-connected sites which can support mixed uses including residential and office use to ensure their vitality and viability.

presented. Surprised that there is no mention of its status as a World Heritage Site and as a Conservation Area and the responsibilities therein.

- Town centres are hubs for public transport and are easily accessible without private cars. Town centres, however, are often densely built up and can form canyons which trap emissions leading to poor air quality and health impacts on those who live and work in these areas. To address this, cars should be discouraged and public transport should be electrically charged.
- The Town Centre first approach should allow for some flexibility.
- Try and ensure that everyone in the city lives within easy reach of basic shops and services – the 20 minute neighbourhood approach.
- Small independent traders need to be both protected and encouraged to operate in town centres.
- Support for small convenience shops in new housing developments.
- Low vacancy rates are supported by the wrong type of shops (eg hairdressers and charity shops).
- When shared transport and reduced car access are used as part of a package, then mobility hubs can be provided with placemaking as well as just the basic transport provision. In this way new life can be breathed into town centres by creating centres for people not cars.
- Visitors should be encouraged to move beyond the City realm.
- Hope in doesn't result in increased commercial council tax for small businesses though.

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15B - New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance.		
Agree 83%	Disagree 17%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • But the allocation of further land for development and this will result in the identification of new local centres. • Neither the local shopping areas of Edinburgh nor the city centre are immune from changing shopping habits, the growth of internet shopping and the ever-expanding offering of out-of-town shopping in the Edinburgh city region. • The place principle must again be at the forefront of planning and decision making here. There may be occasions where a commercial needs study does not provide information on the non-commercial benefits of a retail or leisure development within a community. • We think the Commercial Needs Study needs a review having regard to the corona virus crisis which has emphasised the value of local centres but also small scale local provision within easy walking distance. • Yes, but how would new farm shops fit into this policy? • Much stronger action is needed to maintain and support local centres. • Over development for years. • Will strengthen and support centres. • Success depends on improvement in public transport and parking facilities to ensure that 	<ul style="list-style-type: none"> • While some areas maybe at capacity this is not the case in other localities (eg. Gilmerton). Again many town and local centres are restricted with little to no land availability for new retail/leisure provision. • Too prescriptive, too top down. • Do not fully agree with the conclusions of the Commercial Needs Study that there is no capacity or need for additional retail provision beyond Town/Local Centres. • Commercial Centres including Ocean Terminal have an important role to play in providing retail, leisure, community and visitor facilities. Commercial Centres will need to adapt to meet changing needs. • There should be a presumption in favour of any food and other necessary retail anywhere, it is very important to promote shop local wherever possible. • Not always be possible to provide new shopping in town and local centres and some flexibility may be required to permit development outwith local centres. The importance of food stores has never been so well highlighted than during the current Covid-19 pandemic. • Choice states that proposals will only be permitted where it is justified by the Commercial Needs Study. This an unusual approach, given 	<ul style="list-style-type: none"> •

all local shopping needs are within direct accessible reach.

- A more positive policy should be adopted which promotes small-scale shopping facilities where there is evidence of a lack of food shopping within walking distance.
- Cityplan should promote the reinvigoration town and local centres through partnership-based place-making involving CEC, local businesses and communities.
- In the post COVID-19 environment, consideration should be given to ensuring that everyone can access essential shopping services within walking distance.
- However local centres may also be important service-provider locations not solely suited to addressing a lack of food shopping. There should be a degree of flexibility particularly on changes of use applications.

Plan might benefit from giving flexibility for such uses in other locations where they are brought forward on a temporary basis to activate vacant sites or spaces, or where they meet particular community needs such as space for local/amateur groups.

that if a proposal is located within or 'edge of centre', of a town or local centre, then SPP fully supports such development as it is of benefit to the health and vitality of these locations.

- CNS acknowledges that qualitative improvements can still be required in certain pockets across the city.
- Competition is not a planning matter and it should not be for the planning system to protect existing out of centre retailers from this.
- The loss of certain local retail, commercial and community facilities can have a very detrimental impact on the communities that they are intended to serve. We have seen in the city centre the loss of many businesses that have provided essential services and employment to local residents as many have been converted into tourist-focussed enterprises. If the city centre is to remain a place that people want to live in a sustainable manner it is important that the LDP provides protection against uncontrolled change of use of such local businesses.
- There should be no requirement to justify new shopping or leisure development in existing town centres.
- Forcing people to walk to small scale proposals is social engineering.

15C We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan.

Agree 88%	Disagree 12%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • We fully support the LDP reviewing and identifying new town/local centres. We believe one such new Town Centre should be afforded to Gilmerton. • We support the review of existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas. • Many show the tell-tale signs of the ongoing decline which has affected many high street and local shops across the UK in recent years. There is no room for complacency. • Better integration and a more logical arrangement of villages, council wards and community council areas. This should be about sustaining communities each with a 'hub' offering local services to which local people can identify and interact. • Any such review has to start from the premise that existing town and local centres are to be encouraged. It will mean upping the infrastructure in most if not all cases. • There are many clearly defined out of town existing village centres which require policies directed at supporting them. • Accessibility of public transport should also be a consideration. 	<ul style="list-style-type: none"> • The intention to 'support' walking and cycling sounds more like an intention to impose walking and cycling. • 	<ul style="list-style-type: none"> • This work should be undertaken and consulted on ahead of the proposed plan consultation. • MLC considers that development of any new retail centres should be small scale, focussed on convenience shopping, and restricted to cases where new or existing communities are poorly served by convenience shopping within walking distance. Any such development would have to be fully justified, and the effect on the vitality and viability of any existing centre would have to be considered. • After Coronavirus, regarding "how retail trends develop" etc - and may be among the first to require revision.

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| <ul style="list-style-type: none">• Consideration should be given to reducing the boundaries and restricting the areas of centres or including residential as appropriate uses in the centres to support existing services and to combat the decline of High Street retailing.• Town centre boundary for Portobello be extended to incorporate the Aldi store.• What if we thought of Edinburgh as a network of 15 minute neighbourhoods?• Wary that such changes have the potential to undermine existing centres if redrawn boundaries lead to important parts of existing centres being excluded, existing protections being removed or diluted, or new local centres being created simply to justify new developments.• Support the policy option particularly the Town Centre designation indicated for Leith Walk and local centres in Leith.• Development of arterial routes must protect existing local centres. | | |
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15D We want to continue to prepare and update supplementary guidance for our town centres to adapt to changing retail patterns and trends, and ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan.

Agree 55%	Disagree 45%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • No-one knows how things will be post Covid19, so a huge amount of rethinking may need to be done. That will require flexibility of approach. • It's an evolving and changing sector and it will be easier to adapt and change if it is Supplementary Guidance. • Although you may need the flexibility as habits change. We should also be more imaginative with existing town and shopping centres to breath new life into them. • In supporting the continuance of Supplementary Guidance recognise the inherent flexibility of this approach, but this implies that resources will be available to enable this flexibility and agility in speedily changing markets. • It would appear be more easily tailored to the local environment than centralised guidance being included in the full City plan. However, we do feel that the existing supplementary guidance could be enhanced, or more carefully enforced than it appears to be at times.. • Guidance should be extended to local centres across the city too. • But it requires to be subject to proper consultation and approval process to ensure adequate scrutiny. • 	<ul style="list-style-type: none"> • Support the option to remove supplementary guidance, preferring to embed such guidance within the plan. This might be done as appendices. However, this preference does not preclude supplementary updates to the Plan. • Policies on retail should be part of the development plan and thoroughly considered through independent examination. • Support the use of retail guidance in the Plan. Incorporating the guidance in the Plan gives a surer way of ensuring the guidance is aligned with other guidance, policy, requirements, etc. of the Plan. <p>Supplementary guidance is too complicated and tends to allow loopholes.</p> <ul style="list-style-type: none"> • Use of guidance sounds like an imposition. 	<p>We are doubtful about the ability of planners to predict with any accuracy the future pattern and trends of retail activity. We are not sure of the value of these options.</p> <ul style="list-style-type: none"> •

15E We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh.		
Agree 58%	Disagree 42%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> We see hotel provision as part of mixed developments with retail, commercial and residential development. New hotel provision should not be at the expense of existing residential accommodation. The City centre has already been overdeveloped with hotels etc. Although there is often local resistance to hotel building, it will be needed if we are moving away from offering full property short-term lets. We support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. We support the need for differing grades of Hotel, location and throughout the city to ensure the spread of related economic benefits. Some flexibility should be built into this policy so as not to preclude hotel development in other viable and suitable locations. However requirement for hotel sites to deliver 50% as residential accommodation may render a number of sites as unviable. This is supported only for more higher value upmarket proposals encouraging higher spending visitors. CEC should be mindful that the impact of COVID-19 on Edinburgh's Tourism sector. There is no clear picture on the outlook for 	<ul style="list-style-type: none"> Hotels come in all shapes and sizes and respond to varying demand profiles. You should not control where/how some of these more boutique or niche hotels are proposed. Tourism industry leaders have admitted there is an over-supply in hotel rooms. They state this is already having a "negative impact" on occupancy levels and room rates, even before a string of proposed new developments across the city are either completed or come up for planning permission. Supporting unabated hotel provision in local, town and commercial centres without an evidence base of the demand runs the risk of undermining the provision of suitable sites for conversion or new housing under Choice 12A. Before Covid-19 this was an important area of jobs, investment and economic growth for the city. it is too early to say if there will be long term changes to the growth of the tourist market and the plan should be flexible to adapt to any change in expected hotel demand. Hotels are a key economic driver for the City and the most appropriate location is the City Centre. Whilst the above locations should also be encouraged, so should the City Centre. An assessment is needed of how many hotels of different types Edinburgh requires. This is related to an assessment of the capacity of Edinburgh to continue to accept tourism growth. 	<p>Why would we need to take action to support more hotels? These are commercial enterprises.</p> <ul style="list-style-type: none">

<p>Edinburgh's tourism sector post CoVid19. The city has a far stronger international visitor profile than Scotland as a whole (44% v 23%), which in most circumstances would be considered a strength, but is now a real challenge as this market is likely to be far slower to recover, so demand levels are likely to be substantially down on 2019 levels for years to come.</p> <ul style="list-style-type: none"> • As long as any building goes hand in hand with housing as outlined in other parts of the report. • Hotel development should be allowable anywhere in the city centre. • Ocean Terminal could support new hotel and tourist accommodation provision including short-stay apartments. Hotel provision at Granton would help bring about proposed tram line. 	<p>New hotel construction, often on brownfield sites, prevents the use of such sites for housing.</p> <ul style="list-style-type: none"> • To protect the viability of the city's existing hotel stock and the jobs of those that they employ there should be a moratorium on all future hotel development for the foreseeable future. • Residents first, visitors second. 	
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16A We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand.

Agree 89%	Disagree 11%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Consideration could be given to health or social needs being used in commercial sites; rehabilitation, GP, health checks, community services etc. • Meeting demand for alternative uses such as increased leisure provision maintains vibrancy and attractiveness of local centres. • We agree that flexibility in approach will help to address the changing nature of retail and leisure uses and adapt to the way we now live in the city. • Inevitable given changes in retail trends and post-Covid considerations. • This could bring more mixed use/evening activity. • With falling demand for retail floor space and a national over provision this policy seems appropriate and essential. • The demand for retail space has dropped in general, with a move towards consolidation in prime retail centres and locations. This means a lack of demand for many previous retail stores which now need a new purpose. If a change of use can be successfully promoted, this will retain footfalls and activity in the city. • The irreversible trend is 'big' retail being killed off by the internet, and for smaller specialised retail to adapt and develop. Similarly with hospitality, big chains are struggling. All this 	<ul style="list-style-type: none"> • I think there should be large-scale shopping opportunities in cities that don't require having a car to travel to out-of-town commercial centres. • Wouldn't want to see wholesale takeover by leisure forcing closure of remaining shops. • Some of Edinburgh's traditional shopping centres or "high streets" are in a relatively healthy condition. But many show the tell-tale signs of the ongoing decline which has affected many high street and local shops across the UK in recent years. There is no room for complacency. • Some traditional shopping streets, such as Princes Street, are likely to change their character quite radically in short term due to new developments such as the St James Centre. And there is a gradual loss of character in many local shopping streets as major chains and charity shops become more dominant. • We believe that healthy retail provision within the existing town centres is an essential part of the life of local communities, particularly for residents with less access to transport. • Retailers rely on other retailers to provide footfall. • Not sure how that could be achieved when we are trying to reinvigorate our centres. • This should be related to an assessment of the capacity of Edinburgh to continue to accept tourism growth. 	<ul style="list-style-type: none"> • Increased leisure facilities in the outskirts could be welcome.

was happening before Covid19 which has rapidly accelerated the change.

- Commercial Centres should be permitted to accommodate any growing demand for retail and leisure floorspace.
- The current policy of restricting uses within existing centres can lead to units being unoccupied, affecting the health and vitality and viability of the centre.
- New residential development, either as redevelopment or conversion, should be supported when it can be demonstrated that the increase in resident population or the decrease in vacancy would improve the centre. The seven existing Commercial Centres in Edinburgh play an important role within the defined hierarchy of centres. They are spatially dispersed across the City area and are as 'local' and easily accessed for many consumers as the sequentially preferable town centres or local centres.

- You should not disrupt the natural demand vs supply approach. The use of space naturally develops based on demand.
- The current policy of restricting uses within existing centres can lead to units being unoccupied, affecting the health and vitality and viability of the centre. New development, either as redevelopment or conversion, should be supported when it can be demonstrated that the decrease in vacancy would improve the centre.
- Too prescriptive.
- Leisure provision is wholly appropriate within Commercial Centres, complementing the existing retail offer and improving the attractiveness of a centre to consumers.

Market interest for leisure uses at Commercial Centres is clear and additional flexibility to accommodate such uses on sites such as Meadowbank Retail Park is welcome and positive.

16B We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres.

Agree 90%	Disagree 10%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Concerns with placing too much emphasis on locations at Edinburgh Park/ South Gyle, the International Business Gateway and Leith to deliver substantial new levels of office floor space. These peripheral locations do not have the same level of occupier demand as the city centre. The Plan should acknowledge that these locations are preferred locations for office use in the City and that mixed-use development (commercial, leisure, housing, hotels) in these locations would be appropriate to complement. Failure to do more than simply 'support' office development in these locations, rather than resist it elsewhere, will dilute the delivery across the city and undermine the success of the policy. As a consequence, for part A to succeed in meeting its objectives, parts B, C and D are unnecessary and should not be pursued as part of the LDP. The changing work practices enforced through COVID-19 restrictions are likely to have long term structural implications. Therefore recommend that CEC review the office supply and demand assessment before finalising their proposed office policy. Any proposals for additional office space within or outside of the strategic locations should be subject to critical assessment of likely demand. However, as Edinburgh is the regional core for south east Scotland it is essential that CEC 	<ul style="list-style-type: none"> There are already discussions going on in the commercial property sector about companies reducing office space to save costs now Covid19 has shown them how easy it is to operate with staff working remotely. This will radically change availability of office space and most likely reduce demand considerably. This proposed preferred choice of promoting office use suggests a restriction of other uses at South Gyle when elsewhere in the plan (choice 2, map 2) it is suggested that the area could accommodate high density residential use. The proposed choice appears to go against the overarching principles and policies of the plan which seek to encourage all forms of development in the most accessible locations. 	<ul style="list-style-type: none"> This should not preclude the opportunity to introduce a greater mix of uses in these areas. Leith Docks is identified as a potential location for new business and industry. We are aware that it is currently an industrialised area, nevertheless because it is in the broad vicinity of Imperial Dock Lock, Leith SPA any potential impacts must be properly assessed and the forthcoming LDP ensure that this site is safeguarded.

engages in a regional collaborative approach to strategic office space provision so neighbouring partner authorities are not negatively impacted.

- Yes, in principle. We note the statements about the significant demand for office space in Edinburgh, but we are aware of a number of instances, where recently constructed office buildings have remained empty for several years before occupation. What are the reasons for this and can these be mitigated? Could empty office buildings have a temporary use for accommodation?
- The market fundamentals for new office development are strong, with high take-up of available space and rental values around £35 per square foot. These rental values are among the highest in the UK outside of London and the south east of England.
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16C We want to support office development at commercial centres as these also provide accessible locations.		
Agree 90%	Disagree 10%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • What support will there be? Active, or passive, by not objecting to new proposals? Impact of Covid 19? • Providing that there is an allowance to repurpose the space in the event that it is clear and demonstrable that there is no demand for office accommodation as proposed. • Policy should support office use in Commercial Centres in light of the accessibility of this space and changes in retail trends which may mean more vacant retail space in commercial centres which could be adapted to accommodate alternative uses and to increase the vibrancy of the Centre. • In addition, City Plan 2030 should recognise the growth of home-working (full-time and occasional) encouraged by the digital economy and advances in digital communications, and to provide workspaces within walking/cycling distance from homes. • Commercial centre adjacent to office space provides the possibility of nearby leisure and refreshment activities for office workers and the ability to use spare time and lunch breaks to make purchases. It also provides a ready supply of potential clients nearby to the commercial development. • No objection to this as long as any development is supported by appropriate transport infrastructure. If it is to be located on the west side of Edinburgh, consideration must be given 	<ul style="list-style-type: none"> • We doubt if the demand will be there, except as part of the new pattern of working. • 	<ul style="list-style-type: none"> • A policy that supports and encourages rather than requires office development to be in commercial centres would be preferable. • Question how this may work in practice and consider that there may not be strong occupier demand in these locations. •

<p>to cross boundary travel in consultation with partner authorities.</p> <ul style="list-style-type: none">• The policy is necessary to meet demand when there is limited scope for development of strategic office centres within the central area.• We agree but only where there is a clear economic case. Otherwise the office could become a liability if it remained unoccupied. <p>Support the provision of office space as a key ingredient of mixed use neighbourhoods and where they are readily served by transport infrastructure.</p>		
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16D We want to strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments.		
Agree 78%	Disagree 22%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> There are already discussions going on in the commercial property sector about companies reducing office space to save costs now Covid19 has shown them how easy it is to operate with staff working remotely. This will radically change availability of office space and most likely reduce demand considerably. Locating space in the city centre would make use of existing good public transport links and would benefit from any proposed new/improved infrastructure. We agree and the loss of suitable office development sites has been a concern in the city. Any requirement should only be demanded where a development scheme suggests a clear opportunity for the use of the office space. The policy is necessary to meet demand when there is limited availability of sites for 100% commercial development. Reservations about the use of the term "significant". Edinburgh is unique in having a strongly residential city centre and benefits from residents keeping the city centre. Support the provision of office space as a key ingredient of mixed use neighbourhoods and where they are readily served by transport infrastructure. The level provided should be tailored to the specifics of each site, rather than a one-size-fits-all approach. 	<ul style="list-style-type: none"> The Choices document does not explain how "significant" the requirement for office floor space should be. The Council is also promoting at the same time a brownfield housing development strategy. Is the requirement for "significant" office space consistent with this? The Council will also require to demonstrate in preparing any future policy that the requirement for "significant" office space will not have an adverse impact on development viability. This could be supported, but only in areas with demonstrable demand and appropriate social and transport infrastructure to support it. It is important to note that the impact of Covid-19 is not yet clear but there could be implications for the office sector. So far mixed use development has meant offices, hotels, retail, bars and entertainment and no housing. This is not mixed use development and we would not support yet more offices. Let the market decide, within the limits of an overall plan. Large offices do not need to be located in city centres. Their presence will increase the need for commuting and create empty spaces once they close at the end of the working day. There will need to be some offices to provide services and employment for people living in the city centre but the use of the word significant is not appropriate. 	<ul style="list-style-type: none"> This can be encouraged but should not be a requirement if it would preclude very good developments that did not include office space from coming forward. Delivery of office uses within mixed use development will be dependent on market forces and should not be forced upon developers of those sites.

- For the vitality of the City, employment should be encouraged to return to the City Centre. It has been the replacement of offices by hotel development that has been a major factor in the decline of viable retail outlets.

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- Not sure we want a policy that always prioritises office floorspace over other uses, e.g. hotel/residential/shopping/leisure. It is possible to deliver all of these functions within the same building?
- Some locations within the city centre will be more suitable to office development than others. Request that any future mixed use planning submissions are considered on their own merits, rather than the Council enforcing a 'blanket policy' requiring a certain percentage of any mixed use development for office floorspace.

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16E We want to amend the boundary of the Leith strategic office location to remove areas with residential development consent.		
Agree 65%	Disagree 35%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Reduced need for office space will allow more housing development so reduce the office space to housing ratio. The important issue is to secure the successful and sustainable regeneration of the area. It is important therefore to remove unnecessary planning obstacles that impede the development of residential properties in the area. An area of Leith (around Victoria Quay) has been designated as a strategic office location on maps 21 and 22. We note that much of this land comprises former commercial units which have been converted into residential flats (particularly at upper levels). We would therefore suggest that this area is widened and allocated for a mix of uses so that offices can come forward alongside residential. It will be important for the emerging local development plan to ensure that policy is in place to protect existing employment uses in Leith and encourage office development as part of any residential development. Agree in principle however support more mixed use sustainable communities rather than purely office or single use. 	<ul style="list-style-type: none"> What is the priority - offices or homes? I'm in favour of residential development that includes alternative ground and basement floor uses e.g. commercial, business, retail, etc. This could also include nursery provision, GP surgeries, etc. It is unclear which areas have residential development consent. As detailed our preference is to improve office, light industrial and manufacturing provision with the area. As worded, this is contrary to multi-use development policies. We have a high demand for housing in Leith. Mixed use housing with small scale business, retail, creative industry start-up space, is in keeping with the area's heritage. Land shortage of housing already being experienced in Edinburgh. If followed through - a site of commensurate scale must be identified. 	<p>This should be done in consultation with the landowners.</p> <ul style="list-style-type: none"> Leith Strategic Office Location could be extended to include Ocean Terminal to reflect potential for this site to be redeveloped to provide office space alongside other mixed-uses including retail, food and drink, leisure, tourist accommodation and facilities.

16F We want to continue to support office development in other accessible locations elsewhere in the urban area.		
Agree 83%	Disagree 17%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
	<ul style="list-style-type: none"> • If someone wants to develop an office there shouldn't be any in principle objection. • Support the idea of office development in the New Town area particularly focused on addressing the needs of residents. There is an increasing trend towards work portfolio careers and working from home (which has been accentuated by the Covid-19 pandemic) and we would support the development of office space on a short term lease basis and for small companies and single individuals as a way to encourage entrepreneurship within Edinburgh. • We advocate the creation of mixed use neighbourhoods. • Office use within the strategic centres is supported but the emerging development plan needs to accept that the loss of office use to alternative uses can be beneficial. As the requirements for offices change over time, a policy which requires their retention will not necessarily retain employment – which should be the aim of policy. • It is necessary to support the market demand for mid to smaller offices . The travel demands help to justify the cost of transport links to urban areas . • People would like to travel less and work closer to home, and this would reduce congestion in the city centre. • Provided it is demand led. 	<ul style="list-style-type: none"> • We do not support office development in other accessible locations elsewhere in the urban area. • Impact of Covid-19 changing demand and availability of office space. •

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| | <ul style="list-style-type: none">• Where these are developed as mixed use, sustainable as well as accessible locations.• Should recognise the growth of home-working encouraged by the digital economy and advances in digital communications, and to provide workspaces within walking/cycling distance from homes.• Major developments should include a proportion of homes with integral workspaces and provision of small business workspaces (offices and/or workshop spaces).• | |
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16G We want to identify sites and locations within Edinburgh with potential for office development.		
Agree 77%	Disagree 23%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • Agree. These should be served by public transport to enable sustainable commuting. • Support but request that any future designations are 'market informed' based on current requirements and demand. • Encourage dialogue with neighbouring local authorities to understand where business location or co-location could increase inclusive growth without detriment to the business itself. It should also take account of new working practices resulting from COVID-19. • Office development should be a key part of the plan, including potentially safeguarding some core parts of the wider city for the promotion of offices. However, as a ten year plan the city may need to amend proposals in the light of market experience and appetite. • Gilmerton Gateway should be identified as such a site. • ONLY if a) this is on direct public transport lines and doesn't require additional parking provision b) the offices are part of mixed-used • 	<ul style="list-style-type: none"> • This should really be demand led. If there is a city centre zone and regional hotspots where office use is supported, it should not need to be supplemented. The majority of office occupiers will gravitate towards the established markets in areas with the appropriate infrastructure. • We wish to encourage more mixed use development. • Surely that is for property developers to do. • Impact of Covid 19 will radically change demand for office space. • 	

16C We want to introduce a loss of office policy to retain accessible office accommodation. Or we could introduce a 'loss of office' policy only in the city centre.		
City Wide 42%	City Centre 25%	No change 32%
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Edinburgh city centre has been unsustainably weighted to tourist and commercial development in recent years, and in order to maintain a mix of local employment opportunities we would encourage the maintenance of existing office space. This might change as a result of Covid 19. There is a need and market demand for office space at locations other than the city centre. Support in the context set out with existing office space provided as part of denser development. A 'loss of office policy' only in the city centre would disadvantage areas like Leith capable of accommodating employment uses as part of an accessible mixed community. Supports a loss of office policy city-wide to ensure the retention of existing office space throughout the city in a variety of accessible locations. Support a loss of office policy city-wide, and welcome the mix of small-scale office and commercial, cultural, and residential space which gives Leith its unique character. However concerns that extending a broad-brush 'loss of office policy' to Leith could reduce the opportunities for providing affordable housing on brown-field sites which currently have office use, or for amending an existing planning consent to convert office space to residential. 	<ul style="list-style-type: none"> I support a loss of office policy in the city centre and suggest the loss of office policy should just apply in the city centre. Support the provision of office space as a key ingredient of mixed use neighbourhoods and where they are readily served by transport infrastructure. The level to be provided or retained should be tailored to the specifics of each site, rather than a one-size-fits-all approach. This is excessive. Developing sites at increased density in central areas will be challenging given heritage constraints. It would be more reasonable to allow change of use if it could be demonstrated that the existing use was no longer marketable. Covid-19, an issue which is likely to change the requirements for foreseeable future. It may be the case that in future more homeworking is encouraged by employees, leading to less traditional office space being required. In such changing times the policies should remain as flexible as possible. Risk of properties remain vacant instead of being redeveloped. If policy is required, there should be an exception for offices that are no longer fit for purpose and that these can be redeveloped as the market demands. There should also be a recognition that the physical constraints of listed buildings in the city centre may not be capable of meet modern office 	<ul style="list-style-type: none">

<ul style="list-style-type: none">•	<p>requirements on a financially viable basis and existing offices may not currently be located in the most accessible locations.</p> <ul style="list-style-type: none">• Request that any new policy contains a provision which allows small-scale changes of use.• For the vitality of the City, employment should be encouraged to return to the City Centre. It has been the replacement of offices by hotel development that has been a major factor in the decline of viable retail outlets.•	
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16.2A We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations; Leith Docks, Newbridge, Newcraighall, Edinburgh Airport Crosswinds.

<p>Agree</p> <p>Leith: 310 Newbridge: 282 Newcraighall: 305 Crosswinds: 223</p>	<p>Disagree</p> <p>Leith: 57 Newbridge: 67 Newcraighall: 39 Crosswinds: 121</p>	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • It would be helpful to have these areas close to existing housing so that people do not have to travel so far to work. • There are opportunities to improve blue green infrastructure at all of these sites, perhaps some more than others. Although they will be complex to develop and require partnership approaches to deliver but will be worth the effort because they will result in multi-benefit, enhanced natural capital, sustainable, resilient places. • Premature to identify Crosswinds and Newbridge in advance of conclusion of the West Edinburgh Spatial Strategy, the findings of which should inform the LDP. • There is an urgent need for modern business space, including industrial and logistical space, to support distribution and other business services at a local level. • Many of these industrial estates will be close to the end of their building cycle life in the near future. Also many of these industrial estates are in areas which are now predominantly residential use in nature. However, important that the stock of industrial accommodation is 	<ul style="list-style-type: none"> • Newcraighall is already massively overdeveloped. The Traffic infrastructure is bursting at the seams already. <p>We do not support Newbridge and Newcraighall as more sites in these areas could further erode green lands and prime agricultural land. Also the landscape quality of existing development is poor.</p>	<ul style="list-style-type: none"> •

maintained as in many instances industrial units are the cheapest business accommodation available. Therefore, it is critical to ensure that there is adequate industrial development land supply available. The new industrial development land supply must be in a well located area near to major transport links and have the correct infrastructure available.

- Crosswinds: The A listed building has already seen enabling development in its immediate vicinity. We would expect the listed building to be fully taken account of in any planning and layout of the new site.
- The Crosswind site offers unique connectivity with its proximity to the Airport and the tram and rail links at the Gateway station offering easy links to other parts of Edinburgh and the wider Scottish network.
- Seems sensible, provided the policy is flexible rather than rigid.
- Only support the 'Crosswinds' site if there are adequate improvements in roads capacity.
- Leith Strategic Business Centre is sufficiently close to be included in an early phase of a district heating scheme centred on an ERF at EW 1d Seafield. As is shown by examples in Sheffield, Nottingham, and throughout northern Europe (eg Gothenburg), the other locations could also be connected if the network was expanded to the full available energy potential of an ERF at Seafield. Leith Strategic Business Centre might also be supplied directly by a private wire electricity connection. In supporting business and industrial locations as set out in Choices we do

not support mixed use development on EW 1d. It is suitable for business or industrial development as per existing Emp 8 and for an ERF as per RS 3.		
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16.2B - We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites.

Agree 77%	Disagree 23%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • A much clearer definition of the criteria and requirements is needed . • This could be supported, providing that there is an allowance to repurpose the space in the event that it is clear and demonstrable that there is no demand for office accommodation as proposed. • Support the provision of office space as a key ingredient of mixed use neighbourhoods and welcome clear guidance based on best practice approaches. • Providing it is not imposed as a requirement on all urban sites. Many urban sites are not appropriate for business use, or a mix of uses and the appropriateness must be dependent upon the context to the site. • It is important to ensure that business space is linked to public transport network to enable sustainable commuting. • City Plan 2030 should recognise the growth of home-working (full-time and occasional). • Major developments should include a proportion of homes with integral workspaces and provision of small business workspaces. • We need more space for new business both in the city and in new greenfield releases to create more sustainable communities. • However, we do not support a blunt approach to requiring new business space that will not be successfully occupied and traded from. • 	<ul style="list-style-type: none"> • It is not always practical, viable, desirable or marketable to provide for business space in greenfield locations. A criteria-based policy may be helpful if proceeding. • 1. We do not believe that providing a token amount of business space on a brownfield housing/mixed use site is viable and should not be adopted. 2. New business space on greenfield sites of scale should be promoted. • Market -led approach to business space in the greenfield locations should be taken and it should not be a requirement of place briefs. • Such an approach requires a critical understanding of the demand for business space in particular locations. This raises a further question over the Council's proposed approach to Place Briefs, which appears to exclude any consultation with developers and landowners. The proposed approach is very prescriptive, not only specifying particular use and scale but location within a site. • There will need to be a very clear justification for the displacement of viable businesses to make way for new housing development. It must be made clear why the development of business space on greenfield sites to accommodate businesses displaced from urban sites is a better option than leaving existing businesses where they are and instead developing housing on the greenfield sites. • 	<ul style="list-style-type: none"> • It should be ensured that site identification is subject to robust environmental assessment of site proposals (both individually and cumulatively). If the preferred choice is brought forward to the Proposed Plan, we would expect to see greater detail. • There is merit in identifying suitable sites for office development, however, there needs to be a flexible approach. There should be a general presumption in favour of office development in urban locations which are well-served by good public transport links and which meet locational requirements for businesses. • Should recognise the growth of home-working (full-time and occasional) encouraged by the digital economy and advances in digital communications, and to provide workspaces within walking/cycling distance from homes. Major developments should include a proportion of homes with integral workspaces and provision of small business workspaces.

16.2C We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8).		
Agree 87%	Disagree 13%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> • A continued mix of employment in the locality as offered by industrial estates is essential for bringing a diversity of roles and people into our community. Further, welcome the provision of industrial space that could cater for high-end businesses that could be an essential part of an entrepreneurial plan for our city. • Should the Council still seek to pursue this policy, we would request that they include criteria to allow greater flexibility to be applied, assessing redevelopment schemes on a case by case basis. • However the Emp 8 schedule of sites is restrictive and will not allow for sufficient re-provisioning of business space across the city. The range and choice of sites needs to be extended on a city-wide basis. • But a lot of them are vacant, because they are too expensive for small or new ventures. • Need to protect light industrial and manufacturing provision in Leith. • There is a significant lack of supply of industrial property in the Edinburgh area and it will be important to safeguard even some older stock in order to support supply in the region. • Important to keep in mind industrial sites close to but outside the city boundary. These provide employment for many city residents and impact on city travel and housing. • Important to protect the existing industrial estates but think redevelopment proposals can 	<ul style="list-style-type: none"> • This needs to be assessed strategically in conjunction with delivery of housing on brownfield sites and the realisation of connected mixed use neighbourhoods. For example, industrial estates are typically not particularly densely utilised and often form a barrier between adjacent areas. In some case, particularly urban locations, these sites could be better suited to denser mixed use. • Provided a development is delivering jobs and employment it should be acceptable on employment sites, not solely Use classes 4, 5 & 6. • This protection should not be continued for older industrial estates that are at the end of their building cycle life and could provide much needed brownfield development sites, as long as this is coupled with a much needed land supply of new industrial development sites with proximity to transport links and infrastructure. • A flexible approach should be adopted - there is no point in protecting areas where no hope of the policy designation will ever be realized. • Industrial estates tend to be one-storey buildings, and become 'no-go' areas at night which are dark, unwelcoming, and create the risk of attracting anti-social behaviour. Buildings which contain a mix of uses and are active on a 24-hour basis are what is needed in a 21st century city. • 	<ul style="list-style-type: none"> •

<p>be permitted when the loss of floorspace can be replaced elsewhere.</p> <ul style="list-style-type: none">• The plan should continue to safeguard land at Seafeld (Site EW 1d) for a waste management facility incorporating thermal treatment with energy recovery.•		
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16.2D We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs.		
Agree 92%	Disagree 8%	
Reasons for agreeing	Reasons for disagreeing	Reasons for not answering/Other issues
<ul style="list-style-type: none"> Considerable work is needed to develop a policy to deliver a city-wide freight strategy of interconnected neighbourhood goods distribution hubs that integrate with the aims of the City Mobility plan and the restriction proposed as part of the LEZ proposals. While these distribution hubs could mitigate against the number of delivery vehicles entering the city, this could be offset by the volume of private car trips generated by people collecting from distribution centres. Distribution centres would have to be located where there is ease of access by public transport. Possibly park and ride sites could incorporate goods distribution hubs. If this prioritises green transportation solutions, e.g. cargo bikes and electric vans. The covid-19 crisis has shone a light on the need for strong logistical networks including local facilities. However, it is not reasonable to allow goods distribution hubs to be built, developed and utilised in areas where the impacts would be detrimental to residents or infrastructure of the city. This is CRITICAL. The City, especially the Centre and most especially the Old Town is severely negatively impacted by ridiculously oversize and inappropriate delivery and other service vehicles. 	<ul style="list-style-type: none"> Plan should be flexible to be able to accommodate such proposed without "sterilizing" any particular pocket of land in the hope that that particular land use will be realized. Further work need to be done to identify where these will be and consultation carried out ahead of the proposed plan. <p>More information is needed before a view could be properly formed.</p>	<ul style="list-style-type: none">

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| <ul style="list-style-type: none">• We certainly see a great need for more locations around Leith for goods distribution hubs. Leith used to have lots of railway land and many large 'goods yards', but much of this land has now been lost to housing. The eastern edge of the docks, Seafield end, would be well suited for this. Therefore it should not be swallowed up by new building of houses, office /business units.• Waste disposal will also need to be co-ordinated to avoid the pressures of numerous vehicles from different private companies contracted by different businesses.• Such hubs are a good idea, but there's a danger of over-prescriptiveness and a less than optimal use of finite planning resources.• | | |
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City Plan 2030

Transport Appraisal Technical Note

City of Edinburgh Council

September 2021

The purpose of a Transport Appraisal (TA) is to inform the spatial strategy of the Proposed Plan and therefore it was required to assess both the 'preferred approach' and the 'reasonable alternatives' approach of Choices for City Plan, the Main Issues Report (MIR) stage of the plan process.

To address carbon emissions and climate change, ill health and obesity and the dominance of vehicles in the city's spaces, particularly its historic areas designed before mass car ownership, the MIR and Proposed Plan have been developed alongside the approved City Mobility Plan, the West Edinburgh Transport Appraisal (WETA) and its refresh and ongoing West Edinburgh Transport Improvement Programme (WETIP) and the Edinburgh Strategic Sustainable Transport Study (ESSTS). From the outset the preferred approach was intended to provide a strategy which reduced the need to travel and travel distances and this was informed by the draft City Mobility Plan (CMP) as it developed alongside the Plan process at the time. The outputs of the TA, in terms of impacts and mitigation required allow us to assess how key greenfield sites and a brownfield approach and their potential mitigations align with national and CMP priorities.

To further inform the Proposed Plan the TA objectives are based on the National Transport Strategy hierarchy and the now approved City Mobility Plan, with an emphasis on active travel and public transport interventions rather than creating additional road capacity for private vehicles. The TA also draws from the emerging priorities of Transport Scotland's Strategic Transport Projects Review 2. This was to enable assessment of mitigation options which meet national and local transport and planning objectives. The Plan was intended also to take an existing infrastructure first approach wherever feasible.

The preferred proposed development strategy for brownfield redevelopment rather than new greenfield land releases is intended to allow for housing need within the city to minimise the need to travel for services and to minimise travel distances wherever possible. The proposals for higher density development with a mix of uses rather than low density, housing only, greenfield development support those objectives as density is key to ensuring that services, active travel and sustainable public transport have viable patronage and markets. This reinforces the 20 minute neighbourhood character of much of the historic city and the approach of the Programme for Government and emerging government policy to maintain and create these sustainable neighbourhoods.

Where undeveloped greenfield sites are carried forward in the Proposed Plan from LDP 2016, new proposals and policies require the high density mixed use approach to ensure that new neighbourhoods give people the opportunity to live in new places where they can also enjoy the benefits of living in sustainable, mixed-use 20 minute neighbourhoods well served by active travel routes and public transport.

The Proposed Plan is therefore based on a transport approach incorporating the desired outcome of the Choices Main Issues Report that Edinburgh is a city where you don't need to own a car to move around and in this addresses national and local priorities for carbon reduction, for health and well-being and for placemaking.

In addition to underlining the potential for a brownfield, high density, mixed use approach to be supported by public transport and active travel mitigations as the more sustainable approach, given the location of most of the brownfield sites in proximity to local networks and either existing services or the potential for provision of services within developments, the TA recommendations only required the removal of one site from the proposed brownfield sites, at Craightenny Depot where it was clear that the required levels of access and connectivity could not be satisfactorily achieved.

In assessing the strategy and sites of the plan, overall land supply also had to be considered. Using the TA and other technical studies to finalise appropriate brownfield sites adding to the existing LDP 2016 supply did not provide for the housing land supply we sought to achieve. Reviewing options in the light of the TA and the requirements for infrastructure led, sustainable development discounted the potential greenfield sites to the west of the city at Norton Park and Land East of Riccarton for the reasons set out in the TA (page 7 Overview and Summary; Norton Park –and section 6.4 p60; Land East of Riccarton section 6.5 p63).

Whilst the TA finds that greenfield sites at South East Edinburgh can potentially be served to a capacity of some 5000 homes (along with a mix of uses) prior to any completion of the North South Tram line envisaged in the City Mobility Plan and subject to further ESSTS work, it was clear that the land supply sought requires greater numbers than that. It is also clear that the development potential of South East area, in the context of Proposed Plan policies on density, uses and transport are in overall terms potential greater depending on the delivery of that tramline. The potential for that tramline to be delivered within the lifetime of the Plan has dependencies on the outcome of STPR2 and the continuing technical work on business case and funding. Therefore, in this Plan other solutions need to be pursued, not ruling out the case in the future that a more effective use of that South East land served by possible future sustainable transport capacity may be an appropriate option.

Whilst the greenfield site at Norton Park could be served by an extension to the existing tram line, it would likely only fund a partial extension along the desired route and has been proposed by landowner/developer at a density that would not support major new public transport infrastructure, either in terms of revenue or capital.

This led to consideration of existing and potential sites along the western extent of the tramline. To make the most effective use of existing tram stops, intended stops in land known as the International Business Gateway (IBG) and the Edinburgh Gateway station led to the consideration of how a different approach to the development profile at the IBG might emerge.

Alongside that site the application for development at Crosswinds, whilst in a form not acceptable in principle in terms of access, layout and design does at a very basic level begin to address the considerations of high density mixed use development and therefore it is considered appropriate to allocate the site, subject to the design principles set out in the Plan. Taking that, the marketing of the Saica packaging plant at Maybury and the potential of brownfield land at Turnhouse Road the potential for an emergent neighbourhood based around significant public transport infrastructure in terms of existing tram and the public transport and active travel proposals being programmed as part of the WETIP package. In the period of City Plan, making the best use of existing sustainable transport infrastructure underpins the case for considering how development is shaped in relation to the existing tramline and there is a clear link in decision making to infrastructure requirements.

Alongside that, consideration of future development of the land at IBG needed to be made in the light of lack of any real impetus for development as envisaged by National Planning Framework 3 and reflected in the ELDP 2016. In the context of emerging government and Council policy towards 20 minute neighbourhoods and the trajectory of the office market in the post Covid - 19 world, the potential for a city district of scale, linked to the tram infrastructure is clear. With a high density approach there is scope for significant provision for homes and jobs in this cluster of sites, with a population base supporting services provided by mixed use development and supporting both existing and potential public transport infrastructure through providing a wider market for

tram, existing bus services and potential additional orbital bus services. The combination of this area and development in West Lothian as a patronage base for the latter in particular means this can enhance cross boundary provision in the short to medium term.

A strategy taking account of all of this means an opportunity for a focus on development phasing around tram stops prior to further development building out and integrating wider public transport infrastructure, bus priority funding and public transport and active travel based capacity at Gogar/Maybury, backed by a low parking/traffic masterplan strategy for the development itself, along with mitigation measures for brownfield sites which focus on improvements to the active travel network and bus connections to the proposed North and South Orbital Bus Route, in order support the mode share targets of CMP as a significant step towards more sustainable travel patterns and behaviours.

Jacobs

City Plan 2030 Transport Assessment

The City of Edinburgh Council

September 2021



City Plan 2030 Transport Assessment

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Overview and Summary

Introduction

This document presents a Transport Appraisal of the development proposals being considered for City Plan 2030, the City of Edinburgh Council's (CEC's) new Local Development Plan.

Choices for City Plan 2030, the Main Issues Report published by the Council in January 2020, made clear that transport considerations were at the heart of decision making for the new plan. The Council aims to ensure both that new developments are well served by appropriate transport alternatives, and also that City Plan 2030 supports the approved City Mobility Plan and National Transport Strategy aspirations for healthy, inclusive, sustainable transport for everyone.

This was demonstrated by its preferred approach to site new developments on brownfield sites which, as well as reducing requirement for new greenfield land, prioritises the location of developments closer to existing services and active/public transport networks, thereby reducing the need for unsustainable travel.

Summary of process

To provide the evidence to inform these decisions, the approach which is summarised in this report firstly developed a set of Transport Planning Objectives for this appraisal, based on the objectives of City Plan 2030 and other relevant policies, which set out the aspirations for any transport change related to the plan. These objectives are:

- TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices
- TPO2: Minimise the need to travel to and from new developments, especially by car
- TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes
- TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

The Transport Appraisal then:

- Assessed, using a range of transport network modelling and public transport and active travel accessibility assessment tools, the transport problems and issues that will occur in the 'reference case'; i.e. in the event that no City Plan 2030 developments took place;
- Assessed the transport problems and issues that would occur if the various options for City Plan 2030 developments were implemented;
- Identified measures which have the potential to mitigate any additional problems caused by the developments, and appraised these against the Transport Planning Objectives to assess which are most appropriate for implementation.

City Plan 2030 development overview

City Plan 2030 identifies over 100 brownfield locations across the city which are being considered for allocation as residential development. The total estimated capacity of these sites is approximately 13,000 residential units. A further five strategic sites are anticipated to also be allocated (expansion at bioQuarter, land at Seafield, Saica (Turnhouse Road), Garden District (East of Millburn Tower) and additional land at International Business Gateway (IBG1, the existing LDP allocation). These could provide around 6,000 further residential units, as well as some supporting allocations for employment and other purposes.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

Summary of transport impacts and mitigation measures

The analysis of the impacts of the transport demand of the new developments has shown that the proposals for the brownfield locations and five further strategic sites can largely be accommodated without substantial local and/or wider transport network problems.

Nevertheless, most of the development sites will require improvements to local active travel and/or public transport networks if appropriately high levels of sustainable travel use are to be realised. These improvements are identified within the report.

Additionally, investment will be required at all developments to support public transport and active travel and minimise unnecessary car use:

- Parking (maximum for cars, minima for cycles and motorcycles, and with appropriate provision for parking for disabled people's vehicles): to at least the standards set out in the Edinburgh Design Guidance;
- Electric vehicle charging provision: to at least the standards set out in the Edinburgh Design Guidance;
- Car Club provision: to at least the standards set out in the Edinburgh Design Guidance;
- Public transport access: high quality walking and wheeling routes, including provision for safe road crossings, will need to be provided between each development and nearby bus/tram stops, and with high quality waiting facilities at those stops;
- Active travel routes: high quality walking, wheeling and cycling routes will need to be provided within each development where appropriate and between each development and nearby off-road cycle paths or quiet routes, and to key nearby facilities (especially schools and local retail);
- Cycle hire facilities: public cycle hire facilities will need to be provided at or close to each development, commensurate with standards as defined by the operator's contract at the time;
- Mobility hubs: major new developments will need to include mobility hubs, commensurate with the requirements of City Mobility Plan;
- Street design: new/alterd streets within the development will need to be designed in accordance with the Edinburgh Design Guidance; and
- Demand management: effectively developed and implemented travel plans will need to be required for all developments.

Office and other trip-attracting developments will additionally require:

- Parking control: Controlled parking zones or other on-street parking controls will need to be implemented if necessary to eliminate problems of overspill parking.

Consideration has also been given to the four optional sites for additional development. As a result, recommendation is made that two of these sites are not taken forward because of transport concerns:

- **Land east of Riccarton:** To fully mitigate the transport impacts of this development site requires substantial investment in both public transport and active travel choices, including new crossing points of the A720. Without these, the development is likely to remain severed from the rest of the city by the bypass. High

levels of car dependency for travel to/from the development would be the likely result, adding to the significant problems of congestion already apparent on the local road network. Although solutions to meet public and active travel aspirations can be foreseen – extension of tram to the development and construction of a 'green bridge' to connect the site across the A720 to extant city suburbs – there is significant doubt that these can be delivered by 2030. This therefore places a risk on the ability to promote sustainable travel choices from the site and, as a result, no effective package of deliverable mitigation measures has been identified.

- **Norton Park:** Development at Norton Park would require substantial investment in new public transport and active travel networks if a reasonably sustainable mode share of journeys is to be achieved, albeit that this investment may be able to support sustainable travel to Edinburgh from further West. Yet, even if these significant improvements were delivered, a substantial growth in vehicular traffic is also anticipated to occur because of the development, with almost all of this seeking to use the A8 for part of its journey. Norton Park offers lesser potential for travel by sustainable modes in comparison with the nearby IBG2 site. This is because Norton Park lacks access to tram so limiting scope for public transport access (whilst extending tram to Norton Park may be feasible, the opportunity to realise this by 2030 is considered small). In addition, the site is further from the existing urban area and so the potential for realising a high proportion of trips by active modes is reduced. As options to provide large increases in road capacity do not accord with the Transport Planning Objectives, nor CEC's mode hierarchy, they have been ruled out from further consideration. An effective package of transport mitigation measures for the Norton Park development has therefore not been identified.

Assessment of the other two optional sites has shown that there may, with significant investment in mitigation measures, be mechanisms for them to be developed whilst contributing to the Transport Planning Objectives:

- **Land south east of Gilmerton (the Drum):** this site is better connected to the existing urban area of Edinburgh than the other three sites being considered. This helps reduce demand for unsustainable travel and integration with existing sustainable transport networks. The eastern side of the site is likely to be in relatively close proximity to tram line 2 were this to be extended towards Sheriffhall, and in any event both east and west sides of the site are already well served by frequent bus services. A new high-quality bus link through the site would help to facilitate further improvements to public transport, both on radial movements but also an orbital corridor, so connecting the site to a wider range of destinations. Significant improvements to active travel infrastructure, especially on radial routes, would also be required.
- **IBG2:** large-scale residential development at the IBG2 site has the transport advantages of being connected to tram (assuming that a new stop were provided within the site), and close to already-frequent bus services on radial movements. Edinburgh Gateway station is also in reasonable proximity of parts of the site. The traffic effects would be substantial (especially as almost all traffic to or from the site would be reliant on the A8). If, however, effective measures to promote sustainable travel are implemented, the overall magnitude of the traffic generation from the residential development is not predicted to be very different to that forecast when the site was deemed appropriate for allocation largely for office accommodation (as confirmed by the 2016 West Edinburgh Transport Appraisal study). This suggests that the development could go ahead without the need for significant road infrastructure development (beyond that committed in the WETA package or required for immediate access to and within the site). However, achieving this manageable level of traffic generation would rely on the successful implementation of robust measures to ensure that car use is notably low in comparison with other similar developments. These should include provision of a broad range of services on site, so the need for residents to travel to/from it is reduced. Substantial investments in active and public transport modes would also be required: to deliver attractive active travel routes within the site and to connections beyond it; in public transport capacity; and in new infrastructure to enable at least some bus services to serve the site without incurring delays with general traffic at the Gogar/Maybury junctions.

These transport impacts and mitigation measures are described more fully in the report.

1. Introduction

1.1 Purpose

City Plan 2030 will be the City of Edinburgh Council's (CEC's) new Local Development Plan, setting out policies and proposals for development in Edinburgh to 2030. It aims to provide the homes, employment opportunities and other developments that the city is anticipated to need, whilst supporting inclusive, sustainable growth and improving the attractiveness of Edinburgh as a place.

Transport is one of the key considerations of the plan development process. The Council aims to ensure both that new developments are well served by appropriate transport choices, and also that City Plan 2030 supports the approved City Mobility Plan (CMP) aspirations for healthy, inclusive, sustainable transport for everyone travelling in Edinburgh.

This document sets out a Transport Appraisal of the proposals made in City Plan 2030. It seeks to identify the transport problems that might arise as a result of new developments proposed by the plan, and how these problems might be mitigated. The approach taken is guided by Transport Scotland's Development Planning and Management Transport Appraisal Guidance (DPMTAG) and by the National Transport Strategy.

1.2 Summary of approach

Choices for City Plan 2030, the Main Issues Report published by the Council in January 2020, made clear that transport considerations were at the heart of decision making for the new plan. This was evident from its preferred approach to site new developments on brownfield sites which, as well as reducing requirement for new greenfield land, tends to site developments closer to existing services and active/public transport networks, thereby reducing the need for unsustainable travel. Choices also set out that transport considerations are important in shaping City Plan 2030.

To provide the evidence to inform these decisions, the appraisal which is summarised in this report has:

- Developed a set of Transport Planning Objectives for this appraisal, based on the objectives of City Plan 2030 and other relevant policies, which set out the aspirations for any transport change related to the plan;
- Assessed, using a range of modelling tools which are described in more detail below, the transport problems and issues that will occur in the 'reference case'; i.e. in the event that no City Plan 2030 developments took place;
- Then assessed the transport problems and issues that would occur if the various options for City Plan 2030 developments were implemented;
- Identified measures which have the potential to mitigate any additional problems caused by the developments, and appraised these against the Transport Planning Objectives to assess which are most appropriate for implementation.

1.3 Key Challenges to be Addressed

In addition to the technical challenges inherent in the work, two external factors have been especially important during the development of this appraisal.

The first is the inherent uncertainty of forecasting the future, in this case in particular of travel habits and demand. Always a challenge, this uncertainty has been magnified in 2020/21 (when this appraisal has been undertaken) by the Covid-19 pandemic, which is having major impacts on travel patterns and changing previously-established trends in transport use. To seek to reflect this uncertainty, our appraisal makes use of different scenarios for potential plausible futures which might result from societal changes post-Covid, and transport policy changes. These are outlined in more detail in section 2.4.

The second key challenge has been to integrate assessment work and assumptions made in this commission with those of other considerations which are on-going concurrently and also generate uncertainty. These include Edinburgh's proposed new City Mobility Plan, and relevant studies, most notably:

- The Edinburgh Strategic Sustainable Transport Study (ESSTS);
- The West Edinburgh Transport Infrastructure Programme update (WETIP);
- Edinburgh City Centre Transformation proposals; and
- Transport Scotland's second Strategic Transport Projects Review.

We have sought in all instances to ensure that assumptions made between those considerations and this Transport Appraisal are consistent and robust.

1.4 Structure of this Report

- Chapter 2 of the report details the proposed approach to the Transport Appraisal and a summary of the tools used;
- Chapter 3 defines the Transport Planning Objectives of the study;
- Chapter 4 provides an overview of the City Plan 2030 developments and estimated transport demand;
- Chapter 5 outlines the city wide impacts of the City Plan 2030 developments;
- Chapter 6 presents proposed City Plan 2030 mitigation at a city wide, strategic and individual site level; and
- Chapter 7 presents the summary and conclusions.

2. Overview of Approach and Tools

In this section, we outline the assumptions, methodology and tools used to complete the transport appraisal, as introduced in section 1.2. In it, we first outline our approach to identifying which developments may come forward as a result of City Plan 2030 and the travel demands they might generate, before describing the tools we have used to identify potential transport problems and appraise mitigation measures.

2.1 Development Assumptions – Reference Case

Jacobs has worked closely with CEC officers in order to determine the developments that will likely come forward as part of the extant Local Development Plan (LDP) [the 'reference case' developments] and those developments that will likely come forward as part of City Plan 2030. This exercise is particularly important given that these assumptions are key in generating both the reference case and City Plan 2030 case transport demand for the appraisal. A summary of the reference case development assumptions is included within this section, with further detail on specific developments included within Appendix A.

2.1.1 Residential Development

Development and occupation of new pre-City Plan 2030 residential developments are assumed to be as stated in CEC's Housing Land Audit and Completions Programme 2020.

2.1.2 Non-residential Developments

An initial estimate of non-residential reference case demand was generated, based on the assumption that all new 'City Centre and Special Economic Area' non-residential developments in the LDP would come forward and be occupied prior to 2030. However, CEC has since provided more clarification on the likely reference case demand, with the location and scale of the non-residential developments considered within the reference case summarised as follows:

West Edinburgh

The reference case scenario for West Edinburgh includes development demand associated with all the West Edinburgh developments listed in the LDP that have planning approval, including the International Business Gateway 1 (IBG1) site.

City Centre

It is assumed that all city centre non-residential developments outlined within the current LDP are proceeding, therefore the demand associated with these developments will be considered as part of the reference case assessments.

Leith Docks / Granton Waterfront

The residential element of the Leith Docks development (Waterfront Plaza, CALA Homes) is underway and is assumed be completed as set out in the Housing Land Audit; this is therefore included within the reference case. All other developments in the area are considered as part of City Plan 2030, albeit the land uses and sizes may change from those proposed in the current LDP (see further reference to this in section 4.2.1).

It is assumed that all Granton non-residential developments outlined within the current LDP will proceed prior to City Plan 2030, therefore the demand associated with these developments will be considered as part of the reference case assessments.

South East Edinburgh

CEC have provided details of the anticipated total development mix / scale for reference case development at the bioQuarter site (260,000sqm life sciences / commercial uses and up to 2,500 residential units). CEC have confirmed that approx. 20,000 sqm of life sciences / commercial development has already been constructed, which is assumed to comprise the extent of development considered within the reference case, with any further development on the site coming forward through City Plan 2030.

It is assumed that the Niddrie Mains Road development, included within the current LDP, is progressing and is considered within the reference case.

2.2 Transport Assumptions – Reference Case

We have made assumptions regarding which transport investments will be delivered by 2030. These are 'reference case transport interventions', assumed to be delivered regardless of City Plan 2030 proposals, and as such do not need to be considered as City Plan 2030 mitigation measures. A summary of them is outlined in Table 2.1 below.

Table 2.1: Initial List of Reference Case Transport Interventions

Category	Scheme
Bus priority ¹	
	A90
	A8 / A89 Gogar & Newbridge
	A1
Bus network/park & ride	
	A89 Kilpunt park & ride
	A71 Hermiston park & ride extension
Active travel	
	CEC Active Travel Action Plan quiet routes network
	Places for Everyone active travel priority (Meadows to George Street, Roseburn to City Centre, Fountainbridge, Powderhall, West Edinburgh Active Travel Network)
	Edinburgh City Centre Transformation Strategy (first 5 years)
Tram	
	Line 1a (Newhaven)
Rail	
	Almond Chord
	Portobello junction
	East Coast Main Line capacity improvements
Road	
	Sheriffhall upgrade
	WETA proposals (including Eastfield Road and Gogar/Maybury upgrade)
Other	
	Low Emission Zone

2.3 Trip rate assumptions

A summary of the trip rate assumptions is included within this section, with further detail included within Appendix B.

¹ As being developed by Bus Priority Rapid Deployment Fund and Bus Partnership Funding

The trip rates considered within the assessment are based on pre-Covid transport data, however as will be outlined in Section 2.4, this Transport Appraisal considers a number of additional scenarios for variations in trip rates in other plausible futures, which enables the consideration of the potential long-term effects on transport demand of the Covid pandemic, and of the potential efforts of CEC and other partners to increase uptake of active and sustainable travel.

2.3.1 Residential Trip Rates

In order to estimate the potential person trip generation of residential developments, the TRICS (Trip Rate Information Computer System) database was interrogated, with standard multi-modal TRICS methodology applied.

Furthermore, in order to establish trips by mode for each residential development, Census 2011 Travel to Work data for key strategic locations within Edinburgh has been used. Census Travel to Work modal splits are considered more appropriate than TRICS modal splits for this scenario based on pre-Covid transport data, as they relate directly to the location in question and provide a more accurate reflection of the specific characteristics of each area. This is considered a robust starting point in terms of developing an understanding of demand associated with City Plan 2030 developments.

2.3.2 Non-Residential Trip Rates

The people trip rates for the non-residential developments included within Appendix B were taken from the Transport Assessments (TAs) prepared in support of those developments, where these are available.

Where people trip rates are not available from the TA, the trip rates have been derived from the TRICS database (using the same criteria as explained in Section 2.3.1 for the residential land uses), but for the relevant non-residential land use.

Where a TA provided vehicle trips only, people trips have been calculated using the modal splits of a relevant nearby TA as a proxy.

Full details on the methodology to determine trip rates and modal splits is provided within Appendix B, along with the associated people trip generations.

2.4 Plausible Future Travel Demand Scenarios

Work to assess the transport implications of Edinburgh's proposed City Plan 2030 is being completed in early 2021, whilst strict Covid lockdown measures remain in force, and also as CEC and its partners look forward to consider a range of future policies and investments to encourage higher levels of active and sustainable travel use in coming years, and ways to promote economic recovery following the pandemic. As a result, uncertainties about future travel demand and modal shares are even greater than in 'normal' times.

Meanwhile, the still rapidly-changing position with respect to current travel demand means that little reliable with-Covid data on transport choices is available; most of the available analytical tools are based on pre-Covid trends and earlier versions of policy.

To recognise these uncertainties, the assessment approach taken for this Transport Appraisal for City Plan 2030 models three scenarios for plausible futures. These represent a range of outcomes which we believe may be possible. These are not presented as specific forecasts of travel demand; the actual future situation may be somewhere between those shown, or may lie outwith them.

By taking this approach, we aim to provide an appropriate way forward at this time, offering a transparent and justifiable methodology, reflecting the inherent uncertainties underlying transport and development choices that need to be made at this time. The process is intended to increase the robustness of the appraisal process.

The scenarios and assumptions underlying them are outlined in the table below.

Table 2.2: Scenario Assumptions

	Scenario 1: Pre-Covid Trends/No Covid	Scenario 2 Plausible post-Covid without policy	Scenario 3 Plausible post-Covid with policy
Brief scenario description	Covid restrictions are swiftly lifted and all travel demand reverts to pre-Covid levels and trends, and with no substantial change in transport or other related policies from those in place pre-Covid	This scenario sets out a plausible future for travel up to 2030, reflecting the potential transport demand impacts of societal changes post-Covid. It assumes no significant changes to the transport or related policy environment from those in place pre-Covid	Assumes the post-Covid societal changes of scenario 2 but adds proactive "with policy" sustainable transport and transport/land-use integration measures from City Mobility Plan plus the relevant policy drivers in City Plan itself and complementary policies ² . These have the effect of both helping revitalise travel demand from what would otherwise happen post-Covid, and also significantly promote active and sustainable travel choices
Assumptions	All committed transport interventions are implemented No significant new policy enablers	All committed transport interventions are implemented No significant new policy enablers Some reduction in overall travel linked to the implications of Covid on the economy and particularly retail and hospitality in the city centre, but otherwise a relatively strong recovery towards previous travel patterns following introduction of effective vaccines. Outcome is only a gradual return towards previous levels of public transport use, although a modest increase in levels of active travel	All committed transport interventions are implemented Proactive and integrated transport and land-use policies have been implemented at city, regional and national levels. Significant city, regional and national transport interventions have been successful in promoting active and sustainable transport measures. This includes a robust sustainable development approach promoted strongly through City Plan (e.g. density of development, 20-minute neighbourhoods)
Overall travel demand (total journeys per person)	Parameters as per current model (based on pre-Covid data) and with TA assumptions for new sites (most of which were developed pre-Covid)	Peak time: 95% of scenario 1 volume ³ Interpeak: 100% of scenario 1 volume	Peak: 100% of scenario 1 volume ⁴ Interpeak: 100% of scenario 1 volume
Active travel demand		150% of scenario 1 volume for cycling ⁵ 105% of scenario 1 volume for walking ⁶	175% of scenario 1 volume for cycling ⁷ 115% of scenario 1 volume for walking
Bus demand		75% of scenario 1 volume ⁸	100% of scenario 1 volume ⁹
Tram demand		75% of scenario 1 volume	100% of scenario 1 volume
Rail demand		75% of scenario 1 volume	100% of scenario 1 volume
Private car demand		93% of scenario 1 volume ¹⁰	77% of scenario 1 volume

² Including City Centre Transformation, Low Emission Zone, SSTS, second Strategic Transport Projects Review and SEStran' Regional Transport Strategy.

³ Reflecting that Covid could lead to a long-term reduction in peak travel, especially for employment

⁴ Reflecting that strong economic recovery policies could bring total travel demand back to around pre-Covid levels

⁵ Noting that increases in cycling rates were on a significant upward trajectory in recent years, and will be further increased by Covid

⁶ Noting that increases in walking rates will not be sustained at the levels seen during 2020 lockdown, but would remain above pre-Covid levels

⁷ Reflecting that policies can significantly affect active travel levels, and that potential to increase cycling is probably greater than to increase walking, given the already relatively high modal share for walking in Edinburgh

⁸ Public transport demand fell to approx. 40% of pre-Covid levels during 2020 lockdown; this scenario assumes that demand without policy changes would recover most of that from that to pre-Covid levels, but would remain at approximately three-quarters of pre-Covid levels

⁹ Reflecting that policies will be able to help attract significantly more people to/back to public transport than scenario 2

¹⁰ Private car mode shares for scenarios 2 and 3 are calculated from the assumptions given above and pre-Covid transport mode shares in Edinburgh taken from Scottish Household Survey travel diary results. The effects on the use of each mode are then carried through to assumptions of trip

2.5 Modelling and Assessment Approach

In this section we outline the analytical tools used to predict the transport problems and issues that City Plan 2030 developments might create. It describes, in turn, assessment of the relative accessibility of each site and the modelling tools used to predict demand for active travel, public transport and private car use.

2.5.1 Public Transport and Road Traffic Forecasting Approach

CEC VISUM Model

City Plan modelling has been undertaken using the existing CEC Visum Strategic Model. The VISUM model is a 4-stage multi-modal model, including highway, bus, rail and tram public transport modes. The model is focused on Edinburgh and key arterial corridors, it also covers all major commuting catchments to the city and strategic movements from the rest of Scotland. Road and rail links across the whole of mainland Britain, necessary to allow traffic to travel to/from the study area, are also included.

The model was originally developed in 2005-2007, supporting the development of the original business case for the Edinburgh Tram, and has been continually developed and maintained by Jacobs. The current 2016 Base VISUM model was recalibrated in December 2016, based on new traffic count data and public transport patronage data obtained in 2014 and 2016. Traffic count data was extensive and encompassed the majority of key junctions throughout the city centre. Public transport data was targeted at locations near the route of the tram extension. The recalibrated base model has recently been used to forecast future patronage on the tram line as part of the Trams to Newhaven full business case.

For this City Plan Transport Appraisal, the trip generation functionality of the model has been replaced (for potential new developments) by the trip rates calculated using the approach outlined above, but the trip distribution and assignment elements of the model remain. Because of the trip distribution functionality, the model estimates how overall demand for transport across the city would change as a result of City Plan developments. In particular, because City Plan seeks to significant growth in residential development, but only modest growth in employment and other uses, the model estimates the net change in total commuting in/out-flows to/from Edinburgh.

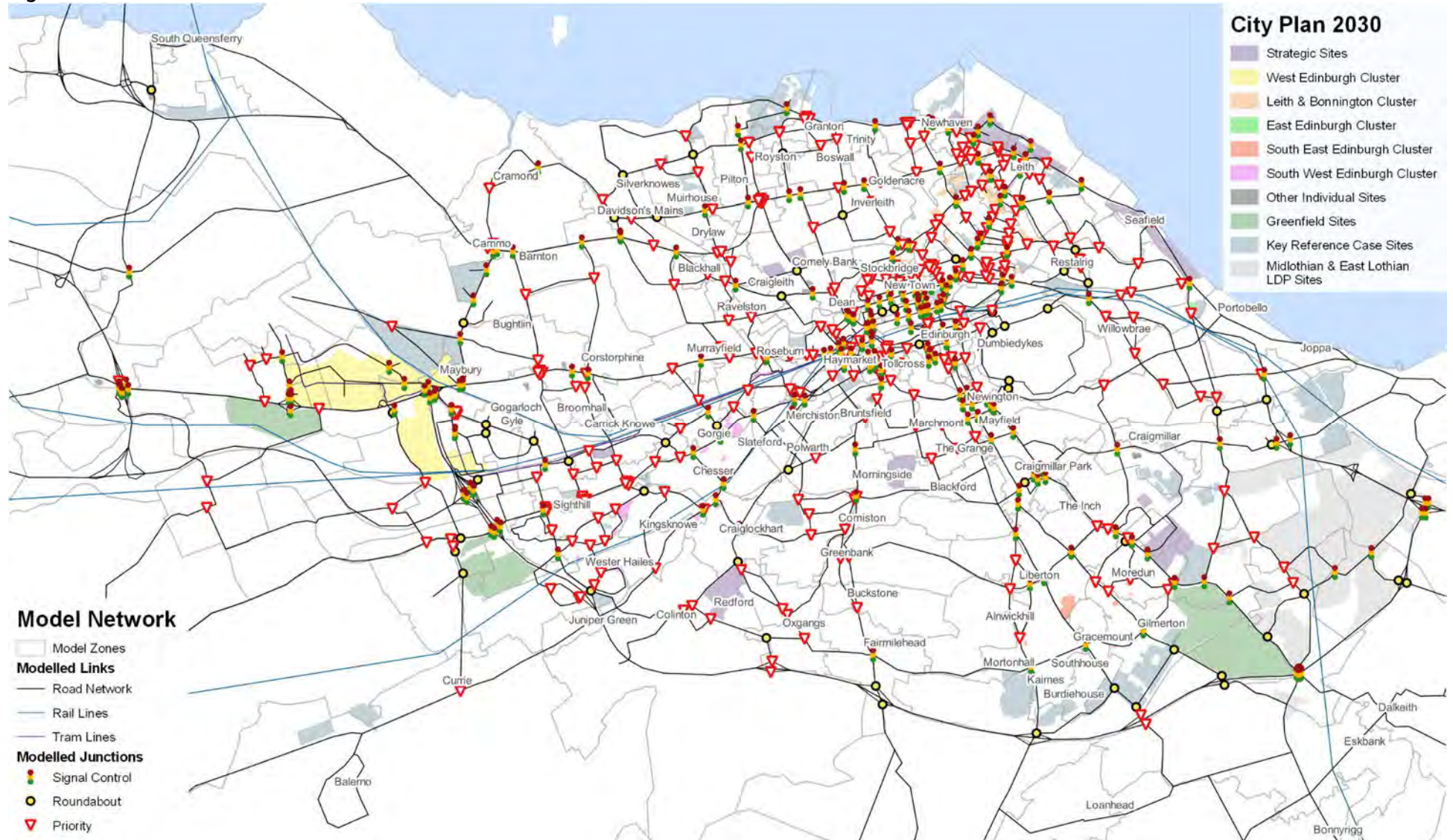
Network Structure

The VISUM Model extents are shown in Figure 2.1. Within Edinburgh, the modelled network includes representations of all significant through roads. Junctions have been explicitly modelled where possible, improving route choice through the model. Outside Edinburgh, the highway network has been modelled sufficiently to allocate traffic travelling to Edinburgh along the appropriate corridor.

The VISUM public transport network contains all local bus, tram and rail services. Long distance services with either stopping points or terminating points within Edinburgh are also included. The zoning system is based on the Transport Model for Scotland (TMfS) zone structure. The TMfS zones have been aggregated outside Edinburgh, where the additional detail is not required, and have been disaggregated in areas close to the route of the tram.

rates at individual developments; the forecast of total trip rates in difference scenarios then varies by development, in accordance with different forecast modal shares at them.

Figure 2.1: VISUM Model Network



2.5.2 Active travel forecasting approach

The data available on city-wide active travel usage is less robust than that for public transport or private car use; there is currently no equivalent model available to predict network-wide effects of walking, wheeling or cycling journeys. Yet, given these active modes' position at the top of modal hierarchies, effective consideration of demand for use of them is required.

To do this, forecasts of the active mode trip generation of each development site have been made, based either on published Transport Assessments of specific developments or data on trip patterns of similar sites elsewhere (see Appendix B for more details). To forecast the potential impact on active mode share of potential mitigation measures, we have relied on data from best practice which identifies what could be expected if high quality new active travel infrastructure is provided on urban corridors which currently have no dedicated provision. This suggests an upper threshold of change (which may then be reduced if there is already some good infrastructure in the vicinity of the proposed development, or if a Transport Assessment had already assumed that some effective infrastructure would be provided). More detail on this approach is set out in Appendix C.

Overall, this approach provides a robust estimate of the potential active mode trip generation with and without mitigation measures for proposed City Plan 2030 developments. It does not, however, provide any estimates of total demand for use of any existing or proposed links on active travel networks; much more comprehensive baseline data than is currently available would be required for this.

2.5.3 Accessibility Assessment

Accessibility modelling has been undertaken using GIS analysis tools to assess active travel and public transport accessibility associated with each potential City Plan 2030 development site. The analysis considers accessible locations within specific journey times (10 minute bands up to 30 mins by walking, cycling or public transport) to/from development site centroids (centre points) determined by TRACC accessibility mapping.

The methodology for assessing accessibility for non-residential developments has been developed to capture accessible commuting areas and differs from the assessment of residential developments. The analysis identifies the number of people living in Census 2011 Output Areas (origins) that can access each development (destinations) within each 10 minute journey time band, e.g. 0 to 10 minutes, 10 to 20 minutes and 20 to 30 minutes journey time bands.

In modelling accessibility for residential developments, TRACC journey time analysis identifies the number of 'attractor' destinations (workplaces, retail, education etc) accessible from each development (origins) within each 10 minute journey time band and assigns a relevant weighting to each destination type in order to calculate an overarching accessibility rating for each development site.

A full description of the methodology is set out in Appendix D.

Outputs from the journey time analysis have been processed to determine accessibility scores for each development on a relative basis, with separate scores generated for each journey time band. The methodology applied in the scoring of both residential and non-residential developments provides the relative accessibility of any one development to all others considered in the assessment. This allows for the ranking of sites in the context of the factors considered in the assessment and identification of locations, areas, or site clusters where accessibility may require enhancement.

Outputs have been mapped in GIS. The outputs are shown in Appendix E.

3. Definition of Transport Planning Objectives

It is imperative for the success of the Edinburgh City Plan 2030 Transport Appraisal that a robust set of Transport Planning Objectives (TPOs) is defined; without them we cannot have confidence that the most appropriate solutions are being identified.

TPOs have been developed from the aspirations for change outlines in Choices for City Plan 2030¹¹ and also those of a range of other relevant policies and programmes, key amongst them being:

- Edinburgh City Mobility Plan;
- Edinburgh City Centre Transformation proposals;
- The Edinburgh Strategic Sustainable Transport Study;
- The West Edinburgh Transport Infrastructure Programme
- Edinburgh Core Paths Plan;
- SEStran Regional Transport Strategy;
- National Transport Strategy and emerging second Strategic Transport Projects Review.

The objectives and visions of Choices and the City Mobility Plan are particularly relevant.

Choices for City Plan 2030 Vision

To make Edinburgh:

- A sustainable city which supports everyone's physical and mental wellbeing;
- A city where everyone lives in a home they can afford;
- A city where you don't need to own a car to move around;
- A city where everyone shares in its economic success.

Choices for City Plan 2030 Objectives

- Be carbon neutral by 2030;
- Create a network of greenspaces that protects green settings and helps people make sustainable travel choices;
- Provide new homes, jobs and services in accessible locations with good access to walking and cycling routes and to public transport;
- Provide space for freight and distribution hubs;
- Create affordable homes for citizens and reduce the amount of homes being lost to other uses;
- Provide land for all types of businesses and redevelop former sites.

City Mobility Plan Vision

- Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents

City Mobility Plan Objectives

- People: To improve health, wellbeing, equality and inclusion:
 - Encourage behaviour change to support the use of sustainable travel modes

¹¹ <https://www.edinburgh.gov.uk/downloads/file/26927/choices-for-city-plan-2030>

- Ensure that transport options in the city are inclusive and affordable
- Movement: To support inclusive and sustainable economic growth and respond to climate change:
 - Increase the proportion of trips people make by active and sustainable travel modes
 - Improve sustainable travel choices for all travelling into, out of and across the city
 - Reduce harmful emissions from road transport
 - Improve the safety for all travelling within our city
 - Maximise the efficiency of our streets to better move people and goods
- Place: To protect and enhance our environment:
 - Reduce the need to travel and distances travelled
 - Reduce vehicular dominance and improve the quality of our streets

The agreed TPOs for the City Plan Transport Appraisal and performance indicators are listed below. Their derivation and consistency with established objectives is outlined in Appendix F.

TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices

- Targets:
 - Deliver all City Plan 2030 development aspirations in a manner that supports sustainable transport and meets the other TPOs
 - For new developments to support growth in public transport patronage and active travel
- KPIs:
 - Total number of residential units that can be delivered whilst meeting TPOs 2, 3 and 4
 - Total quantum of floorspace of other development classes that can be delivered whilst meeting TPOs 2, 3 and 4
 - Forecast public transport patronage
 - Forecast number of active journeys

TPO2: Minimise the need to travel to and from new developments, especially by car

- Target:
 - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
- KPIs:
 - Forecast mode share of journeys to/from new developments

TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes

- Targets:
 - For new developments to support a higher proportion of journeys by active and sustainable modes than equivalent extant developments in Edinburgh
 - For air pollution levels in hotspot locations to be reduced or no worse than in the reference case
- KPIs:
 - Forecast proportion of active journeys
 - Forecast air pollution levels at hotspot locations

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

- Targets:
 - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
 - For traffic congestion to be reduced or no worse as a result of development proposals
- KPIs:
 - Forecast mode share of journeys to/from new developments
 - Forecast average peak-time vehicle journey times on key strategic road corridors

4. City Plan 2030

4.1 An Overview of City Plan 2030

Choices for City Plan 2030 sets out proposals to bring forward new developments in Edinburgh, in order to meet the city's needs for new homes, employment opportunities and other facilities, whilst contributing to the characteristics of the existing city and contributing to healthy, sustainable and inclusive communities.

Transport considerations are at the heart of City Plan 2030 proposals; to ensure that new land-use proposals are properly integrated with the city's aspirations for transport. "A city where you don't need to own a car to move around" is one of the four key themes of Choices, and is supported by objectives of:

- Delivering community infrastructure;
- Creating places that focus on people not cars;
- Supporting the reduction in car use in Edinburgh; and
- Delivering new walking and cycle routes.

4.2 Location of Potential City Plan 2030 Developments

A summary of the City Plan 2030 development assumptions is included within this section, with further detail on specific developments included within Appendix A.

Whilst the finalised details of location and scale of residential developments to be included within the City Plan 2030 are shaped by the technical work which will support the plan, including this Transport Appraisal, reference has been made to the Choices for City Plan 2030 preferred approach, Housing Study and post-Choices site selection work which outline the following development options:

- Option 1 – Delivery by the council and its partners within the urban area;
- Option 2 – Delivery through market housing by releasing greenfield; and
- Option 3 – All potential housing-led mixed-use sites, a blended approach between brownfield and greenfield.

In order to ensure a robust assessment is undertaken, and following advice from CEC, the demand associated with Option 3 (brownfield / greenfield blend) is considered within this Transport Appraisal.

Jacobs is working with a list of sites as supplied by CEC of over 100 brownfield locations across the city which are being considered for allocation for residential development. The total estimated capacity of these sites is approximately 13,000 residential units.

In addition to the aforementioned brownfield/edge of urban sites, the following strategic brownfield / urban sites are considered as potential development opportunities in City Plan 2030:

- Expansion at bioQuarter – 2,500 units;
- Land at Seafield – 800 units;
- Garden District (East of Milburn Tower) - 1,350 units; and
- Saica (Land at Turnhouse Road) – 1,000 units.

For the remainder of this report, all the sites listed above are included when reference is made to potential brownfield allocations within the city.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

CEC have confirmed that 35% of units for all sites should be assigned to affordable housing except for the Garden District which already has a minded to grant decision for planning permission in principle with a 25% affordable housing requirement.

4.2.1 Non-residential Developments

West Edinburgh

CEC have confirmed that discussions are ongoing within CEC and through the West Edinburgh Strategy Study with partners, including the Scottish Government, in order to establish support for a mixed-use approach to development at West Edinburgh.

As outlined previously, all developments within the extant LDP that have planning approval have been included within the reference case. The remaining developments that are included in the extant LDP that do not have planning approval are assumed to comprise the City Plan 2030 developments, although the mix of development is different to that identified within the extant LDP.

City Centre

It is assumed that there will be no City Centre non-residential developments within the City Plan 2030 assessments.

Leith / Granton Waterfront

CEC have been in discussions with Forth Ports over proposed development content to be considered within the City Plan 2030 with reference made to Forth Ports' City Plan 2030 Choices consultation response. Furthermore, CEC have confirmed that the development principles for Leith Waterfront, as part of the City Plan 2030, comprise those outlined within Table 11 of the extant LDP.

Notwithstanding this, the extant LDP only provides details on the estimated total residential capacities and does not provide details on the anticipated scale of development relating to the other land uses. Therefore, in the interests of robustness, the non-residential development content included within the Leith Docks (Forth Properties) Transport Assessment will be assumed to comprise the development that comes forward as part of City Plan 2030.

South East Edinburgh

As mentioned previously, CEC have provided details of the anticipated development mix / scale for bioQuarter (260,000sqm life sciences / commercial uses and up to 2,500 residential units) and have confirmed that with the exception of the 20,000sqm of life sciences / commercial already constructed, all development will come forward as part of City Plan 2030.

4.3 City Plan 2030 Transport Demand

A summary of the predicted transport demand, for each of the three scenarios outlined in Section 2.4, associated with the City Plan 2030 proposals in each of the following strategic areas of the city are presented in Table 4.1 to Table 4.3 below. The information is then shown graphically in Figure 4.1:

- North Edinburgh – Leith Docks and Leith/ Bonnington Brownfield Cluster;
- East Edinburgh – Seafield and Brownfield Cluster;
- South East Edinburgh – BioQuarter and Brownfield Cluster;
- South West Edinburgh – Redford Barracks and Brownfield Cluster;
- West Edinburgh – A8 Corridor and Edinburgh Park; and
- North West Edinburgh – Comely Bank to Granton Individual Brownfield Sites.

Note that trip generation estimates for potential Greenfield sites (IBG, Norton Park, Land East of Riccarton, and Land at the Drum) have not been included in the tables below, given the expectation that at most one of them would come forward. Notwithstanding this, given the aforementioned greenfield sites have been assessed within this study, trip generation estimates for each site are presented within Chapter 6 of the report.

A detailed breakdown of the predicted trip generation associated with each of the City Plan 2030 sites is provided in Appendix B.

Table 4.1: Summary of City Plan 2030 Trip Generation by Mode for Scenario 1: Pre-Covid Trends/No Covid

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,508	4,462	6,089	5,831	1,057	1,134	1,478	1,382	182	181	246	235	1,636	1,594	2,195	2,112	262	249	348	337	1,372	1,303	1,821	1,765
East Edinburgh	211	847	618	299	46	188	137	66	8	31	23	11	75	301	219	106	15	56	41	20	68	270	197	96
South East Edinburgh	2,007	2,124	1,583	1,689	379	439	327	329	44	50	37	38	633	667	497	532	207	209	156	171	744	759	566	619
South West Edinburgh	805	3,174	2,285	1,174	210	900	645	330	23	97	69	36	210	836	602	309	60	223	162	83	302	1,117	808	416
West Edinburgh	2,965	3,454	2,425	2,986	235	499	318	244	243	175	140	243	1,349	1,032	741	1,298	160	208	134	159	977	1,540	1,093	1,043
North West Edinburgh	133	494	377	189	39	156	116	58	5	20	15	7	44	162	124	62	7	25	20	10	38	131	101	51

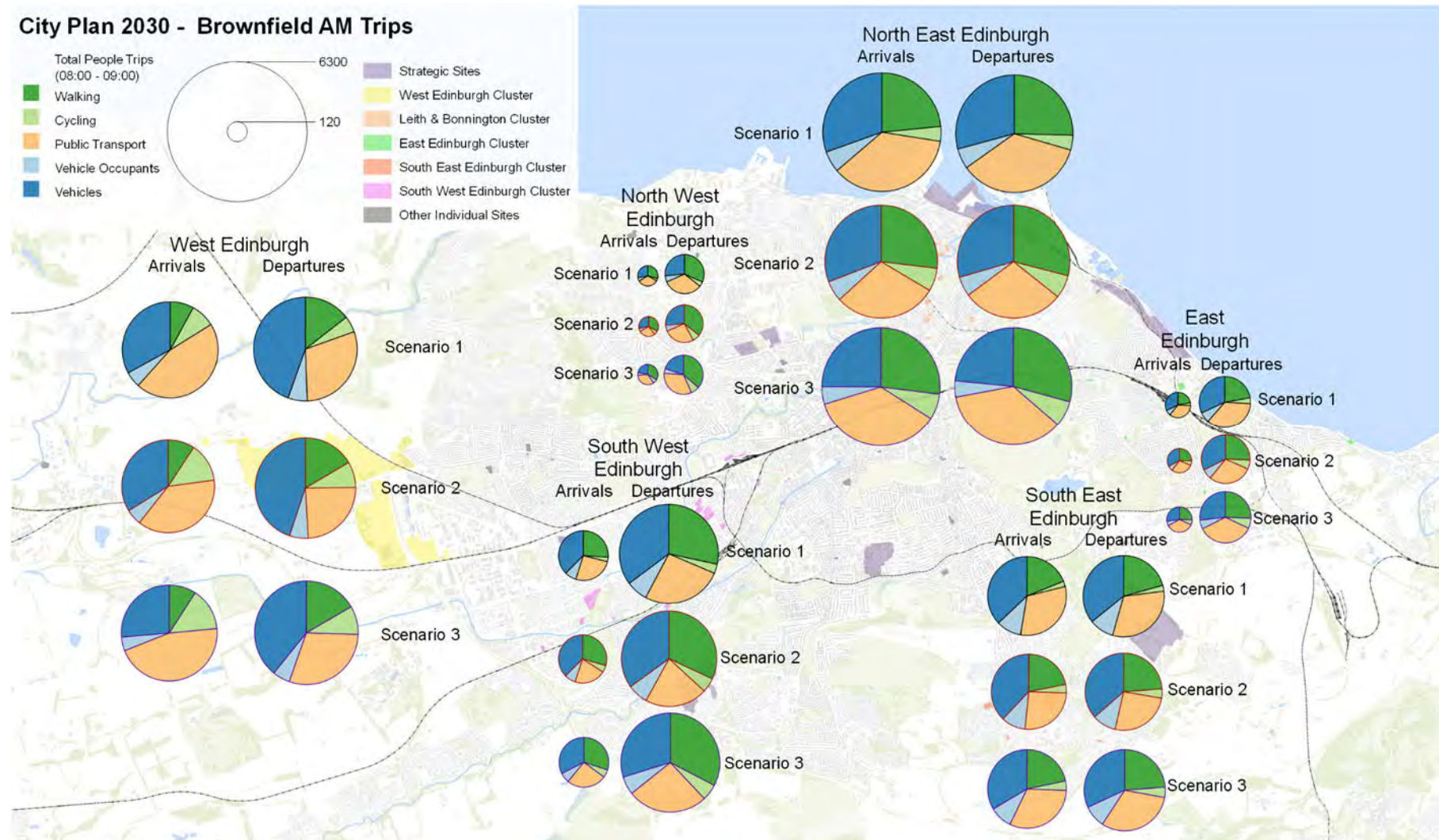
Table 4.2: Summary of City Plan 2030 Trip Generation by Mode for Scenario 2: Plausible post-Covid without policy

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,121	4,095	5,575	5,334	1,109	1,190	1,552	1,451	273	272	369	353	1,227	1,196	1,646	1,584	242	231	322	312	1,270	1,206	1,686	1,634
East Edinburgh	193	773	564	273	49	198	144	69	11	47	34	16	56	226	165	79	13	52	38	19	63	250	183	89
South East Edinburgh	1,819	1,932	1,440	1,532	398	461	344	345	67	75	56	57	475	500	373	399	191	194	144	159	689	703	524	573
South West Edinburgh	748	2,959	2,130	1,094	220	945	677	346	35	145	104	53	157	627	451	232	56	207	150	77	280	1,034	748	385
West Edinburgh	2,676	3,179	2,235	2,706	247	524	334	256	365	263	209	365	1,012	774	556	973	148	192	124	147	904	1,425	1,012	965
North West Edinburgh	123	460	350	175	41	164	122	61	8	30	23	11	33	121	93	47	7	24	18	9	35	121	94	47

Table 4.3: Summary of City Plan 2030 Trip Generation by Mode for Scenario 3: Plausible post-Covid with policy

Strategic Area	People Trips				Walking Trips				Cycling Trips				Public Transport Trips				Vehicle Occupant Trips				Vehicle Trips			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
North Edinburgh	4,420	4,404	5,987	5,723	1,215	1,304	1,700	1,589	318	317	431	412	1,636	1,594	2,195	2,112	201	191	267	258	1,051	998	1,395	1,352
East Edinburgh	205	823	600	290	53	216	158	76	13	55	40	19	75	301	219	106	11	43	32	16	52	207	151	73
South East Edinburgh	1,875	2,000	1,491	1,581	436	504	376	378	78	87	65	67	633	667	497	532	158	160	119	131	570	581	433	474
South West Edinburgh	769	3,068	2,207	1,133	241	1,035	741	379	41	169	121	62	210	836	602	309	46	171	124	64	232	856	619	319
West Edinburgh	2,916	3,252	2,290	2,924	271	574	366	281	426	307	244	426	1,349	1,032	741	1,298	122	159	103	122	748	1,179	837	798
North West Edinburgh	132	496	377	188	45	180	134	66	9	35	26	13	44	162	124	62	6	20	15	8	29	100	78	39

Figure 4.1: Spatial Distribution of Generated Trips (Without Strategic Greenfield Developments)



4.4 Modelling City Plan 2030 Transport Demand

4.4.1 Forecast Years and Time Periods

A forecast year of 2032 has been adopted for the modelling of City Plan. This forecast year was used as part of the Trams to Newhaven business case and is consistent with TELMoS (Transport, Economic and Land-use Model of Scotland) land use data. TELMoS data includes information on changes in population, employment, education shopping and leisure trip making, consistent with the trip purposes in the CEC Visum model. TELMoS data has been used to establish background growth outside Edinburgh maintaining a consistency of approach with Transport Scotland's transport models.

The model is incremental using both observed and demand model matrices. To make best use of observed data, future demand matrices are never used directly. Instead, the difference between the base demand matrix and the future demand matrix are added to the observed base matrix to create the forecast matrix used in the assignment.

- Future year demand = base observed matrix + (demand model future – demand model base).

The model has been developed and adopted for City Plan modelling for the following time periods:

- Morning period, 07:00-09:00; and
- Evening period, 16:00-18:00.

4.4.2 Forecast Development Demand

Two options have been considered during the City Plan forecast model demand development. The first forecasts are based on land uses by model zone while the second option incorporates agreed trip rates calculated externally and directly applied within the model.

Option 1 – Demand Model Trip Generation

Typically, new development is included within the model based on its land use type (Housing, Office, Commercial & Retail). Within Edinburgh future development is based on planning data provided by CEC. TELMoS data has been adopted for areas outside Edinburgh where no planning data is available.

Within each model zone, new housing is included as the number of additional units. Office and commercial development is included as the gross floor area of the development, converted to the number of employees. This option would represent a more consistent trip generation methodology across all types of development. Resulting development trips, their distribution and mode choice are calculated automatically by the demand model and assigned to the model network to identify the forecast transport impacts.

Option 2 – TRICS & Transport Assessment Trip Generation

With this option, private vehicle and public transport trip generation has been assumed to be as given in each development transport assessment where available. These have been obtained through interrogation of the CEC planning application portal. For developments without detailed applications available a set of trip rates have been established from TRICS. Census data has then been taken to establish mode shares and both used to calculate development trip generation.

These are assigned accordingly although the distribution of trips is still determined by the model, consistent with the first option. Similarly, TELMoS data has also been adopted for areas outside Edinburgh where no future development details are available.

It should be noted that where trip generation values were obtained from approved development transport assessments, that these may have used various methodologies to derive the trip rates for the individual

developments. Two similar developments may generate different trip numbers and mode splits. These trip rates may reflect individual development characteristics and accessibility and for a number of key developments are the result of agreements reached on scoping during the development of the transport assessments.

This report presents analysis of the modelling outputs based on the Option 2 trip generation. Option 1 trip generation has been used to establish distribution of future development trips and to provide a comparison with the level of demand forecast for each development in Option 2.

4.4.3 Model Network Assumptions

Reference Case Model Network Assumptions

The modelling has incorporated the vehicle and public transport trip generation values associated with each development as outlined previously in Section 2.1 of this report.

Several network updates have been completed in the Reference Case model compared to the Base model network. These updates include a number of Reference Case Transport Interventions as outlined previously in Section 2.2.

As the model has been previously developed to support the Tram Business Case there is a greater level of network detail in the centre of the city and close to the Airport to Newhaven tram route. All key junctions are modelled in full in this area of the model. Away from the tram corridor the network structure includes the key network links while only some of the main junctions have been explicitly modelled. A number of other network changes have therefore been undertaken where additional network detail was required in areas surrounding some of the key developments.

The following section outlines some of the network updates completed incorporating changes to the road from the 2016 base year network, additional network detail surrounding key developments and some of the planned Reference Case infrastructure schemes presented previously in Table 2.1.

North & West Edinburgh

- Queensferry Crossing;
- A8 Glasgow Rd & Maybury Rd speed limit reduction;
- Maybury Rd: three new signalised junctions associated with ongoing developments;
- Eastfield Rd dualling from the A8 dumbbells junction to the Airport; and
- Maybury Rd Junction upgrade and additional eastbound lane between Gogar and Maybury.

City Centre

- Picardy Place and Trams to Newhaven corridor junction revisions;
- City Centre Transformation early phases:
 - Waverley Bridge/ East End Princes St restrictions;
 - Victoria St and Cockburn St restrictions;
 - Meadows to George St improvements, including Bank St restrictions, Forrest Rd closure and Bristo Pl Teviot junction changes; and
 - Minor junction changes associated with City Centre West to East Link project.

South East Edinburgh

- Update to network detail in this general area to ensure key junctions have been explicitly modelled where possible, improving route choice through this area of the model;
- QMU upgraded access junction at the A1 incorporating new northbound slip roads;

- Sheriffhall junction grade separation;
- Midlothian LDP development sites: additional road network associated with Millerhill and Shawfair developments; and
- Inclusion of Newton Church Rd and Shawfair Avenue within the model.

Traffic growth outside Edinburgh¹² is based on TELMoS growth. CEC model matrices have been uplifted by applying growth factors calculated from 2032/2017 trip end data to give a forecast of future regional movements.

The public transport network includes some changes from the base year model. The base model network is based on services and timetables from 2017. Some updates have been undertaken within the forecast model to reflect key service changes in 2018 including the introduction of Skylink services 200, 300 and 400.

The forecast model also incorporates tram services running between the Airport and Newhaven. The following service patterns have been assumed:

- Airport to Newhaven: 8 trams per hour; and
- Haymarket to Newhaven: 8 trams per hour.

Also included are the bus recast proposals along the tram corridor as outlined within the Trams to Newhaven Full Business Case.

It is important to note that the model does not include a public transport crowding model. As such, bus and public transport routes are assumed to have sufficient capacity to cater for all assigned demand and increased tram and bus frequencies only impact upon boarding stop wait time. All public transport services run times are also fixed in the model and do not take account of changes in delays within the network.

City Plan Model Network Assumptions

The modelling has incorporated the vehicle and public transport trip generation values associated with each of the City Plan developments as outlined in Section 4.2 of this report.

Key road network updates from the Reference Case model include new connections associated with the proposed West Edinburgh Developments:

- Gogar Link Road and Elements Edinburgh access roads – single carriageway scheme modelled running north west incorporating Elements Edinburgh access roads. The road then runs West towards the airport connecting to the existing Long Stay Parking Junction; and
- IBG 1 and IBG2 access roads – new single carriageway link connecting via a new signalised junction on Eastfield Rd at the existing NCP Car Park Roundabout and joining Gogar Roundabout via Myreton Drive. The new road includes a signalised junction where it meets the new Gogar Link Rd north of the Tram depot.

Additional model runs have been undertaken incorporating potential public transport interventions and analysis is presented within Section 5.3.3 of this report. The models have been assigned with the following interventions:

- The Edinburgh Strategic Sustainable Transport Study (ESSTS) Granton and South East Tram Alignment options in order to give an insight into the potential future patronage levels associated with new developments along the route; and
- Improved limited stop north orbital and south orbital bus routes providing connections between the key city plan development areas.

¹² East and Midlothian developments to the south east of Edinburgh, and within the city bypass, are specifically modelled. These include Shawfair and Queen Margaret University Campus proposals.

5. Transport Impacts of City Plan 2030 Developments

5.1 Introduction

This section outlines the main transport problems and issues that would be caused by demand generated by City Plan 2030 developments, initially at a city-wide level, then for specific clusters of developments to highlight more localised effects. In all instances, information on the transport situation if City Plan 2030 developments were to be completed and occupied is compared with the reference case situation (as described in section 2). Potential measures to mitigate these problems are introduced in later sections.

5.2 Active Travel and Public Transport Site Accessibility

Many of the proposed development sites are well connected to existing active and public transport networks and, using them, to local services and facilities. Figure 5.1 and Figure 5.2 show the networks, and comparative accessibility for each development site by active and public transport modes. More detailed information is provided in Appendix E. Key findings include:

Residential sites: active travel:

- Many of the brownfield sites that are within the existing urban area are in relatively close proximity to existing services, so have good or reasonable accessibility to them by active travel (noting that the assessment considers only proximity by extant active travel routes, but does not take account of localised barriers such as steps, gradients or busy road crossings);
- The following brownfield sites perform less than some others, pointing to the need to ensure that good quality active connections are created to nearby services: Seafield, Royal Victoria Hospital, Broomhouse, Redford Barracks, and clusters of sites at Longstone, Liberton, and in some locations in Bonnington; and
- Sites on the periphery of the city naturally perform worse on this assessment of proximity to extant local services, with those in West Edinburgh have the worst access to local services of all the proposed sites. This highlights the need to improve these services at or nearby these development sites, facilitating the 20-minute neighbourhood concept at them, alongside high-densities which facilitate active travel.

Non-residential sites: active travel:

- The West Edinburgh sites also perform worst for active travel accessibility of those non-residential sites, for which we considered the number of people that live within walk/cycle catchments; and
- Care must be taken to ensure that any major new employment location is well connected to active travel networks, but improved walking and cycling routes to West Edinburgh will be especially important if that is developed as a significant employment location and if demand for private transport there is to be minimised.

Residential sites: public transport:

- Most brownfield sites are within reasonable a walk distance of at least some public transport services, though some of the larger strategic sites will need public transport services to route through them if reasonable walk distances are to be provided for all;
- The peripheral development sites have the weakest public transport access to existing services, as would typically be expected, but none are without nearby bus and/or tram routes; and
- Some sites within the current urban core, whilst having public transport access, perform relatively weakly because of relatively infrequent services and/or relatively long travel times to services; these include sites at Seafield, Redford Barracks and Astley Ainslie Hospital.

Figure 5.1: City Plan 2030 Residential Development Sites, Indicative Accessibility: Active Travel

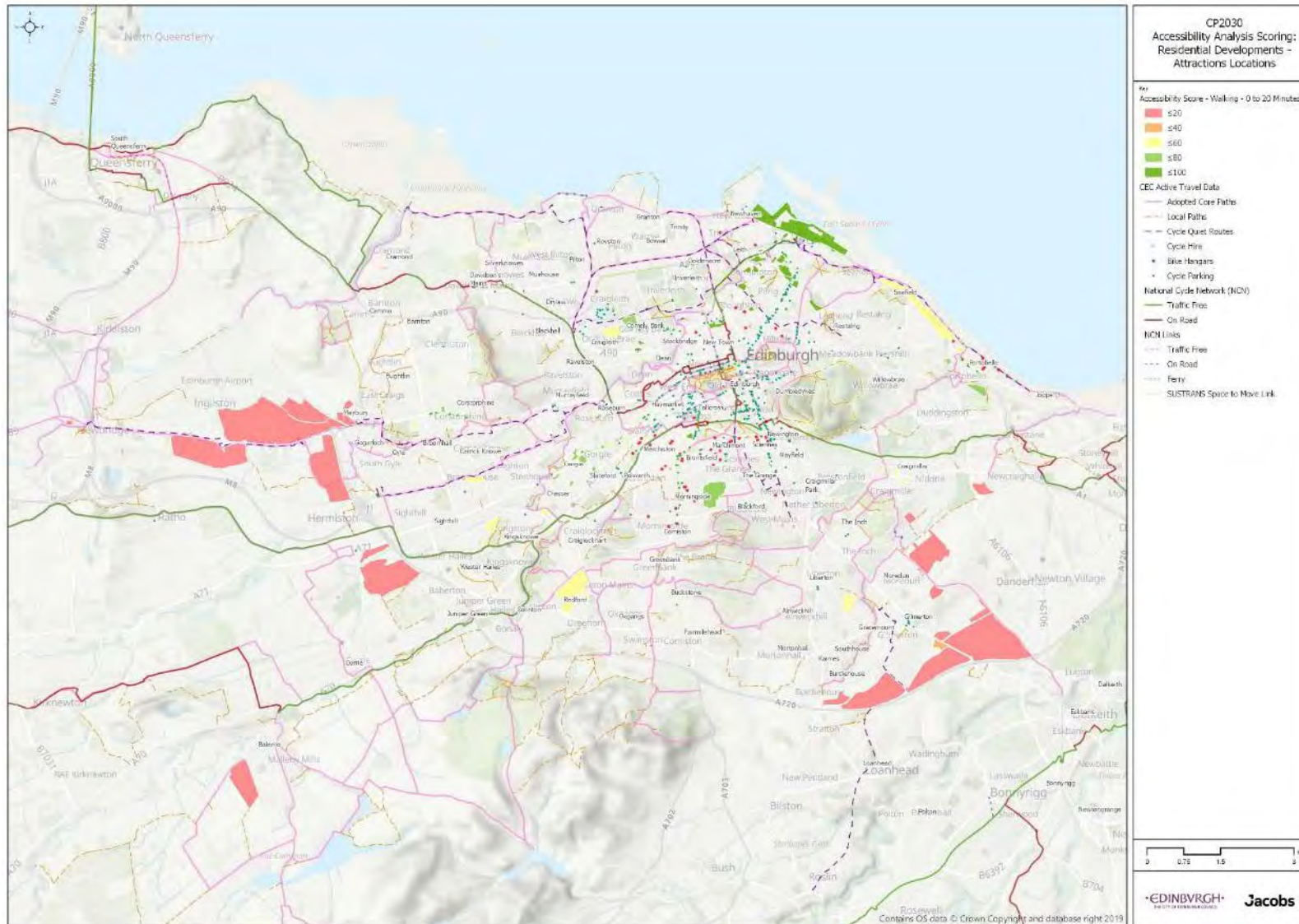
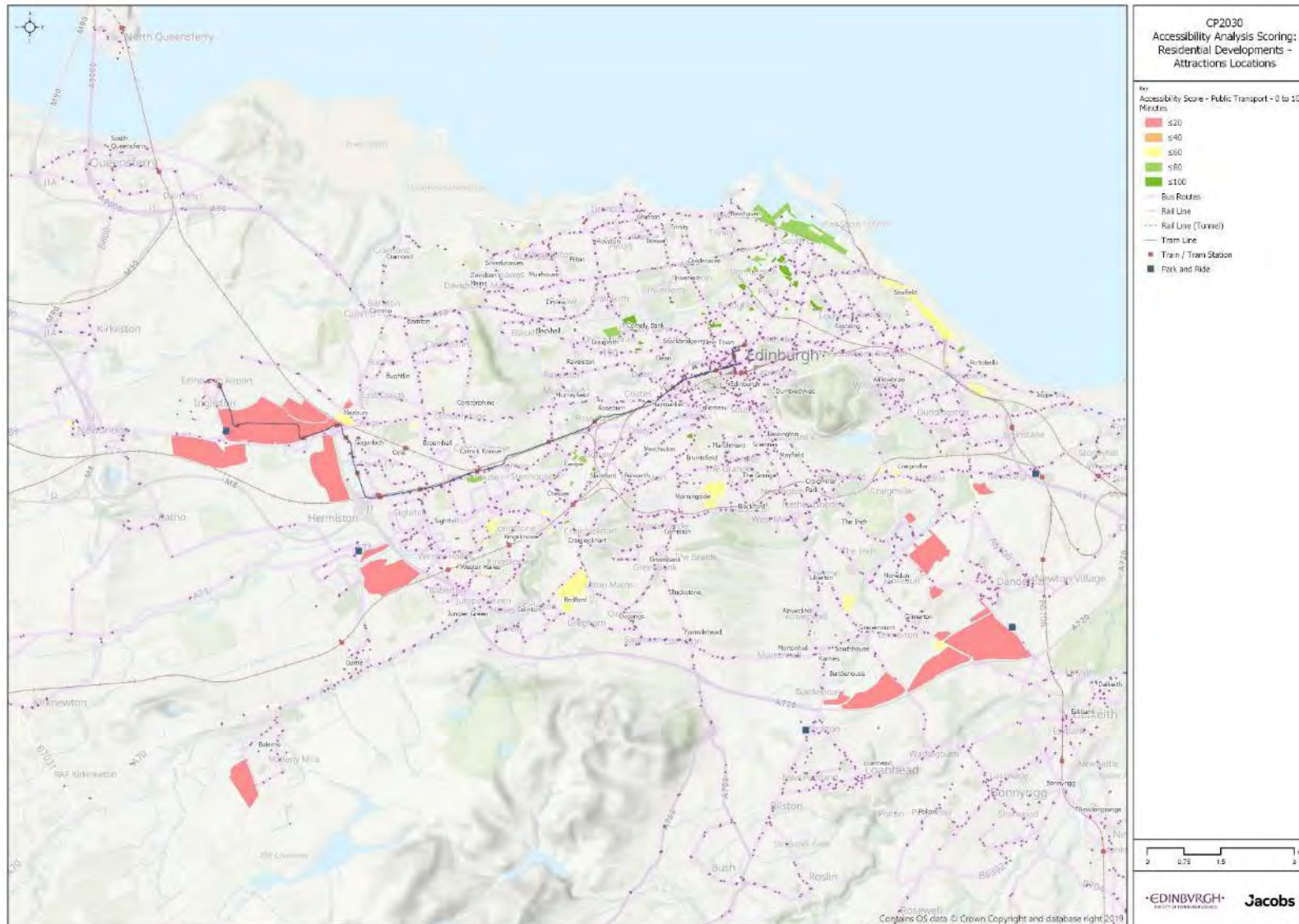


Figure 5.2: City Plan 2030 Residential Development Sites, Indicative Accessibility: Public Transport



Non-residential sites: public transport:

- All of the proposed employment sites have public transport services operating in the vicinity of them; and
- Those in West Edinburgh have the fewest people living within short public transport journey times; this highlights the need to consider additional public transport route options to West Edinburgh were it to come forward as a major development.

5.3 Model Network Impacts

The analysis of model outputs and network impacts in this chapter of the report are based on two model run tests. The first test includes all City Plan Brownfield development plus the revised IBG2 proposals and excludes all three greenfield development proposals. The second includes all City Plan Brownfield development plus the Drum greenfield development (land south east of Gilmerton), IBG2 development is not included within this second test.

Throughout this and subsequent sections, modelled data and plots are shown for transport demand scenario 1: pre-Covid trends/no Covid (refer to table 2.2 for description of the scenarios and tables 4.1 – 4.3 for the trip generation predictions for each). Were scenario 2: plausible post-Covid without policy or scenario 3: plausible post-Covid with policy to be realised, public transport demand (for all trips, not just those to/from new developments) would be at 75% or 100% of the levels shown for scenario 1 respectively. In no instance do these potential variances in public transport demand significantly affect our assessment of the public transport challenges and mitigation measures required for any site, albeit that final consideration of service frequencies, capacities and operating costs would need to be accounted for at the time when the developments are brought forward.

Active travel demand would be greater in both scenarios 2 and 3 than scenario 1. Recommended mitigation measures are unaffected, however, because of the need to ensure that all developments are well connected by active travel modes even in the lowest-demand scenario, and because capacity of active travel links is not considered to be a significant factor.

Overall demand for private car use in scenario 2 is 7% lower than in scenario 1 (for all trips, not just those to/from new developments). Whilst this represents a notable reduction, peak time traffic problems of congestion and pollution would remain at the problem locations identified below. In scenario 3, private car use is a significant 23% less than scenario 1. This would have the effect of reducing traffic problems, albeit that congestion and pollution would remain in many of the locations that are currently a cause for concern, and the traffic demand effects of new developments would occur in the same locations regardless of scenario. In no instance does the possible reduction in traffic levels from those shown below affect our recommendations for the appropriateness of developing alternative site options, or of transport mitigation measures related to any mode.

The following section provides a summary list of impacts on the network as a result of future City Plan 2030 developments compared with the Reference Case model. Further detail on vehicle and public transport impacts is then presented for the key development areas within Section 5.4 to 5.6 of this report.

5.3.1 City Plan Brownfield Development vs Reference Case – General Network Impacts

North and East – increase in delays at some approaches to the following junctions:

- Ferry Rd at Newhaven Rd;
- Bonnington Rd at Newhaven Rd and Great Junction St Junctions;
- Commercial St at Lindsay Rd and The Shore Junctions;
- Salamander St at Bath Rd;
- Seafield Rd at Seafield Pl;

- Restalrig Rd at East Hermitage Pl;
- Fillyside Rd at Seafield Rd E;
- Craigentinny Ave at Craigentinny Rd;
- Jock's Lodge;
- Leith Walk at Pilrig St, Annandale St, McDonald Rd and Manderston St Junctions;
- Increase in delays at all junctions on Queensferry Rd from Barnton to Telford Rd; and
- Subsequent increase in delays on Lauriston Farm Rd & Cramond Rd N/ Gamekeeper's Rd due to an increase in vehicles traveling via this alternative route.

South East – increase in delays at some approaches to the following junctions:

- Sir Harry Lauder Rd at Milton Rd East;
- Niddrie Mains Rd at The Wisp and Craigmillar Castle Rd Junctions;
- Old Dalkeith Rd at The Wisp, Ferniehill Rd, Royal Infirmary and bioQuarter access Junctions; and
- Increased mainline flow leads to delays for priority junction minor arms entering onto Old Dalkeith Rd.

South and West – increase in delays on the bypass and at some approaches to the following junctions:

- Craiglockhart Rd at Colinton Rd;
- Saughton Rd at Stenhouse Dr;
- Calder Rd westbound at Bankhead Ave and eastbound approach to City Bypass Calder Junction;
- Gogar Station Rd at Calder Rd;
- Significant additional delays for vehicles exiting West Craigs/ Turnhouse developments at A8 and Craigs Rd Junctions; and
- Additional delays at Old Liston Rd approach to Newbridge Roundabout.

5.3.2 City Plan Brownfield with IBG2 Developments vs Reference Case – General Network Impacts

Figure 5.3 and Figure 5.4 show City Plan Brownfield with IBG2 vehicle model link flows and the difference in flows between the City Plan Brownfield with IBG2 model and Reference Case Model respectively for the AM period. Note that the model flows are in Passenger Car Units (PCU) and are for two hours as it covers the period between 07:00 and 09:00.

Vehicle flow increases associated with City Plan 2030 developments are seen across most areas, especially within close proximity to planned developments. The new Gogar link road results in some flow reductions on the existing A8. As the number of vehicle trips associated with new developments increases within West Edinburgh it has an impact on the already limited capacity on the key strategic routes towards the city. Significant city-bound traffic growth from beyond the west of the city is not forecast, as the model predicts that the origins of some of these journeys will move to the new developments. This results in some minor flow reductions on the M8, M9 and M90. Figure 5.5 also highlights link capacity issues on the trunk road network surrounding Edinburgh including the M8 and the City Bypass.

Figure 5.6 presents the City Plan Brownfield with IBG2 future levels of public transport demand in the network and Figure 5.7 highlights the change from the Reference Case in public transport patronage levels associated with City Plan development. This shows increase on routes around Leith and some of the key routes to the city from the East, South East and the West. It also highlights a pattern of increased demand on some existing orbital routes including Portobello and the East to Leith, and areas of Leith connecting to West Edinburgh. Figure 5.8 highlights seat capacity issues on some public transport routes based on current levels of service. This includes high public transport demand from West Edinburgh developments leading to tram capacity issues.

Figure 5.3: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows

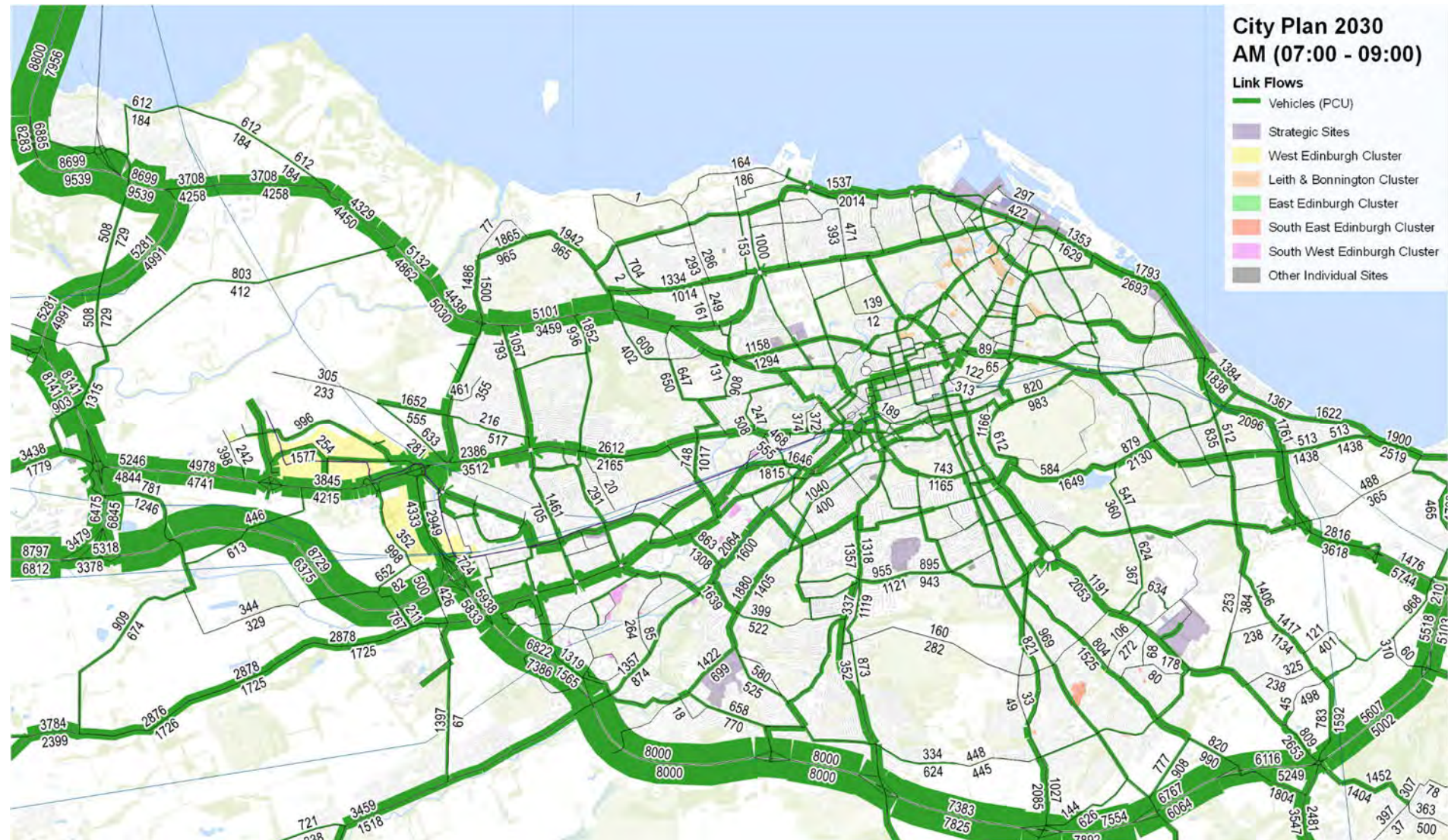


Figure 5.4: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot

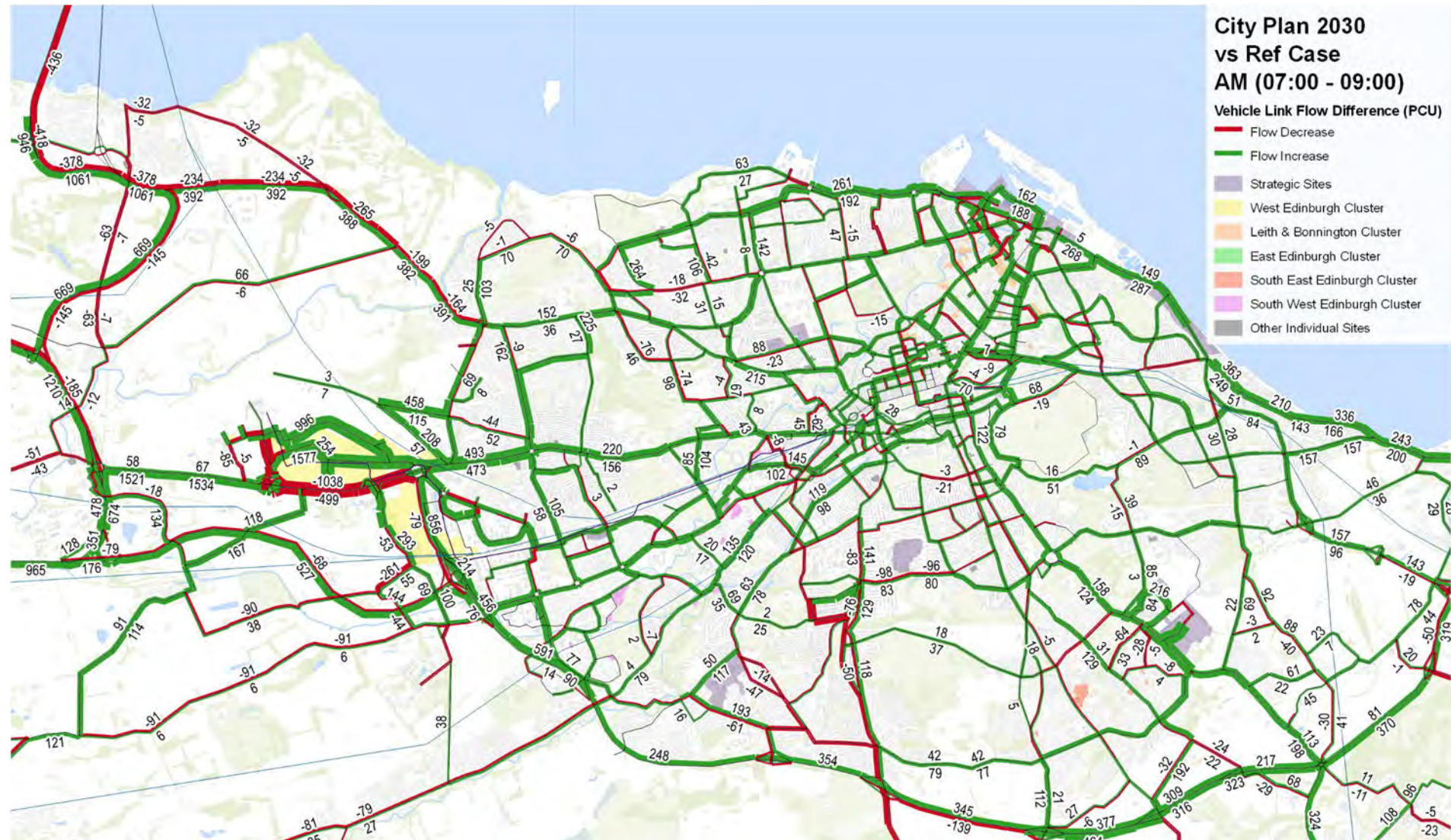


Figure 5.5: City Plan 2030 Brownfield with IBG2 Forecast Major Road Performance (Volume / Capacity)

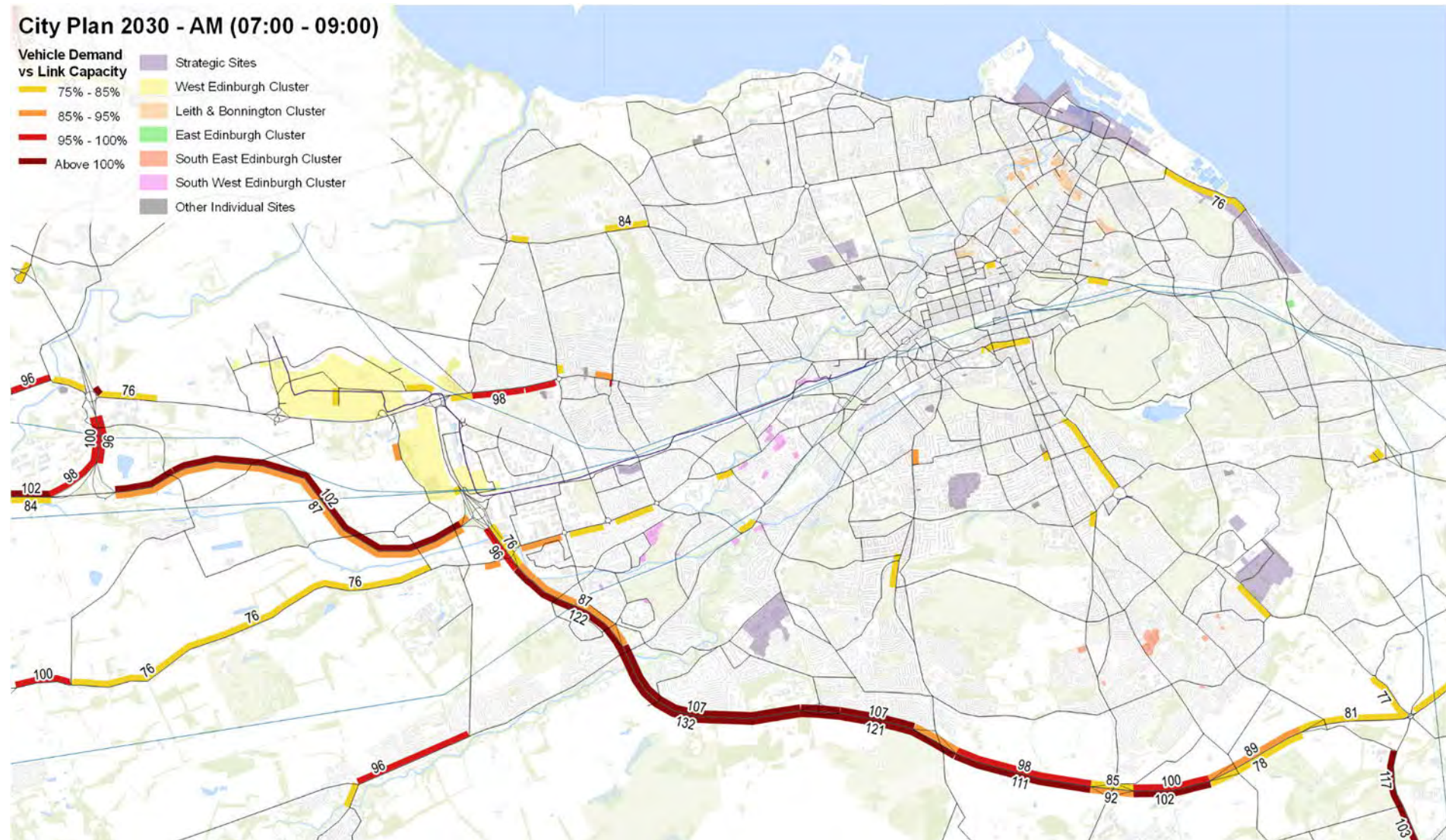


Figure 5.6 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows



Figure 5.7: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot

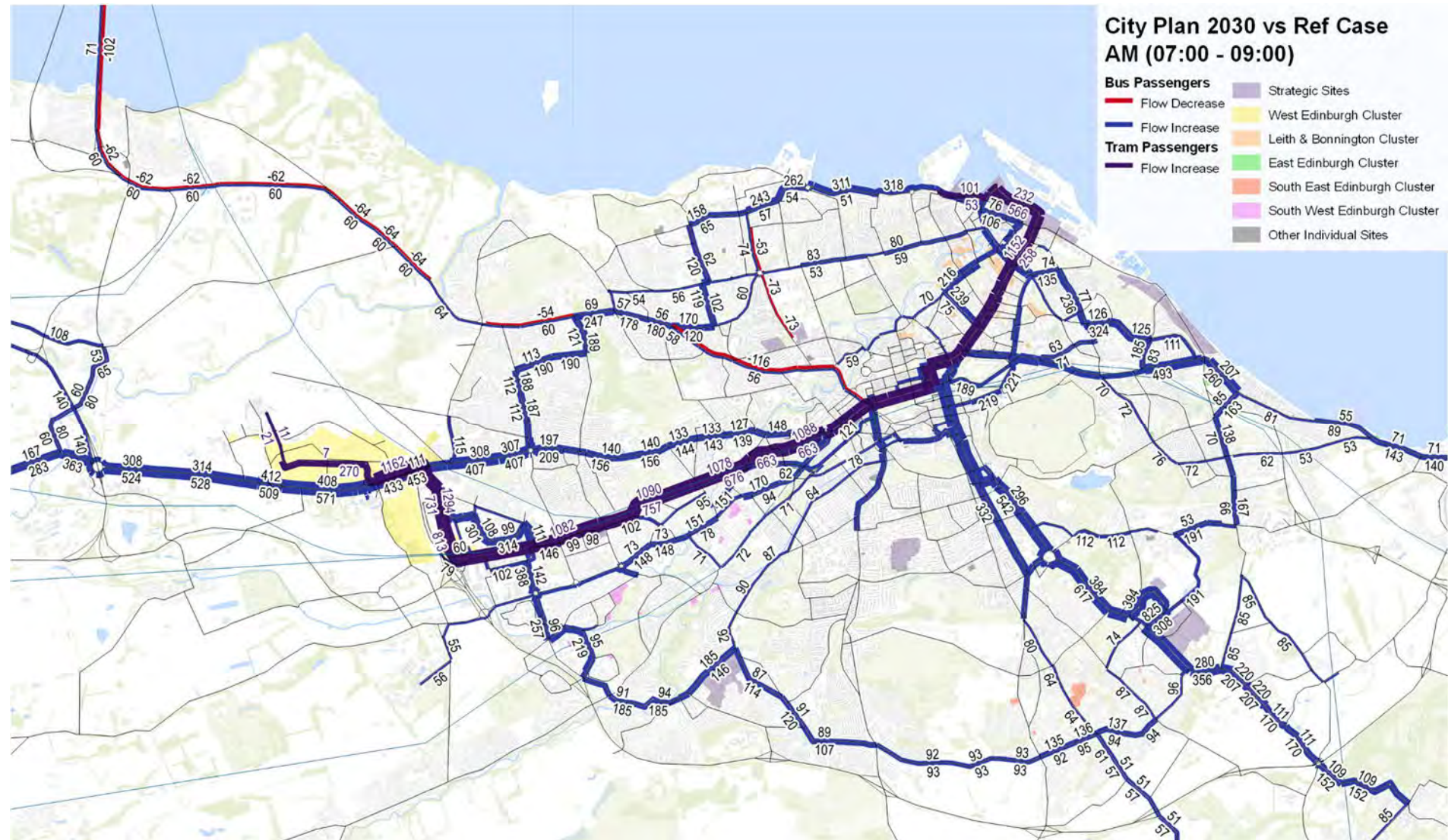
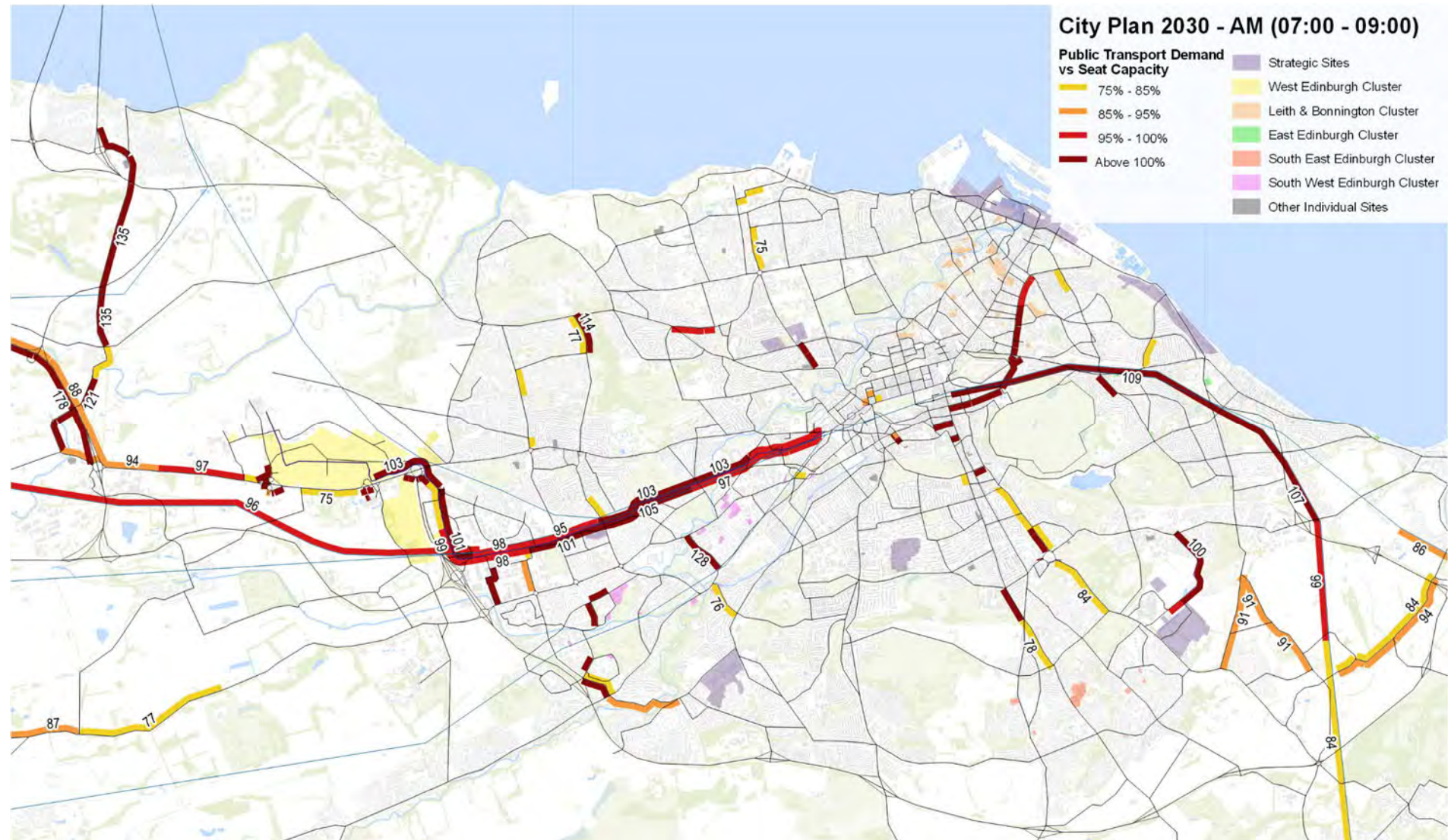


Figure 5.8: City Plan 2030 Brownfield with IBG2 Public Transport Volume Capacity Ratios



5.3.3 City Plan Brownfield with Drum Developments vs Reference Case – General Network Impacts

Figure 5.9 and Figure 5.10 show City Plan Brownfield with Drum vehicle model link flows and the difference in flows between the City Plan Brownfield with Drum model and Reference Case Model respectively for the AM period. The impact of this scenario compared with Reference Case in terms of flow changes is similar across the network to the City Plan Brownfield with IBG2 scenario. There are greater flow changes on links surrounding the Drum development including Gilmerton Road and Gilmerton Station Road. There are also lower flow changes in West Edinburgh on the A8 with IBG2 development demand not included in this scenario.

Figure 5.11 also highlights the same link capacity issues on the trunk road network surrounding Edinburgh including the M8 and the City Bypass with a slightly higher volume capacity ratio seen westbound between Lothianburn and Lasswade junction on the bypass compared to the City Plan Brownfield with IBG2 scenario.

Figure 5.6 presents the City Plan Brownfield with IBG2 future levels of public transport demand in the network and Figure 5.7 highlights the change from the Reference Case in public transport patronage levels associated with City Plan development. These show a greater demand on the Gilmerton Road and Old Dalkeith Road city centre bus routes.

Figure 5.9: City Plan 2030 Brownfield with Drum Vehicle Model Flows

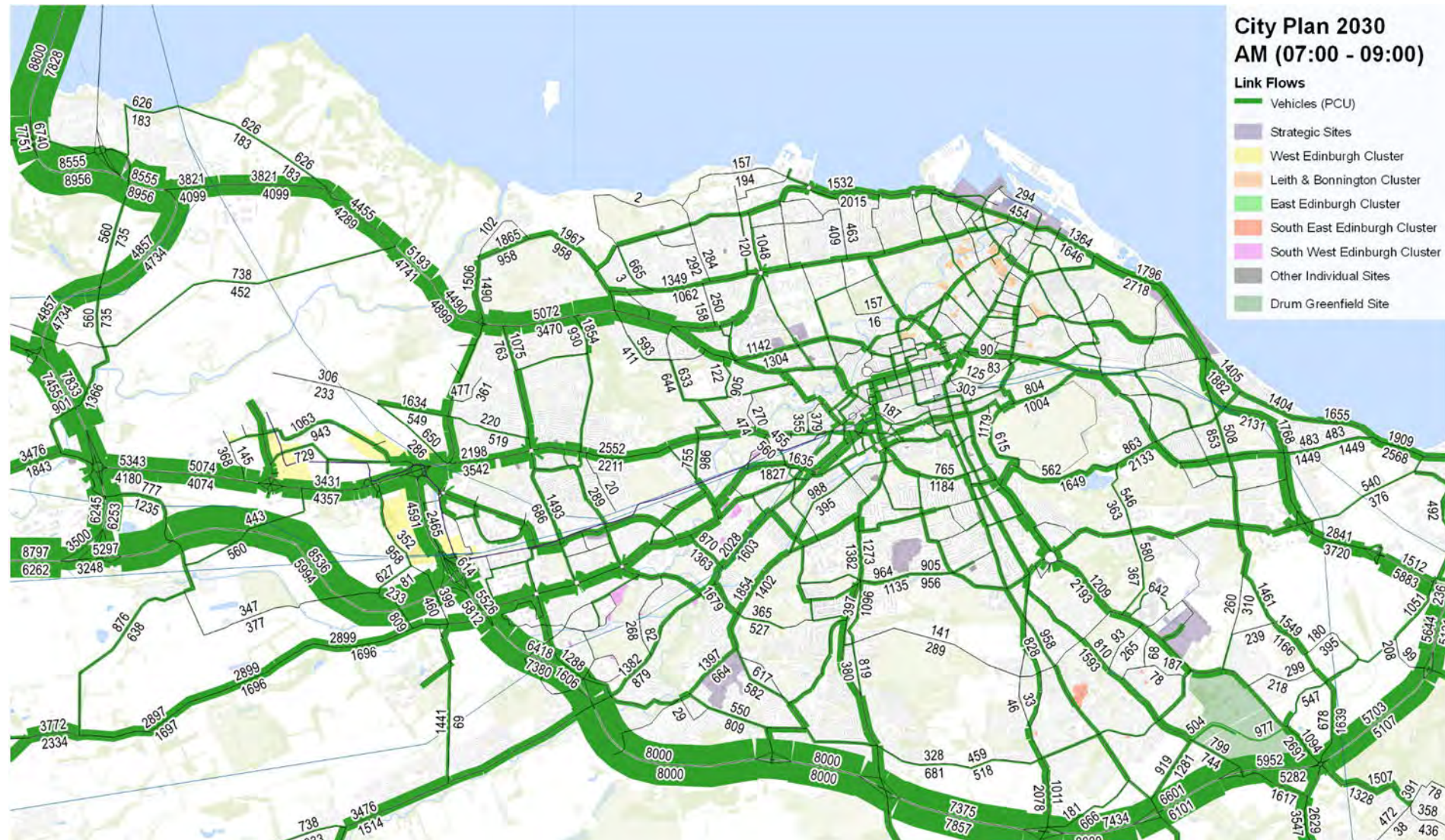


Figure 5.10: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot

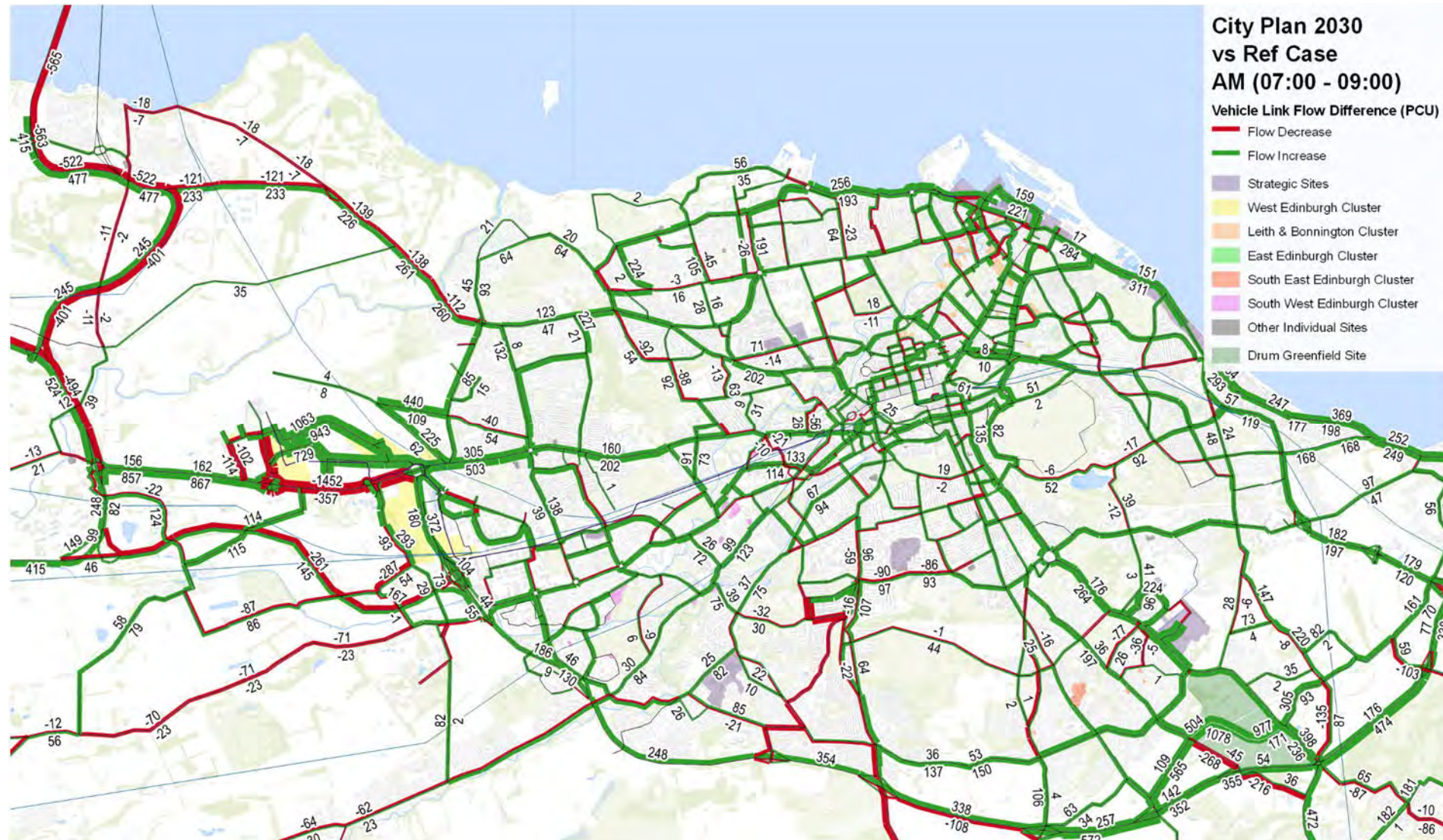


Figure 5.11: City Plan 2030 Brownfield with Drum Forecast Major Road Performance (Volume / Capacity)

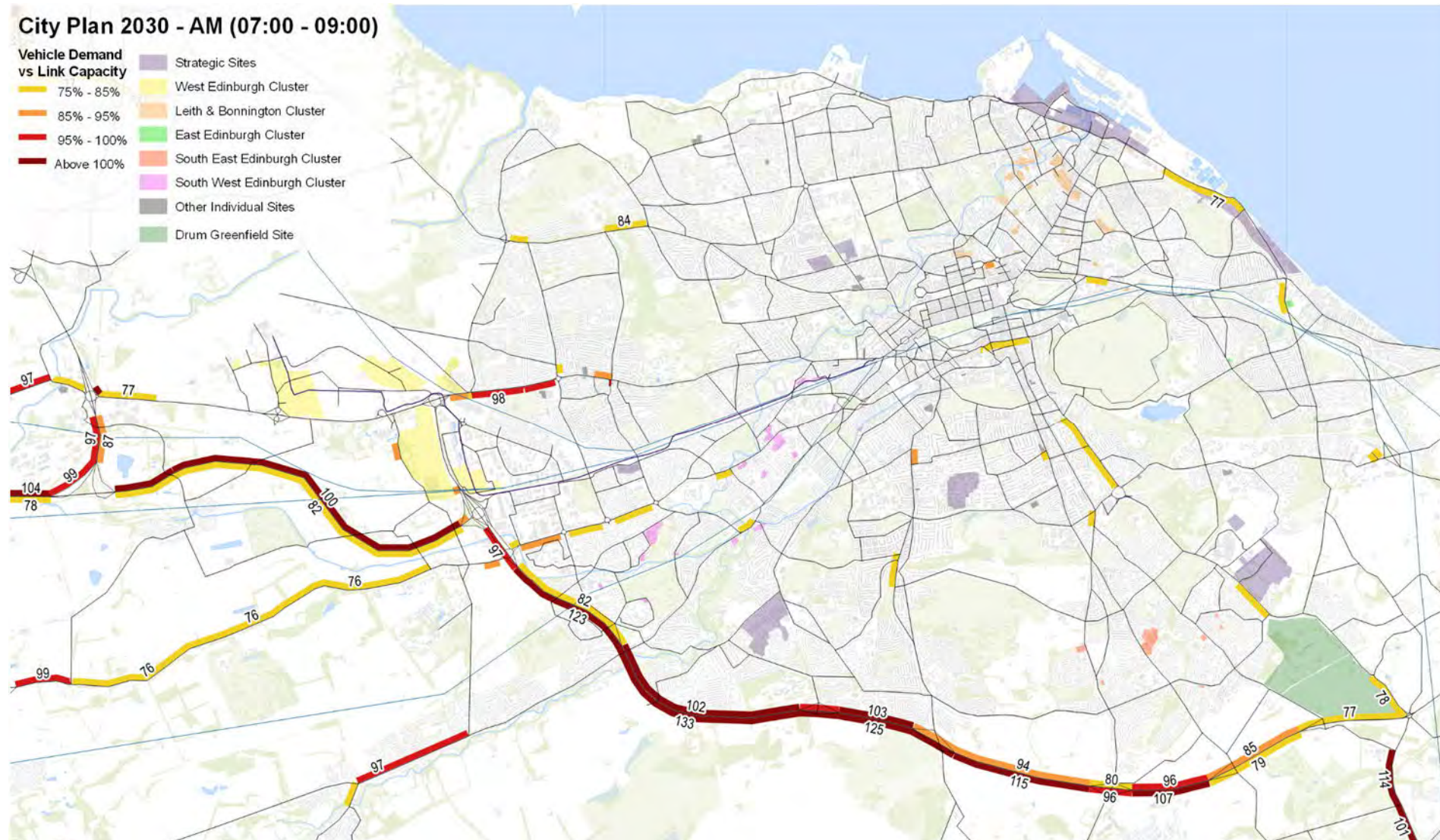


Figure 5.12 City Plan 2030 Brownfield with Drum Public Transport Model Flows



Figure 5.13: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot

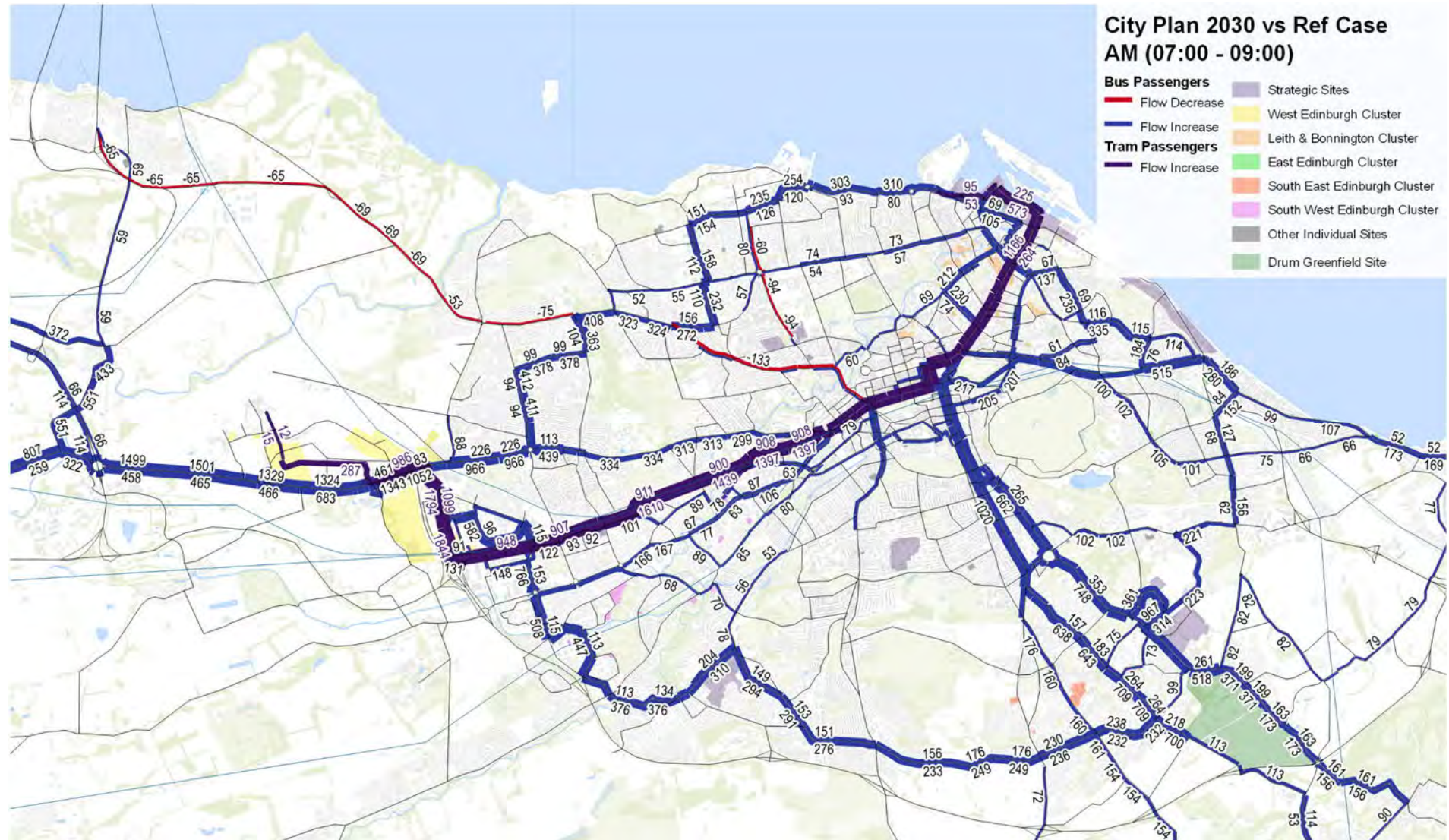
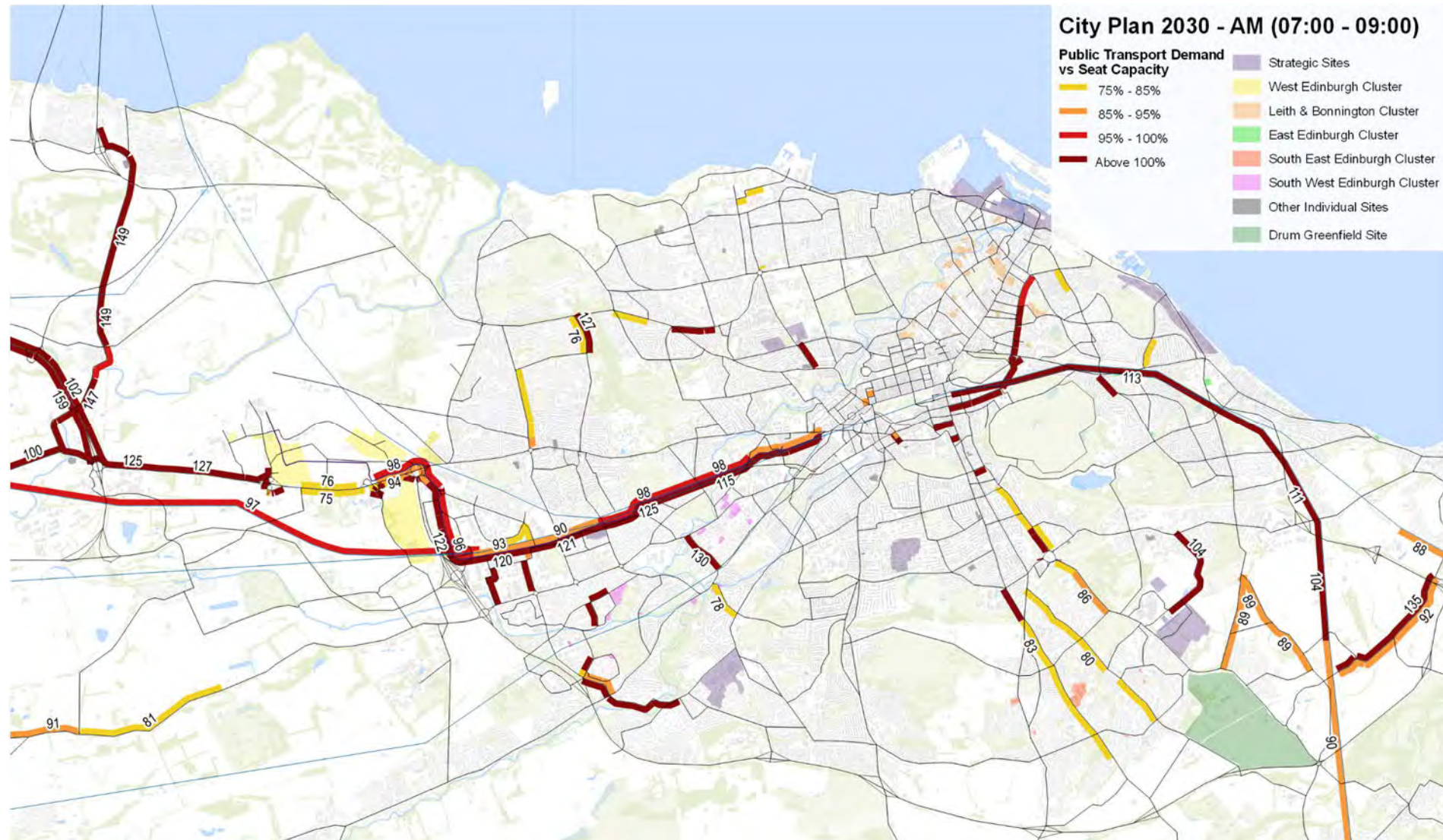


Figure 5.14: City Plan 2030 Brownfield with Drum Public Transport Volume Capacity Ratios



More detail of the traffic effects of the proposed developments, for Brownfield + IBG2 and Brownfield + Drum scenarios, is provided in Appendix G. Information relating specifically to the three Trunk Road junctions of primary concern to Transport Scotland (the Newbridge, Hermiston Gait and Sheriffhall interchanges) is provided in Appendix H.

In the remainder of this section we discuss the main issues affecting the larger development areas as a result of City Plan 2030 developments (note that the information provided represents the transport effects of all potential developments but with the geographic location of the effects at larger scale for clarity). More detailed mitigation measures for all developments are presented in the next chapter.

5.4 Transport Impacts: North, North West and East Edinburgh

5.4.1 Introduction

The area of North Edinburgh includes significant levels of development as part of the Reference Case and further development as part of City Plan. This section will look at the impacts of the two key City Plan strategic sites at Leith Docks and Seafield along with a significant cluster of brownfield development sites around Leith, Bonnington and Canonmills.

5.4.2 Key Developments

Reference Case:

- Granton Mixed Use Developments – up to 16,000sqm of Leisure, Retail and Office space and 200-room hotel across Granton Harbour and Granton Waterfront developments;
- Granton Waterfront Residential – approximately 2,800 residential units across a number of developments allocated in previous Local Development Plan (LDP EW2A, 2B and 2C);
- Western Harbour Residential – over 900 units on land allocated in the previous LDP (site EW1a);
- Central Leith Waterfront Residential – CALA development of up to 350 units at Ocean Terminal allocated in the previous LDP (site EW1B);
- Salamander Place – 500 units associated with phases 3 to 7 of residential development allocated in previous LDP (site EW1c).

City Plan 2030:

- Seafield Residential Development – up to 800 units;
- Leith Docks Mixed Use Development – Combined Office, Retail, Leisure, Port Activities and Education floor space of up to 210,000sqm;
- Cluster of brownfield sites spread across areas of Bonnington, Leith and Canonmills accommodating over 4,700 residential units.

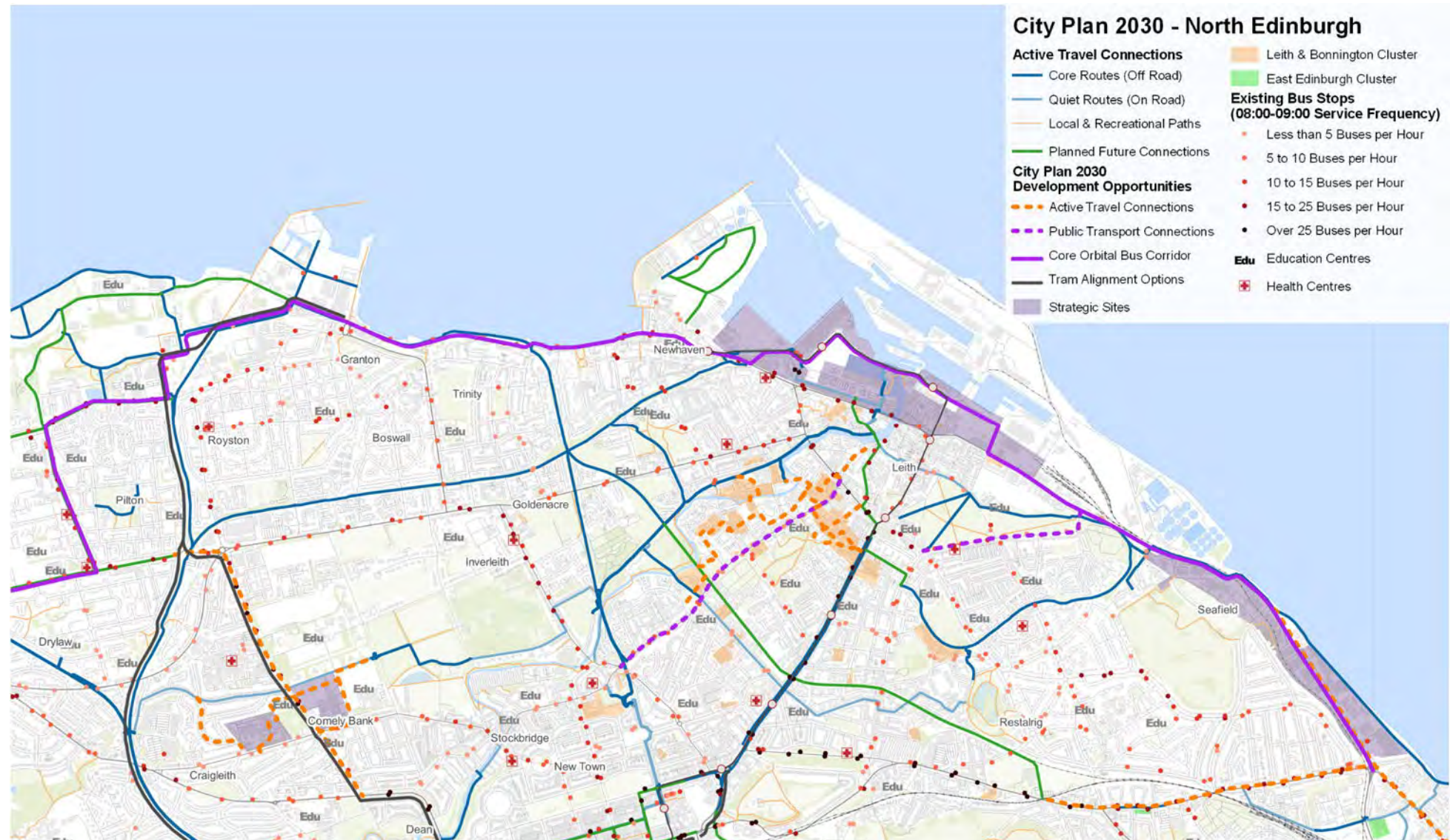
5.4.3 Committed Infrastructure

- Trams to Newhaven Completion;
- Leith Walk Segregated cycle lanes and Leith Walk to Ocean Terminal active travel connection.

Table 5.1: City Plan 2030 Trip Generation – Leith Docks, Seafield & Leith/ Bonnington Cluster

Mode	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	1,077	1,231	1,544	1,412
Cycling	184	195	256	239
Public Transport	1,658	1,708	2,275	2,147
Vehicle Occupants	265	266	360	342
Vehicle	1,389	1,391	1,883	1,793

Figure 5.15: North Committed and Potential Development Infrastructure



5.4.4 Traffic Impacts

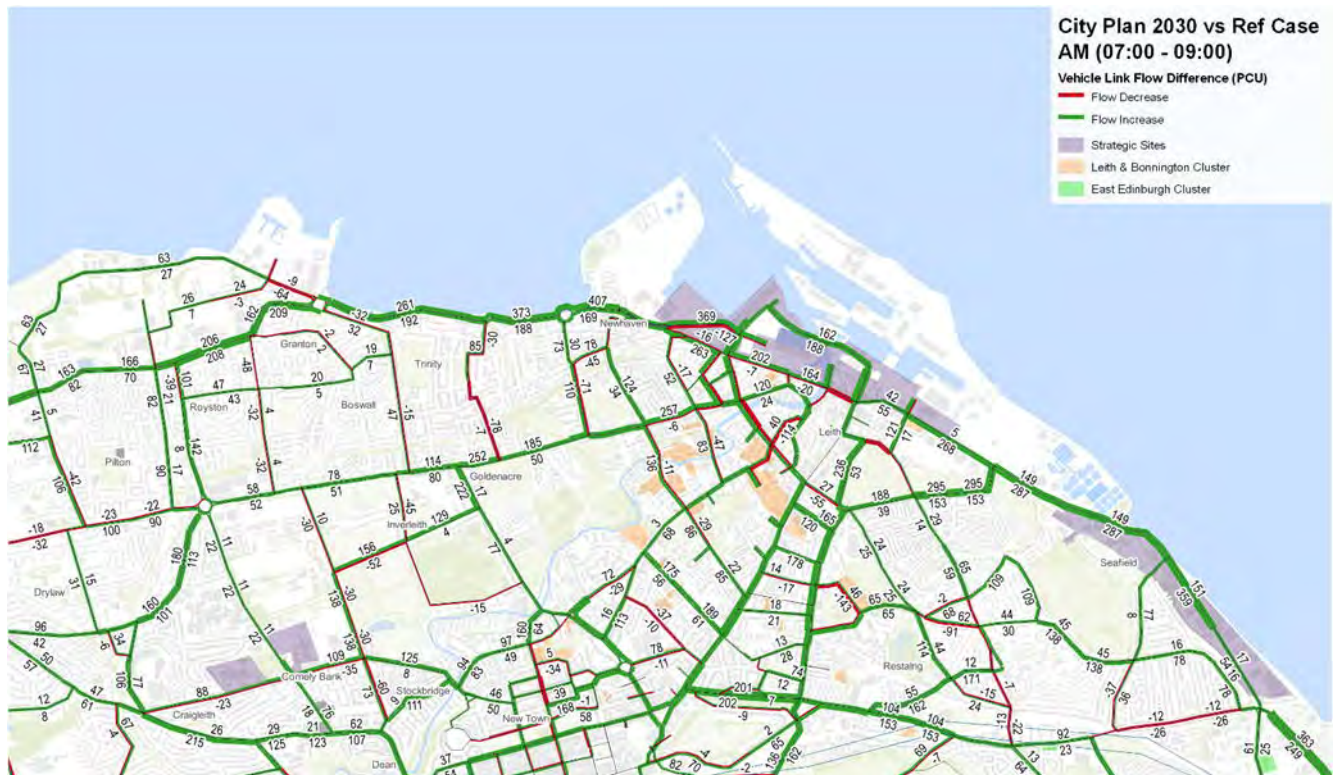
Figure 5.16 and Figure 5.17 present the impact of development on vehicle flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with IBG2. Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum. The impact in this part of Edinburgh is similar in both scenarios and therefore the following patterns identified are applicable to both scenarios.

- Flow increases on majority of routes heading towards Leith Docks area including Lower Granton Rd and Seafield Rd;
- Some delay increases on Seafield Rd East at Fillyside Rd and Seafield Pl along with the Salamander St junction at Bath Rd push some vehicles onto alternative routes including Claremont Park. This results in some additional delay at Restalrig Rd and East Hermitage Pl Junction;
- Level of flow increase greater on Easter Rd compared to Leith Walk due to restricted capacity and additional delays through the junctions on Leith Walk including at Pilrig St, Annandale St, McDonald Rd and Manderston St Junctions;
- Elsewhere, increased delays on approach to junctions in the area due to the additional trips associated with the developments including some of the following:
 - Ferry Rd at Newhaven Rd;
 - Bonnington Rd at Newhaven Rd and Great Junction St Junctions;
 - Commercial St at Lindsay Rd and The Shore Junctions;
 - Craigentenny Ave at Craigentenny Rd;
 - Jock's Lodge.

Figure 5.16: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – North Edinburgh



Figure 5.17: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – North Edinburgh



5.4.5 Public Transport

Public transport demand increases are seen across areas of Leith with the largest increase seen along the tram route. Bus patronage levels on services running via Bonnington and Easter Rd also increase.

There are also patterns of increased patronage on existing orbital routes between East Edinburgh, Leith, Granton and onto West Edinburgh. The impact of improved orbital route services along this corridor has been tested in the model and further analysis is provided within Section 6.19 of this report.

Assuming a bus can accommodate up to 80 passengers the peak level of demand (2,275 trips) associated with all City Plan development in North Edinburgh would be the equivalent of up to 28 buses.

Figure 5.18 and Figure 5.19 present impact of development on public transport flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with IBG2. Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum.

Figure 5.18 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – North Edinburgh

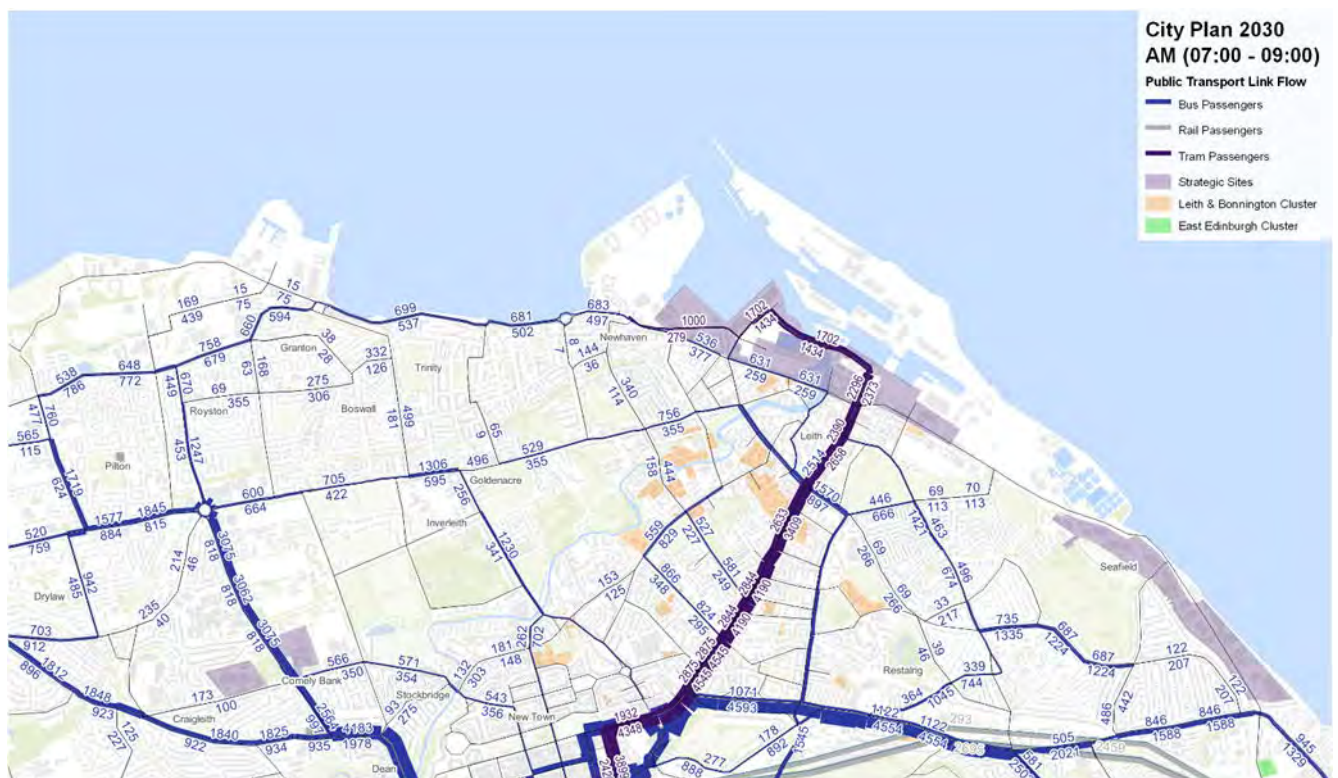


Figure 5.19: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – North Edinburgh



5.5 Transport Impacts: South East Edinburgh

5.5.1 Introduction

Details of key developments in the South East of Edinburgh are presented within this section. This includes significant planned development around Shawfair as part of Midlothian Council's Local Development Plan and around Queen Margaret University as part of East Lothian Council's Local Development Plan. The area of interest within the City of Edinburgh border is the bioQuarter development adding to the significant regeneration in nearby areas of Niddrie, Craigmillar and Greendykes in recent years.

5.5.2 Key Developments

Reference Case:

- Residential developments allocated in the previous LDP in areas including Greendykes, Craigmillar, Newcraighall, Brunstane, Edmondstone, Gilmerton, Lasswade and Burdiehouse. Over 4,800 residential units in total across these areas;
- Residential-led developments (over 500 housing units) on land allocated in Midlothian Council's LDP around Shawfair, Millerhill, Old Craighall and Danderhall;
- Mixed use development on land allocated in East Lothian Council's Local Development Plan surrounding Queen Margaret University and known as Innovation Park. This includes 800 residential units and 225,000sqm of Commercial/ Office floor space.

City Plan 2030:

- Edinburgh bioQuarter Residential Development of 2500 units and Commercial/ Life Sciences floorspace of 240,000sqm;
- Cluster of Brownfield development sites with a combined total of over 300 residential units including 120 at Liberton Hospital development site.

5.5.3 Committed Infrastructure

Plans for a new active travel route from the bioQuarter towards the City Centre via Old Dalkeith Road and Cameron Toll is currently being developed. This would connect into some existing active travel infrastructure in the area along with planned connections to a number of development sites currently under construction in Edmondstone and Danderhall.

The impact of a potential tram connection to the south east has been assessed in a separate model run to investigate the impact of new developments on future tram patronage levels in the area.

Significant road network upgrades and new connections are proposed in this area. The key trunk road network upgrades include the grade separation of Sheriffhall Roundabout. This will provide significantly increased capacity for movements between areas north and south of the City Bypass.

Additional northbound slips are proposed at the A1 Queen Margaret University Junction ahead of future development surrounding the University as part of East Lothian Councils LDP.

A number of new road connections and upgrades have been completed and further elements are planned in areas in Midlothian around Shawfair and Millerhill as part of their LDP housing developments. These include a new connection east of Shawfair station between Old Craighall Rd and Millerhill Rd, a new connection between Old Craighall Rd and the A68 Dalkeith Bypass and A720 City of Edinburgh Bypass Junction. A further longer-term connection is planned between the Wisp and Millerhill Road. Recent upgrades include sections around Newton Church Road and Shawfair Avenue.

The combined effect of these new connections providing improved connectivity between The Wisp to the East of bioQuater and to the A68 Bypass junction. This may provide an opportunity for improved vehicle access to the bioQuarter development by adding a short eastern access connection.

Figure 5.20: South East Edinburgh – Emerging Road Network

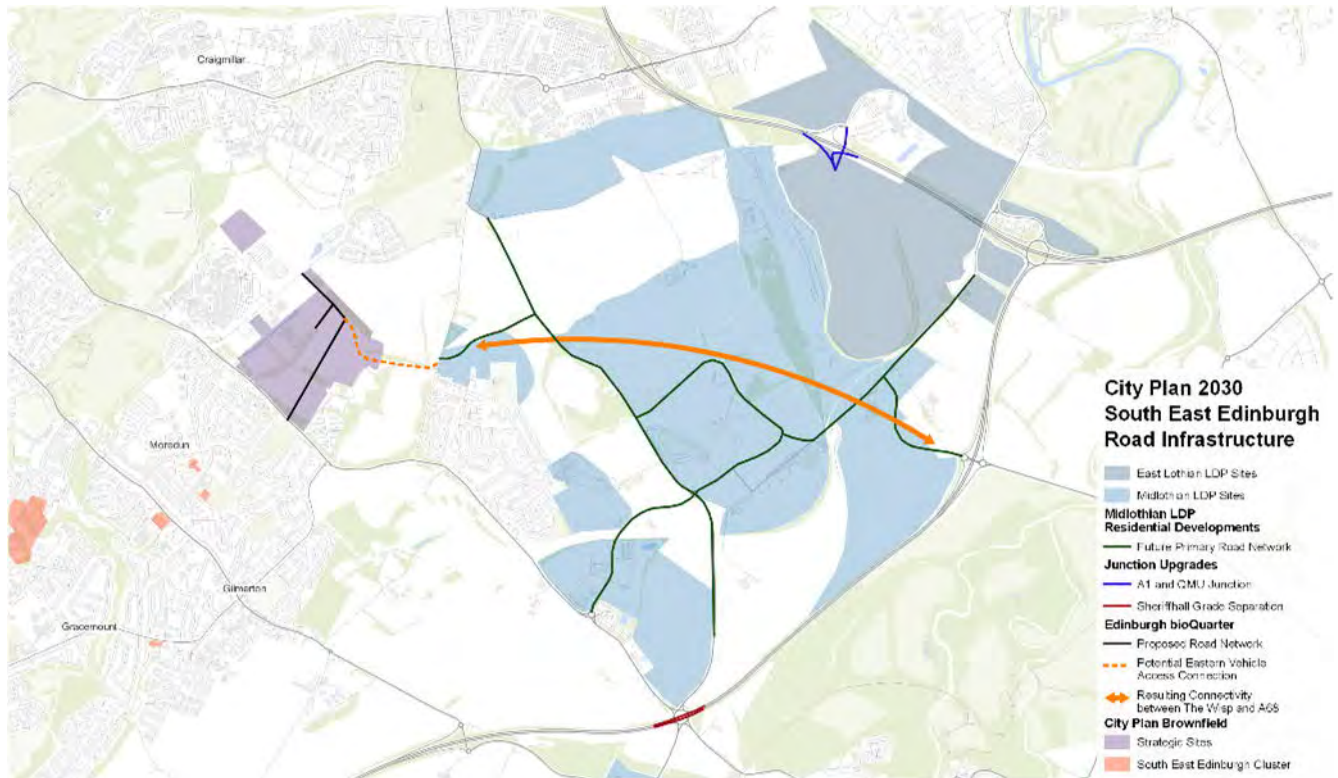
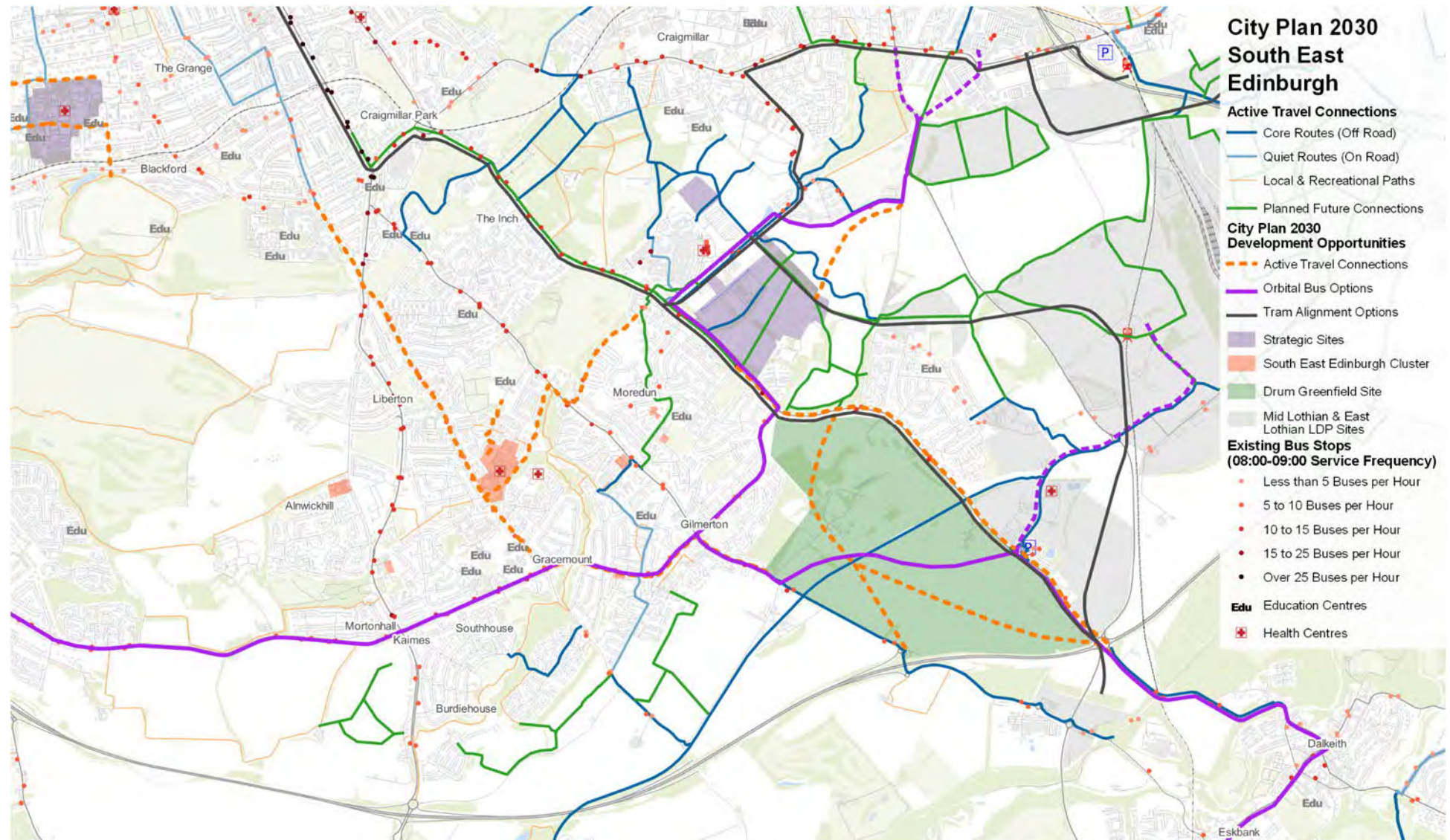


Table 5.2: Trip Generation – Edinburgh bioQuarter and South Edinburgh Brownfield Cluster

	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	376	404	302	317
Cycling	45	48	36	38
Public Transport	648	696	521	545
Vehicle Occupants	214	230	172	180
Vehicle	769	826	618	647

Figure 5.21: South East Committed and Potential Development Infrastructure



5.5.4 Traffic Impacts

Figure 5.22 and Figure 5.23 present the impact of development on vehicle flows across north Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with Drum. This is the scenario with the greatest level of additional development demand in the south east region and the following is a summary of network impacts:

- Flow increases on majority of routes heading to and from Edinburgh bioQuarter and the Drum;
- All demand to and from the bioQuarter development is via Old Dalkeith Rd resulting in increased delays at surrounding junctions including at The Wisp, Ferniehill Rd, Royal Infirmary and bioQuarter access Junctions. The increase in mainline flow leads also to delays for priority junction minor arms entering onto Old Dalkeith Rd;
- Demand to and from the Drum development has been assumed to be via the Gilmerton Rd and Gilmerton Station Rd roundabout to the west of the site and via the Old Dalkeith Rd and Shawfair Avenue roundabout to the east. The additional demand leads to some increased delays at both junctions along with subsequent junctions on citybound arterial routes. Some rerouting occurs due to the additional demand for existing north and south travelling vehicles on Gilmerton Rd, with subsequent increases in flow on alternative parallel routes;
- Significantly improved capacity for movements between areas north and south of the bypass due to Sheriffhall grade separation;
- Elsewhere some additional delays at some approaches to the following junctions:
 - Sir Harry Lauder Rd at Milton Rd East;
 - Niddrie Mains Rd at The Wisp and Craigmillar Castle Rd Junctions;
 - Cameron Toll Roundabout;
 - Lady Rd at Craigmillar Park;
 - Gilmerton Rd at Kingston Avenue.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with IBG2. The impact on the network follows a similar pattern across the south east except for reduced impact on flows surrounding Gilmerton Rd and Gilmerton Station Road in particular.

**City Plan 2030
AM (07:00 - 09:00)**

Link Flows

- Vehicles (PCU)
- Strategic Sites
- South East Edinburgh Cluster
- Drum Greenfield Site

**City Plan 2030 vs Ref Case
AM (07:00 - 09:00)**

Vehicle Link Flow Difference (PCU)

- Red line: Flow Decrease
- Green line: Flow Increase
- Purple shaded area: Strategic Sites
- Orange shaded area: South East Edinburgh Cluster
- Green shaded area: Drum Greenfield Site

5.5.5 Public Transport

Figure 5.24 and Figure 5.25 present the potential impact of development on public transport flows across South East Edinburgh. The links flows shown are based on outputs from the City Plan Brownfield with Drum.

The majority of bus passenger flow increases are seen on the existing high frequency route to the city centre via Old Dalkeith Road and Gilmerton Road. This increase in demand on these routes would indicate that a tram service between the City Centre and the South East would be beneficial to planned developments in the area. Similar to the north of the city, there are indications that an improved south orbital public transport route between these developments and West Edinburgh would provide improved connectivity and increased demand for this route.

The impact of improved orbital route services along this corridor has been tested in the model and further analysis is provided within Section 6.19 of this report.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with IBG2 with lower level of public transport demand on the key high frequency routes to the city centre especially on Gilmerton Road.

Figure 5.24 City Plan 2030 Brownfield with Drum Public Transport Model Flows – South East

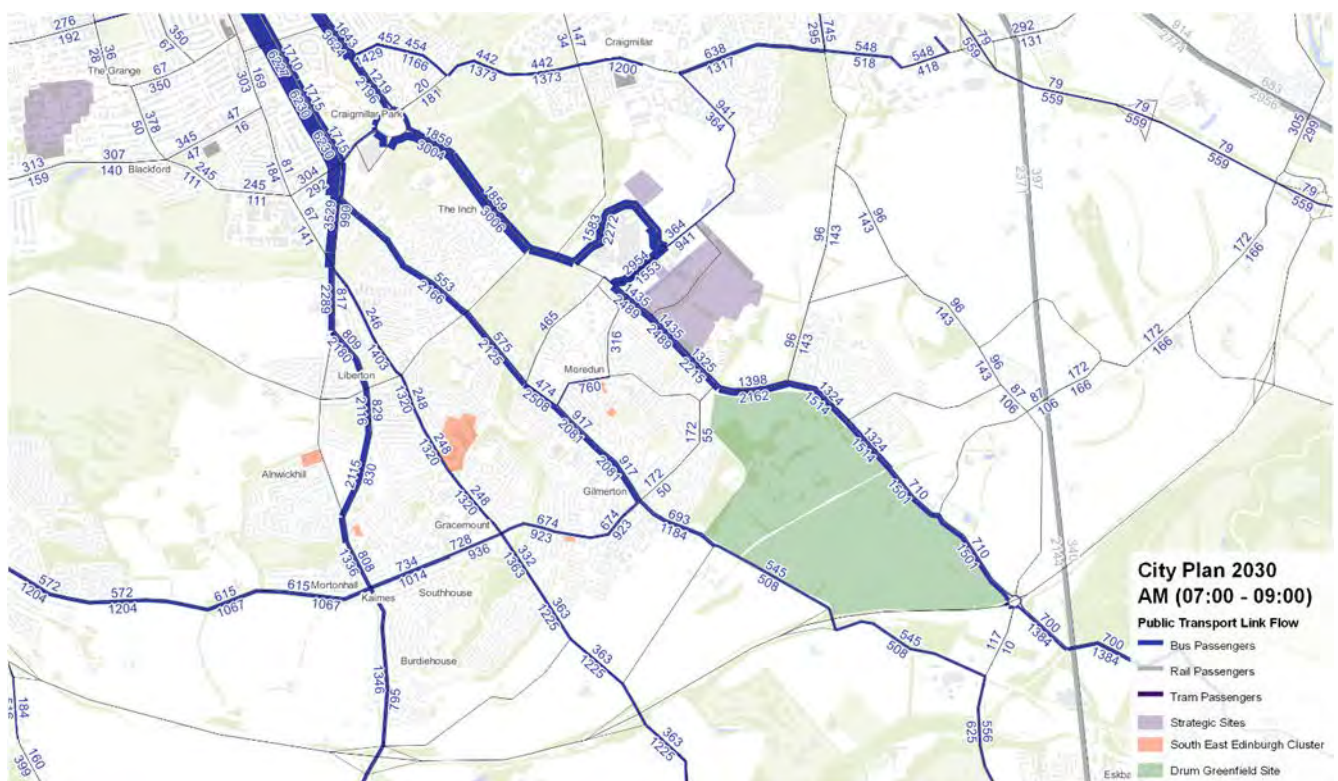
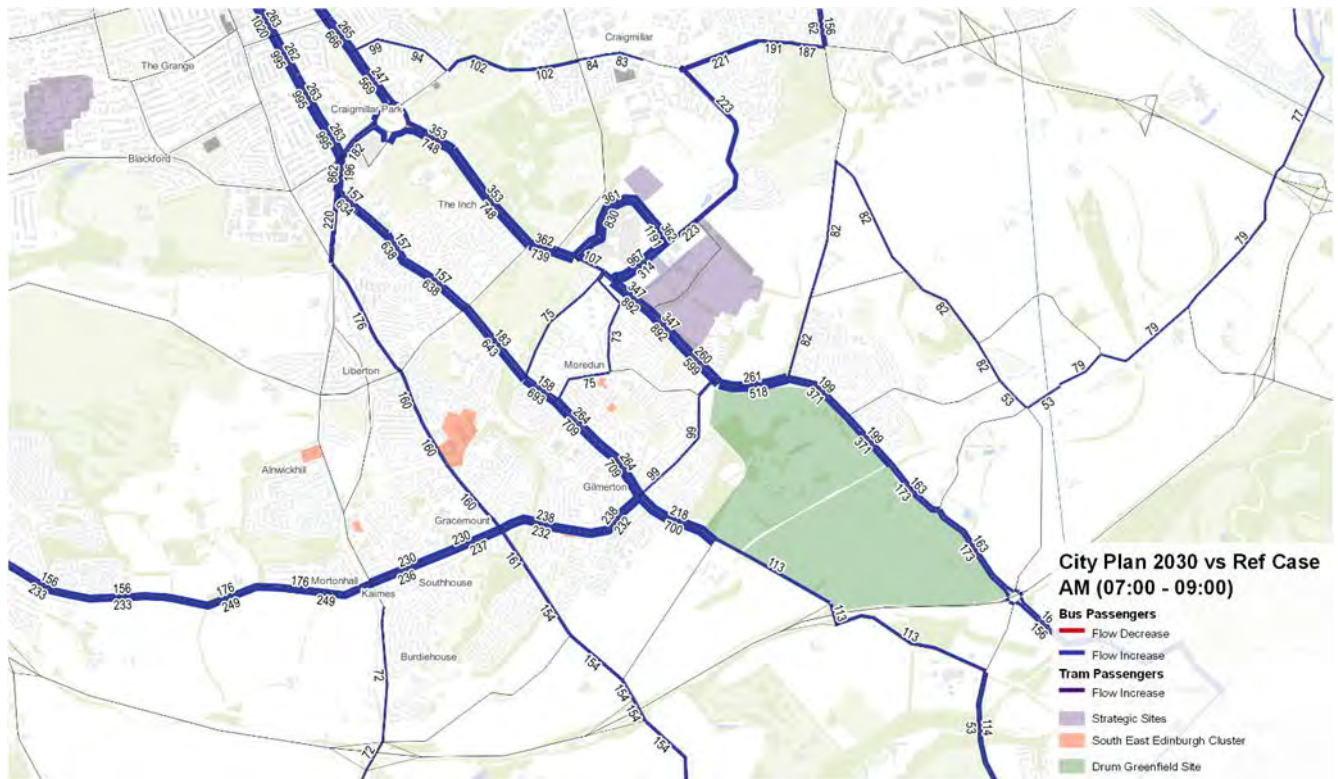


Figure 5.25: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – South East



5.6 Transport Impacts: West Edinburgh

5.6.1 Introduction

The third area with significant levels of development planned is in West Edinburgh. This area of Edinburgh already includes large employment centres at Edinburgh Park and South Gyle. Planned residential developments west of Maybury Road are included within the Reference Case along with some development at IBG. City Plan sites include a number of residential and mixed use developments.

5.6.2 Key Developments

Reference Case:

- IBG1 Mixed Use Development incorporating over 300 residential units, 122,000sqm of Office space along with some Retail, Leisure and Hotel use;
- Over 1,700 Residential Units and 43,000sqm of Office space on land allocated in previous LDP (LDP Del4) at Edinburgh Park;
- Completion of several areas of the previous LDP Housing allocations west of Maybury Rd and in South Queensferry. This includes up to 1,800 units in West Craigs (LDP HSG 19), over 650 units in Cammo (LDP HSG 20), 840 units on Builyleon Rd (LDP HSG 32) and 340 units in South Scotstoun (LDP HSG 33).

City Plan 2030:

- IBG2 – revised proposals incorporating 7,000 residential units with a reduced office use element from the previous proposals;

- Elements Edinburgh – Mixed Use development including 2,500 residential units, 45,000sqm office space and some Industrial use;
- Edinburgh Park South – completion of the remaining planned office space on the site (35,756sqm);
- Royal Highland Showground – mix of hotel, office, retail, leisure and extended showground area;
- Garden District – development of the proposed 1,350 residential units;
- Turnhouse Rd – Up to 1,000 residential units replacing existing industrial units.

Consideration has also been given to the development of the Norton Park site. Were this to come forward, it is assumed that this would be an alternative option to IBG2. In that instance, the total magnitude of additional journeys to/from the area would be similar to that set out below, albeit that those journeys would connect with existing transport networks further west, and would not have direct access to the existing tram network.

5.6.3 Committed Infrastructure

Committed and potential infrastructure is shown in Figure 6.12 below.

A new active travel bridge is proposed, crossing over Fife rail line north of Edinburgh Gateway. This will connect into a number of new active travel links running through new residential areas west of Maybury Road towards Cammo.

The West Edinburgh Link active travel project runs through significant employment areas in West Edinburgh with connections provided from existing residential areas to the north and south.

The proposed Gogar link road will provide an alternative route to the existing A8 while also accommodating new developments between the A8 and the airport. New access roads will also run through these areas.

Figure 5.26: West Edinburgh Committed and Potential Development Infrastructure

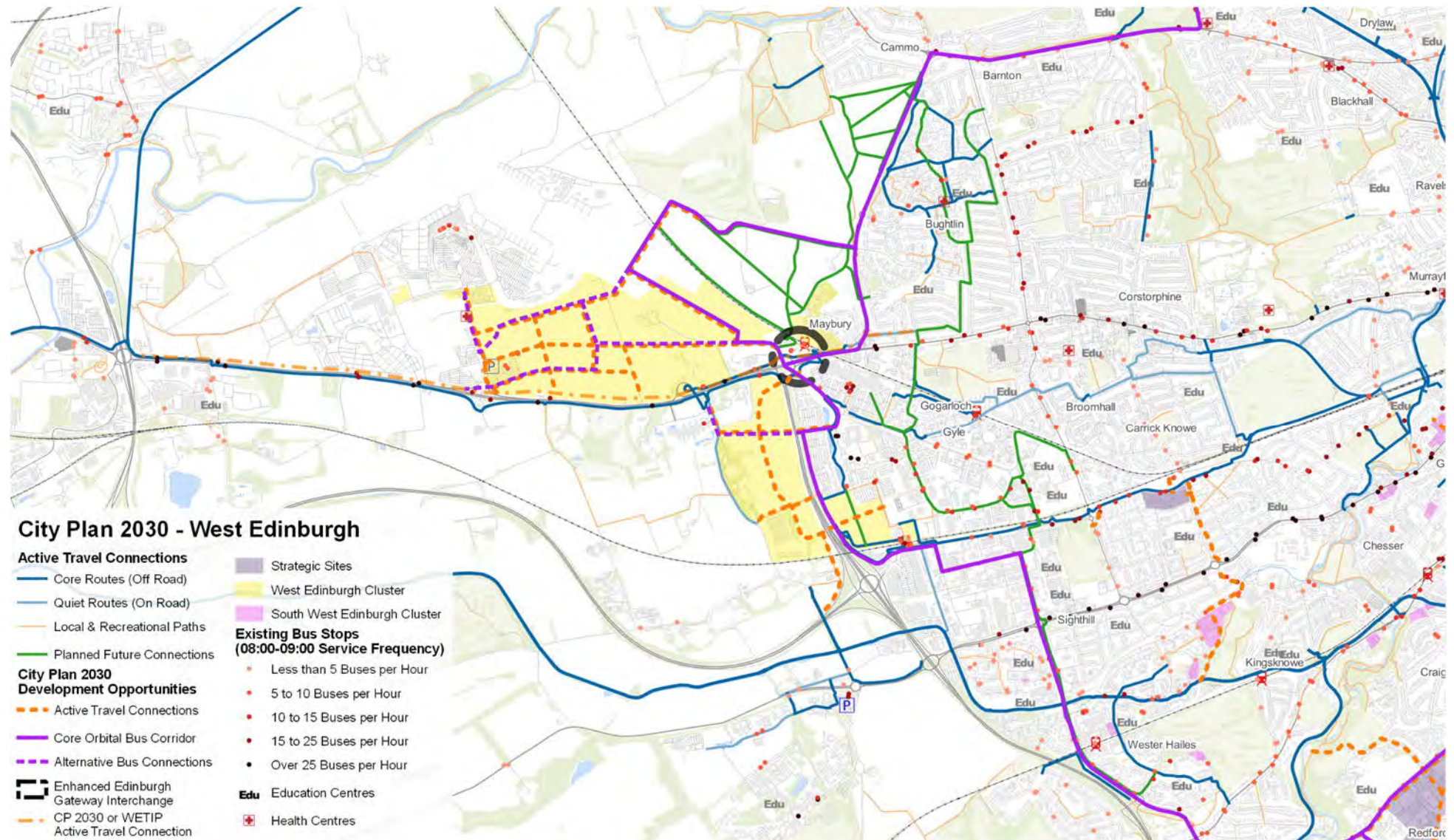


Table 5.3: Trip Generation – West Edinburgh Cluster (Revised IBG proposal & excluding Norton Park)

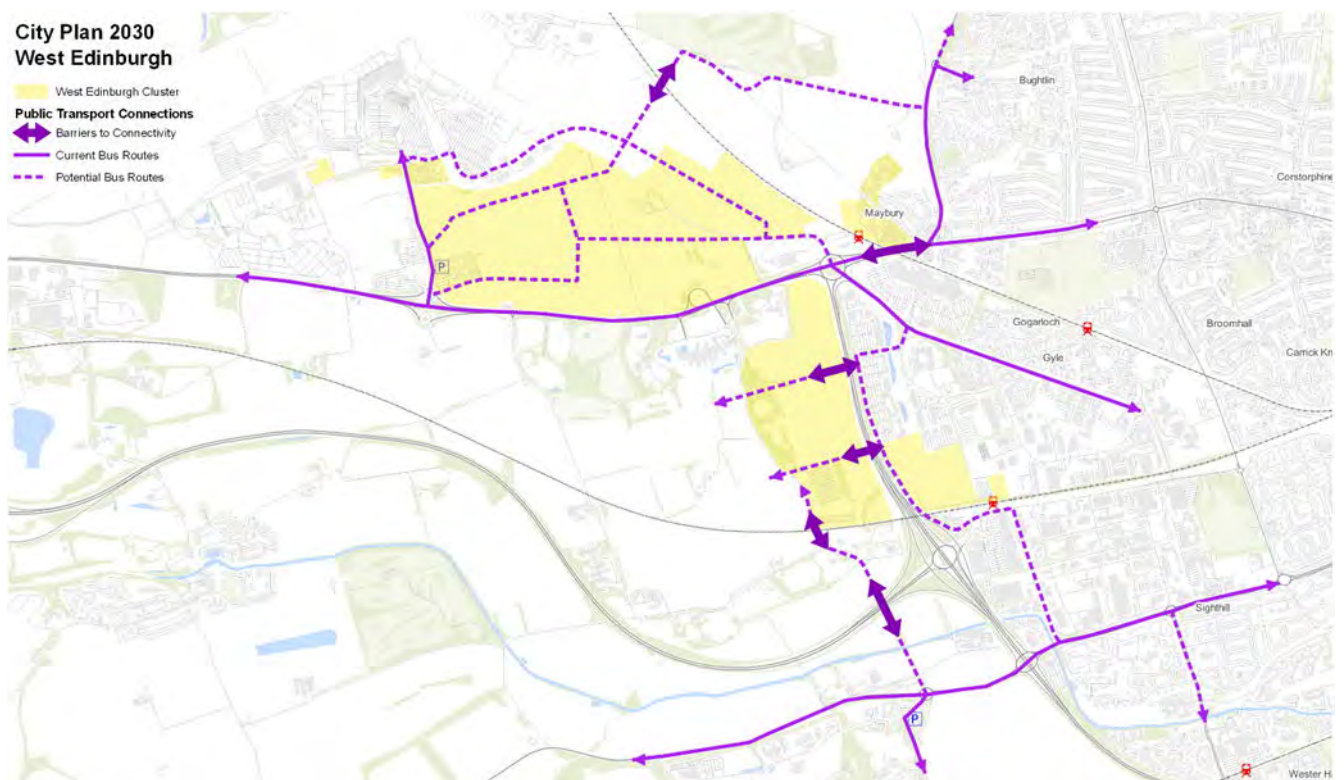
	AM (08:00 – 09:00) Arrive	AM (08:00 – 09:00) Depart	PM (17:00 – 18:00) Arrive	PM (17:00 – 18:00) Depart
Walking	252	601	409	279
Cycling	337	441	363	365
Public Transport	1,838	1,980	1,538	1,841
Vehicle Occupants	176	190	121	167
Vehicle	1,269	2,820	2,187	1,520

5.6.4 Creating Interconnected Neighbourhoods

A key aim within West Edinburgh is to create a series of high-density, mixed-use interconnected neighbourhoods, supporting City Mobility Plan aspirations to develop 20-minute neighbourhoods, which then have good connections between them. To do so, it is important that individual masterplans for each development combine to create a series of interconnected landscapes and neighbourhoods. In west Edinburgh, major transport infrastructure (rail lines, and major roads including the city bypass, A8, M8 and Maybury Road) all provide significant barriers to the connectivity of potential new neighbourhoods.

New public transport and active travel links connections are therefore required across major road and railway lines in order to connect developments in the area, in order to link them to each other and existing neighbourhoods. This could provide benefits for sustainable accessibility to/from developments that are currently being built out, as well as potential City Plan 2030 developments. Figure 6.13 illustrates a series of indicative locations for potential new connections.

Figure 5.27: Creating Interconnected Neighbourhoods – New and Improved Public Transport Connections



Individual development site masterplans will need to be flexible, accommodating possible changes to future planning and transport priorities. As an example, in the longer term it may be possible to reduce the scale and

impact of the city bypass north of Hermiston. It would therefore be beneficial for the East of Milburn Tower Masterplan to make passive provision for future additional east / west active travel and public connections towards the Gyle and Edinburgh Park, and for developments on either side of the Edinburgh – Fife rail line to enable effective new public transport and active travel connections to be made across it.

Improved public transport connectivity, north towards Maybury Road and south towards the A71, is also required, supporting future orbital bus provision.

5.6.5 Traffic Impacts

Figure 5.28 to Figure 5.31 present the vehicle and public transport model flows for the City Plan 2030 Brownfield with IBG2 scenario. This scenario generates the highest level of additional demand in this part of Edinburgh.

As discussed previously in Section 5.3 areas of the trunk road network including the M8 and City Bypass are close to or above capacity on some sections. The model indicates that this has an impact of the number of vehicles travelling towards Edinburgh as further development trips are added in West Edinburgh. There are some minor flow changes seen citybound on the M8 and M9.

The Gogar link road (the route as safeguarded in the LDP has been modelled) also results in reduced flow on the existing route via the A8. The model has also shown the impact of additional development demand on the new road: as development demand increases, additional delays at the new development access junctions and the Gogar roundabout results in slightly fewer airport bound vehicles travelling via the new road.

Appendix G (Section 5) contains the equivalent figures for City Plan Brownfield with Drum where there is reduced impact in the area immediately surrounding the IBG2 development and associated access roads.

Figure 5.28: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – West Edinburgh

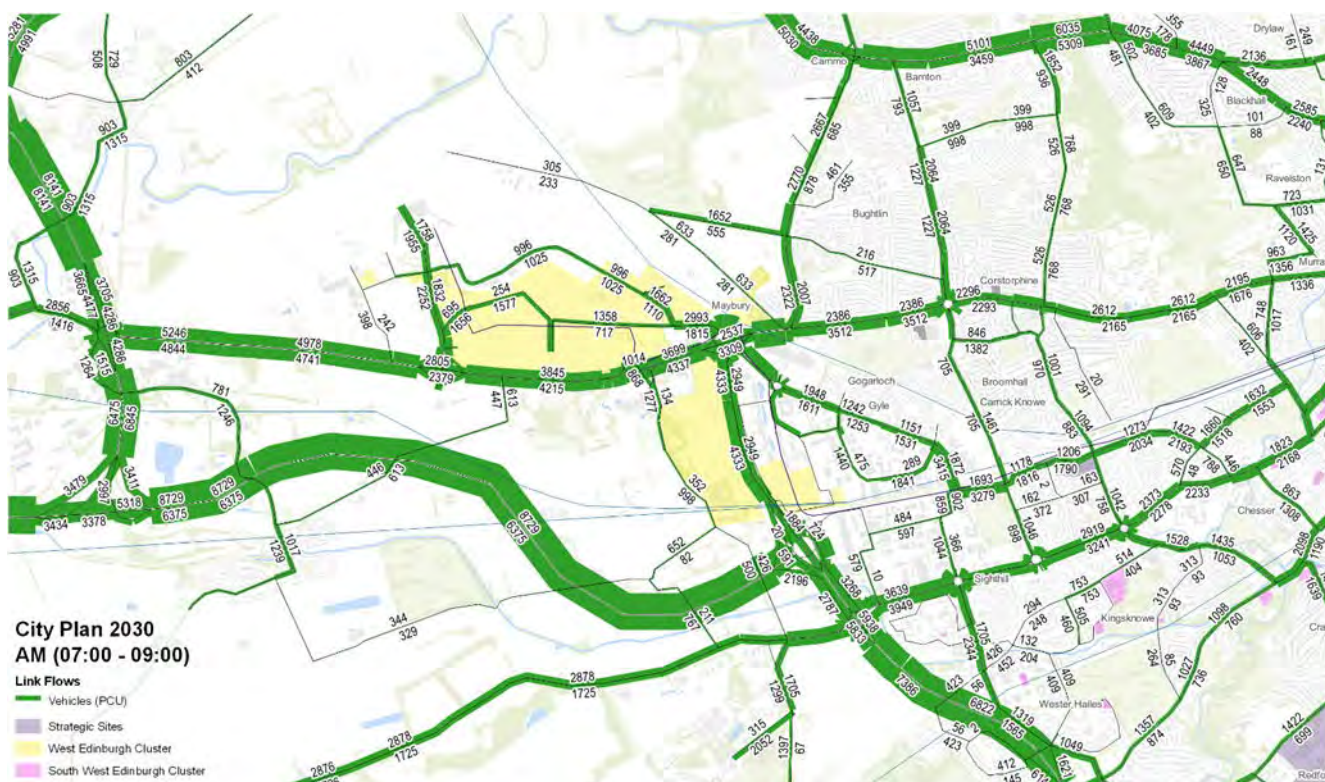
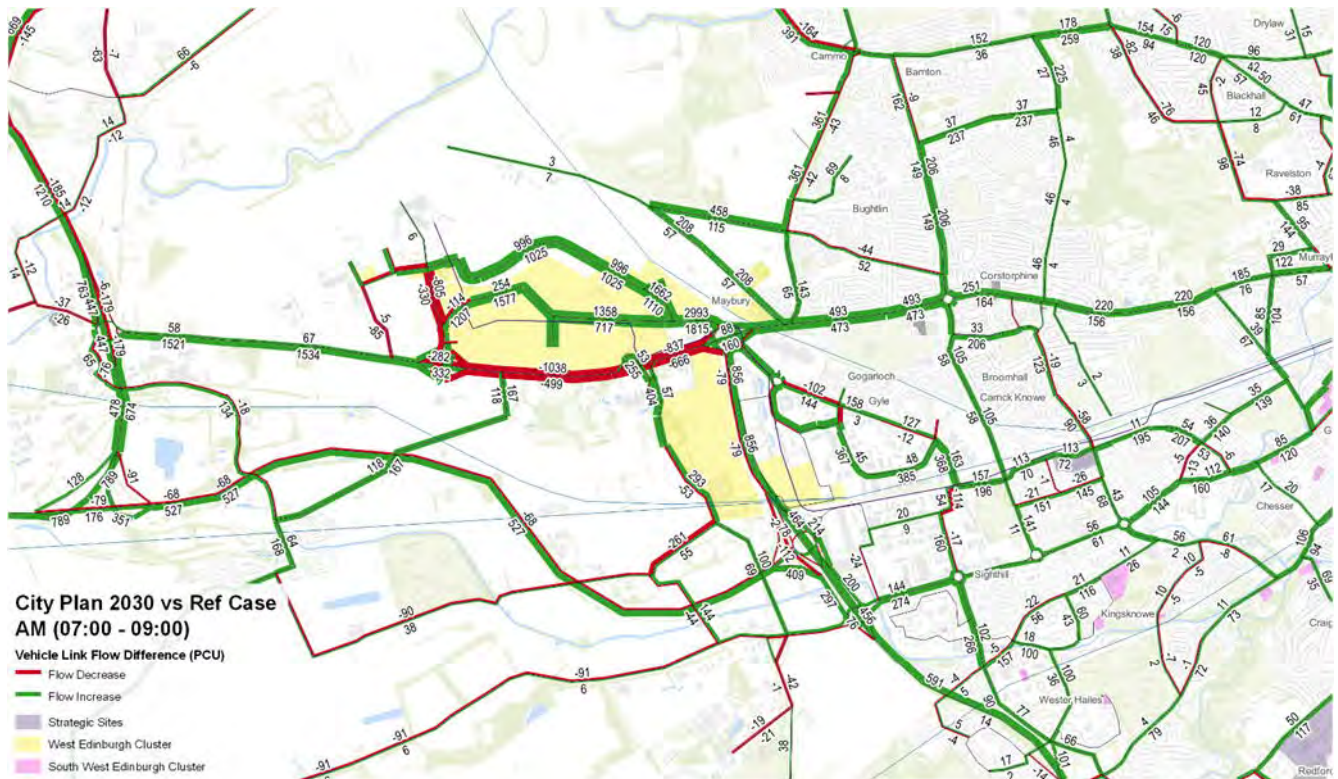


Figure 5.29: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – West Edinburgh



5.6.6 Public Transport

Significant levels of public transport demand are forecast for all West Edinburgh developments. Existing services in the area would not accommodate this level of demand with the model showing that the tram demand exceeds the seat capacity. Increased demand is seen on existing public transport routes from outside of Edinburgh along with the key A8 and tram corridor to the city centre. The difference plot also shown some increases on the existing orbital service 200 to the north and the existing south orbital service 400 to the south.

Figure 5.30 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – West Edinburgh

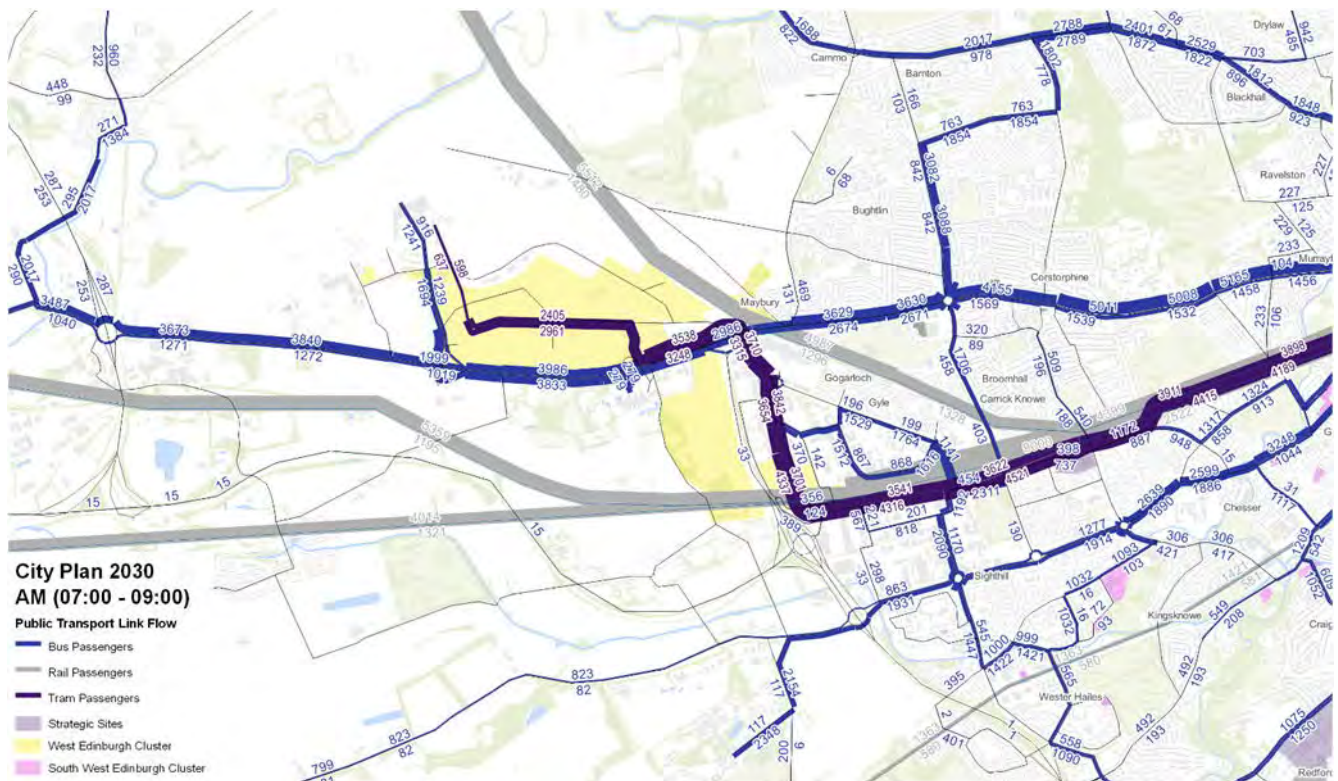
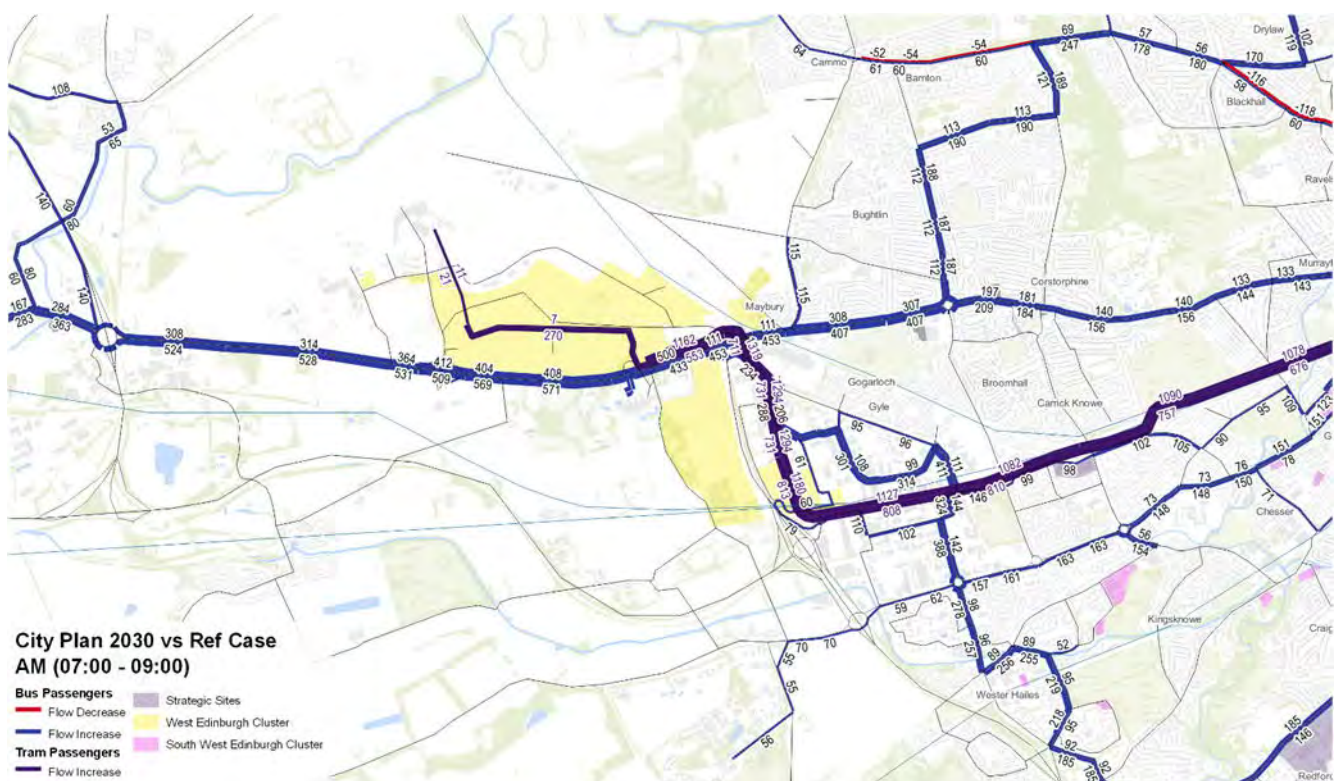


Figure 5.31: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – West Edinburgh



5.7 Air Quality Assessment

Flow changes on all model links within each of Edinburgh's six air quality management areas (AQMA) have been extracted from the model. These have been analysed to understand the potential impact on traffic levels in these areas due to the additional trips generated by City Plan 2030 developments. Figure 5.32 below shows the AQMAs in relation to the development sites and Table 5.4 and Table 5.5 provides a summary of the proportional change in vehicle flows in each area as a result of the Brownfield plus IBG2 developments and Brownfield plus Drum developments respectively. These are presented for scenario 1; in other scenarios, reference case model flows and City Plan development flow increases will be commensurately lower, but the proportional increase in vehicle flows as a result of the developments in each AQMA will be similar. Note that model flows are in Passenger Car Units (PCU) and cover a 2-hour period across the morning peak (07:00–09:00).

Figure 5.32: Edinburgh Air Quality Management Areas



Table 5.4 shows that the AQMAs with the greatest proportional increase are on Glasgow Road and Salamander Street. They are within proximity to the key West Edinburgh and Leith Docks/Seafield strategic sites respectively. Results are similar when comparing the IBG2 and Drum scenario results with the largest variation in both results seen on Glasgow Road due to the impact of additional IBG2 development demand.

Table 5.4: Increase in Vehicle flows within Air Quality Management Areas (City Plan Brownfield with IBG2)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Central Edinburgh	251	304,558	+23,585	+8%
Glasgow Road	2	8,511	+1,579	+19%
St John's Road	10	24,638	+2,003	+8%
Inverleith	6	7,643	+698	+9%
Salamander St	17	13,781	+1,794	+13%
Great Junction St	22	22,731	+1,920	+8%

Table 5.5: Increase in Vehicle flows within Air Quality Management Areas (City Plan Brownfield with Drum)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Central Edinburgh	251	304,558	+24,162	+8%
Glasgow Road	2	8,511	+1,012	+12%
St John's Road	10	24,638	+1,766	+7%
Inverleith	6	7,643	+654	+9%
Salamander St	17	13,781	+1,959	+14%
Great Junction St	22	22,731	+2,159	+10%

A similar assessment has been made for selected other locations in Edinburgh that are not currently AQMAs but nevertheless have emissions levels that can be close to pollution thresholds. These sites and the estimated proportional change in traffic flows within them are listed in Table 5.6 for Brownfield plus IBG2 scenario and in Table 5.7 for Brownfield plus Drum scenario.

Table 5.6: Increase in Vehicle flows at selected other locations (City Plan Brownfield with IBG2)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Queensferry Road	6	18,241	+466	+3%
Canongate	2	1,433	+172	+12%
Lothian Road	2	3,335	+164	+5%
Brougham Street	2	2,068	+32	+2%
George IV Bridge	2	545	+19	+3%

Table 5.7: Increase in Vehicle flows at selected other locations (City Plan Brownfield with Drum)

Air Quality Management Area	Number of Model Links	Sum of Reference Case model vehicle flow on all links	Sum of City Plan model vehicle flow increase on all links	Overall % change in Vehicle Flows
Queensferry Road	6	18,241	+410	+2%
Canongate	2	1,433	+173	+12%
Lothian Road	2	3,335	+249	+7%
Brougham Street	2	2,068	+80	+4%
George IV Bridge	2	545	+41	+8%

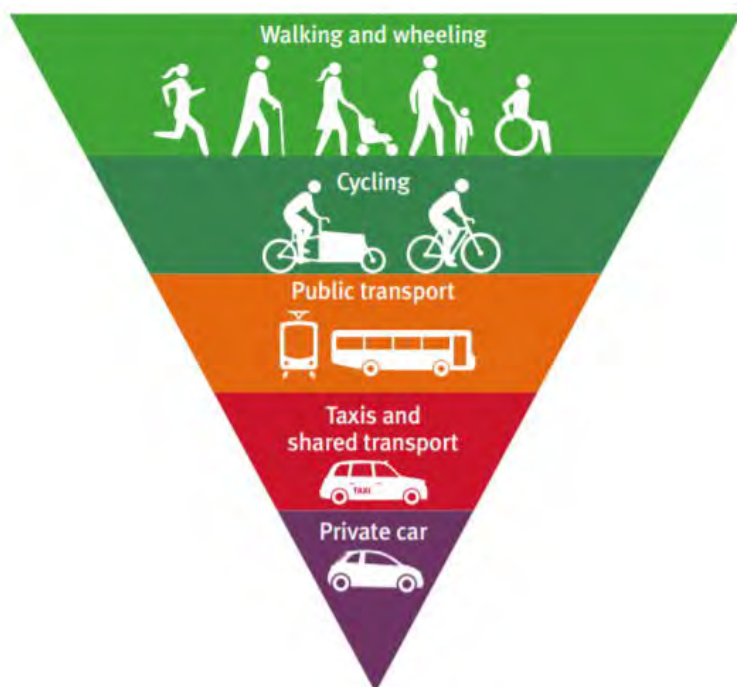
6. City Plan 2030 Transport Mitigation

6.1 Introduction

This section outlines the mitigation measures to overcome foreseen transport problems associated with City Plan 2030 developments. They have been developed to help meet the Transport Planning Objectives outlined in section 3 and in line with the sustainable transport hierarchy adopted with the City Mobility Plan¹³:

The approach to identifying and considering mitigation measures has made use of all of the information outlined in earlier sections of this report, including:

- The number and modal share of journeys to and from each development site assuming that no significant mitigation measures are implemented;
- Any resulting impacts on public transport capacity, traffic congestion or effects on pollution levels in Air Quality Management Areas; and
- The accessibility of each site to key destinations by active and public transport modes.



In this section, mitigation measures are proposed for individual sites (if they are large and/or remote from other sites) or clusters of sites (where they are in close proximity and share transport problems/solutions). This is for clarity of presentation only; mitigation measures have been developed for the proposed City Plan 2030 developments as a whole.

For some sites/clusters, a single package of preferred mitigation measures has emerged. For others, a variety of options were identified; in these cases, estimates of costs and benefits have been used to identify a preferred recommendation.

Solutions relate largely to measures which seek to reduce demand for unsustainable transport from new developments, and to measures which improve facilities and services for active travel and bus/tram. Few road infrastructure options are proposed as they are largely not in keeping with the Transport Planning Objectives. The approach follows the sustainable transport hierarchy set in the City Mobility Plan. No heavy rail interventions are proposed, in large part because of lack of confidence that any new rail proposal not already being considered (and therefore in the reference case) could be implemented before 2030.

Most of the mitigation measures listed below are proposed because of the transport impacts of specific developments or clusters of developments. There are others, however, that should be adopted by all City Plan 2030 developments, regardless of location or size. These are listed first.

¹³ <https://democracy.edinburgh.gov.uk/documents/s31421/City%20Mobility%20Plan%20-%20Combined%20v2.pdf>

6.2 All-Development Mitigation Measures

Our investigation of potential transport problems and the Transport Planning Objectives lead us strongly towards ensuring that the new travel demand associated with new developments is accommodated as much as possible on active modes and public transport.

Location-specific mitigation measures are outlined later in this chapter, but there are some mitigation measures which will help achieve these outcomes which are recommended for implementation at every proposed City Plan 2030 site:

For all developments:

- Parking (maximum for cars, minima for cycles and motorcycles, and with appropriate provision for parking for disabled people's vehicles): to at least the standards set out in the Edinburgh Design Guidance¹⁴;
- Electric vehicle charging provision: to at least the standards set out in the Edinburgh Design Guidance;
- Car Club provision: to at least the standards set out in the Edinburgh Design Guidance;
- Public transport access: high quality walking and wheeling routes, including provision for safe road crossings, will need to be provided between each development and nearby bus/tram stops, and with high quality waiting facilities at those stops;
- Active travel routes: high quality walking, wheeling and cycling routes will need to be provided within each development where appropriate and between each development and nearby off-road cycle paths or quiet routes, and to key nearby facilities (especially schools and local retail);
- Cycle hire facilities: public cycle hire facilities will need to be provided at or close to each development, commensurate with standards as defined by the operator's contract at the time;
- Mobility hubs: major new developments will need to include mobility hubs, commensurate with the requirements of City Mobility Plan;
- Street design: new/alterd streets within the development will need to be designed in accordance with the Edinburgh Design Guidance; and
- Demand management: effectively developed and implemented travel plans will need to be required for all developments.

For office and other trip-attracting developments:

- Parking control: Controlled parking zones or other on-street parking controls will need to be implemented if necessary to eliminate problems of overspill parking.

Where new or improved active travel links are proposed as mitigation measures for new developments/clusters, they shall provide high-quality infrastructure which accords with the six core principles identified in Cycling by Design of: safety, coherence, directness, comfort, attractiveness and adaptability. New routes will meet the standards set out in the 'high' category for Level of Service in Cycling by Design, and additionally provide facilities for people walking and wheeling which also accords with the aspirations of those standards.

6.3 Development-Specific Mitigation Measures

Mitigation measures associated with all City Plan 2030 sites have been considered on an individual site basis or as part of a cluster of sites. Larger and strategic sites have been considered individually, while groups of smaller sites that are located in relatively close proximity have been grouped together into clusters. Finally, all remaining smaller sites that are located at various locations around the city, have been considered as a non-strategic cluster given their lack of proximity to other sites.

¹⁴ As set out in <https://www.edinburgh.gov.uk/downloads/file/27602/edinburgh-design-guidance-january-2020>, or whatever equivalent guidance is in place at the time the development is built out

Sites and site clusters are shown on Figure 6.1.

Figure 6.1: City Plan 2030 Site Mitigation Approach



For each, details of the predicted demand, transport problems and proposed mitigation measures are provided in the tables below.

Indicative costs of mitigation measures have also been provided. It should be noted that these are based on industry standard costs, and not on detailed investigation of the feasibility or issues related to each specific proposal or route.

Active travel infrastructure costs are based on those that have been observed from implementation of recent schemes elsewhere in the UK and are in the range of £1M to £3M per km for on-road routes, and £200,000 to £400,000 for off-road routes.

6.4 Mitigation Measures: Norton Park

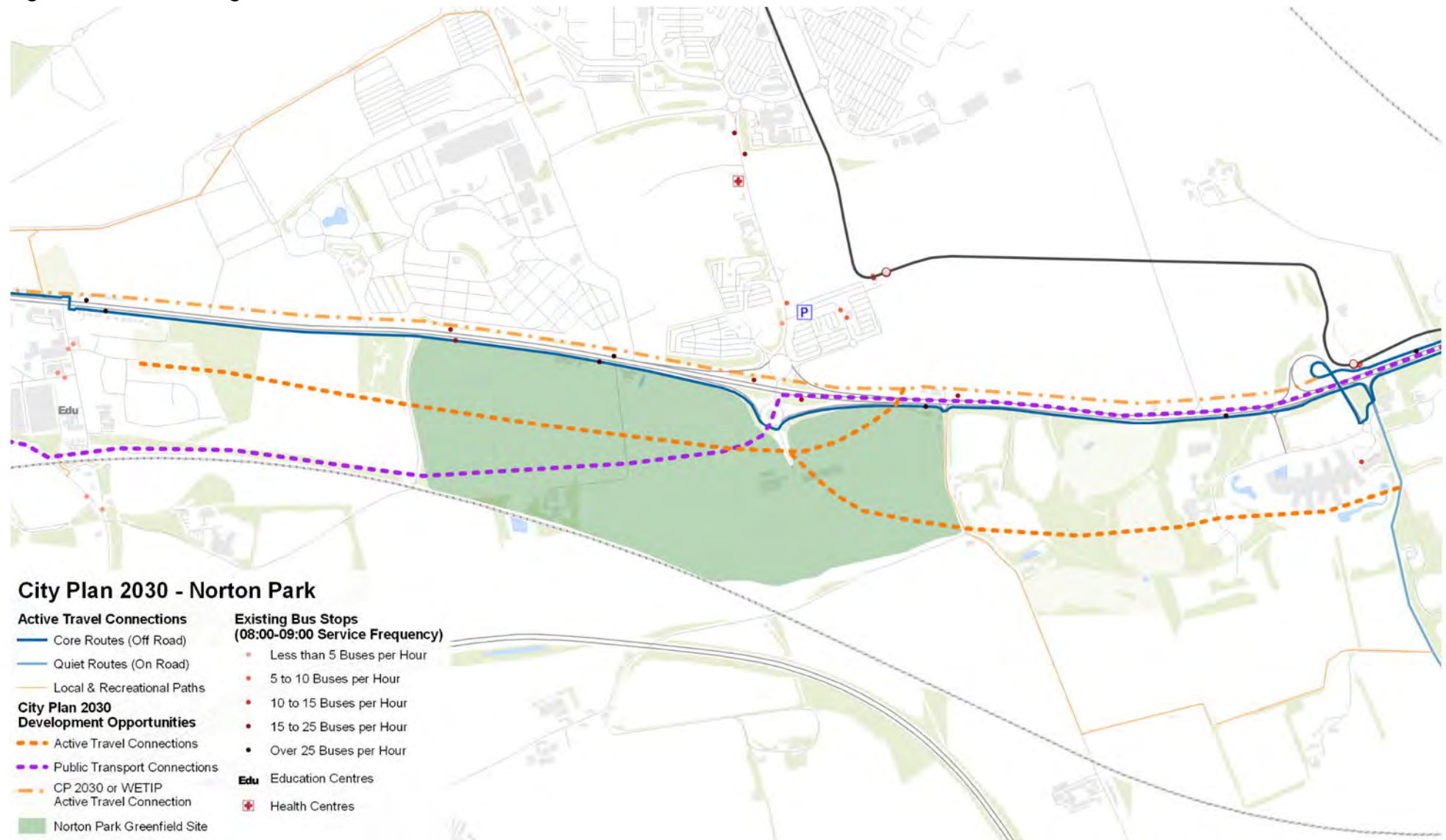
Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>5,230 residential units</p> <p>45,000sqm office</p> <p>22,500sqm Class 5 industrial</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>230</td><td>483</td><td>408</td><td>285</td></tr><tr><td>Vehicle Occupants</td><td>114</td><td>242</td><td>204</td><td>142</td></tr><tr><td>Public Transport</td><td>1146</td><td>1017</td><td>855</td><td>1171</td></tr><tr><td>Walking</td><td>40</td><td>201</td><td>171</td><td>71</td></tr><tr><td>Cycling</td><td>169</td><td>211</td><td>178</td><td>184</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>213</td><td>448</td><td>379</td><td>264</td></tr><tr><td>Vehicle Occupants</td><td>106</td><td>224</td><td>189</td><td>131</td></tr><tr><td>Public Transport</td><td>859</td><td>763</td><td>641</td><td>878</td></tr><tr><td>Walking</td><td>43</td><td>211</td><td>179</td><td>74</td></tr><tr><td>Cycling</td><td>254</td><td>317</td><td>267</td><td>276</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	230	483	408	285	Vehicle Occupants	114	242	204	142	Public Transport	1146	1017	855	1171	Walking	40	201	171	71	Cycling	169	211	178	184		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	213	448	379	264	Vehicle Occupants	106	224	189	131	Public Transport	859	763	641	878	Walking	43	211	179	74	Cycling	254	317	267	276	<p>The proposed development is located in a semi-rural area to the east of Ratho Station, with minimal local connectivity to extant services or amenities. Furthermore, given its location, access onto the A8 Glasgow Road is likely.</p> <p>Active Travel</p> <p>There is limited active travel provision in the area.</p> <p>Public Transport</p> <p>The A8 corridor is well served by frequent bus services to the city centre and some key destinations in West Lothian but there are no existing crossing provision on the A8 in order to access the bus stops on the eastbound carriageway.</p>	<p>Active Travel</p> <p>Creation of a new off-road cycle route from the A8 through the proposed development connecting with Ratho Station to the West A second new route connection from the development to the east, bypassing Gogar Roundabout and Maybury junction, creating links to the Gyle/Edinburgh Park and beyond.</p> <p>Public Transport</p> <p>Create a public transport corridor that bypasses Newbridge roundabout and directly serves the proposed development (as identified in the extant LDP). This may involve bus, a tram extension with potential stop at the proposed development site, or BRT (Bus Rapid Transport) services. The deliverability of tram and/or BRT solutions by 2030 is uncertain.</p> <p>There is an opportunity for the development of a multi-modal hub within or in proximity to the proposed development, should the tram extension be taken forward.</p> <p>The creation of a sustainable travel hub in or around the proposed development, to enable public transport access/interchange, and support active travel.</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	230	483	408	285																																																																				
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Plausible post-Covid with policy					<i>Given the comments below, mitigation measure costs have not been estimated</i>
	AM Peak		PM Peak		
	Arr	Dep	Arr	Dep	
Vehicle	141	357	302	186	
Vehicle Occupants	70	179	151	92	
Public Transport	1146	1017	855	1171	
Walking	47	232	196	81	
Cycling	296	370	312	322	

Development at Norton Park would require substantial investment in new public transport and active travel networks if a reasonably sustainable mode share of journeys is to be achieved, albeit that this investment may be able to support sustainable travel to Edinburgh from further West. Yet, even if these significant improvements were delivered, a substantial growth in vehicular traffic is also anticipated to occur because of the development, with almost all of this seeking to use the A8 for part of its journey. Norton Park offers lesser potential for travel by sustainable modes in comparison with the nearby IBG2 site. This is because Norton Park lacks access to tram so limiting scope for public transport access (whilst extending tram to Norton Park may be feasible, the opportunity to realise this by 2030 is considered small). In addition, the site is further from the existing urban area, the potential for realising a high proportion of trips by active modes is reduced.

As options to provide large increases in road capacity do not accord with the Transport Planning Objectives, nor CEC's mode hierarchy, they have been ruled out from further consideration. An effective package of transport mitigation measures for the Norton Park development has therefore not been identified.

Figure 6.2: Potential Mitigation Measures – Norton Park



6.5 Mitigation Measures: Land East of Riccarton

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>5,000 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>398</td><td>1224</td><td>954</td><td>505</td></tr><tr><td>Vehicle Occupants</td><td>79</td><td>244</td><td>190</td><td>101</td></tr><tr><td>Public Transport</td><td>227</td><td>700</td><td>545</td><td>289</td></tr><tr><td>Walking</td><td>178</td><td>549</td><td>427</td><td>226</td></tr><tr><td>Cycling</td><td>22</td><td>69</td><td>54</td><td>28</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>369</td><td>1134</td><td>884</td><td>468</td></tr><tr><td>Vehicle Occupants</td><td>74</td><td>226</td><td>176</td><td>93</td></tr><tr><td>Public Transport</td><td>170</td><td>525</td><td>409</td><td>217</td></tr><tr><td>Walking</td><td>187</td><td>576</td><td>449</td><td>238</td></tr><tr><td>Cycling</td><td>33</td><td>103</td><td>80</td><td>43</td></tr></tbody></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	398	1224	954	505	Vehicle Occupants	79	244	190	101	Public Transport	227	700	545	289	Walking	178	549	427	226	Cycling	22	69	54	28		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	369	1134	884	468	Vehicle Occupants	74	226	176	93	Public Transport	170	525	409	217	Walking	187	576	449	238	Cycling	33	103	80	43	<p>The proposed development is located between the A720 City Bypass and Herriot-Watt University Campus.</p> <p>Active Travel</p> <p>The proposed development would provide opportunities to link the site with the active travel network at Baberton Mains Hill and through to the NCR 754 along the Union Canal, however the capacity of the narrow canal towpath for pedestrians and cyclists is limited, and already a concern.</p> <p>Public Transport</p> <p>The site is located in close proximity to frequent bus links to the city centre and towards Livingston, and access to Hermiston Park and Ride, though journey times are lengthy during the peaks and direct connections to other locations are very limited.</p>	<p>Active Travel</p> <p>Creation of an urban green corridor across the A720 to connect to the NCR754 and Union Canal in order to facilitate active travel. This should constitute something more significant than a simple crossing and should contain open wide spaces and amenities where possible.</p> <p>Provision of high-quality active travel routes from the new A720 crossing to the city centre and other key destinations including the Gyle and Edinburgh Park.</p> <p>Lower-cost active travel connections could be provided at Calder Road and Baberton Mains Hill to facilitate local access to existing amenities and public transport connections, and onward connections to the city centre. However, without grade separation from traffic on main routes, and provision of high quality infrastructure for walking, wheeling and cycling, the attractiveness of these routes is anticipated to be limited.</p> <p>Public Transport</p> <p>Opportunity for improved bus connections from West Lothian and the creation of a multi-modal hub at Hermiston Park and Ride.</p> <p>A new tram line from Edinburgh Park to the proposed development with a terminus at Curriehill</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	398	1224	954	505																																																																				
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Cycling	33	103	80	43																																																																				

Plausible post-Covid with policy				
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	361	1,112	867	459
Vehicle Occupants	72	222	173	92
Public Transport	227	700	545	289
Walking	205	631	491	260
Cycling	39	120	94	50

or Heriot-Watt, would significantly improve public transport provision and improve connections between the proposed development and the city centre, with a potential stop either within the development or on its periphery. The deliverability of tram extensions by 2030 is uncertain.

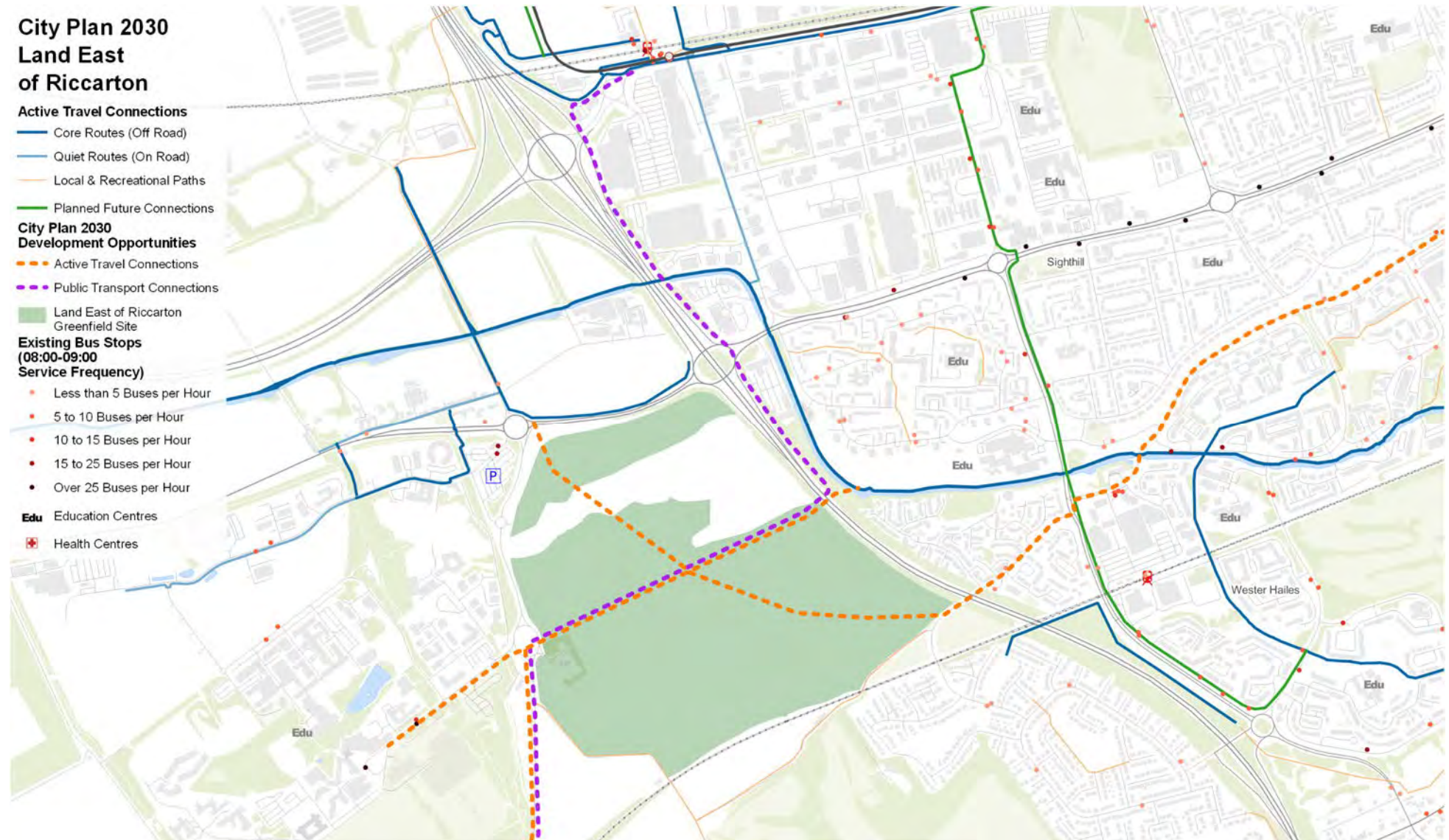
Lower-cost options exist through improved bus services (increased frequencies and new route choices). However, without substantial investment in bus priority (including at the A720/Calder Road junction) these services are likely to suffer from the same problems of long journey times and unreliability as extant routes.

Given the comments below, mitigation measure costs have not been estimated

To fully mitigate the transport impacts of this development site requires substantial investment in both public transport and active travel choices, including new crossing points of the A720. Without these, the development is likely to remain severed from the rest of the city by the bypass. High levels of car dependency for travel to/from the development would be the likely result, adding to the significant problems of congestion already apparent on the local road network.

Although solutions to meet public and active travel aspirations can be foreseen – extension of tram to the development and construction of a ‘green bridge’ to connect the site across the A720 to extant city suburbs – there is significant doubt that these can be delivered by 2030. This therefore places a risk on the ability to promote sustainable travel choices from the site and, as a result, no effective package of deliverable mitigation measures has been identified.

Figure 6.3: Potential Mitigation Measures – Land East of Riccarton



6.6 Mitigation Measures: Land South East of Gilmerton (The Drum)

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>5,000 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>339</td><td>1044</td><td>813</td><td>431</td></tr><tr><td>Vehicle Occupants</td><td>94</td><td>290</td><td>226</td><td>120</td></tr><tr><td>Public Transport</td><td>286</td><td>880</td><td>685</td><td>363</td></tr><tr><td>Walking</td><td>166</td><td>511</td><td>398</td><td>211</td></tr><tr><td>Cycling</td><td>20</td><td>61</td><td>47</td><td>25</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>314</td><td>967</td><td>754</td><td>399</td></tr><tr><td>Vehicle Occupants</td><td>87</td><td>269</td><td>210</td><td>111</td></tr><tr><td>Public Transport</td><td>214</td><td>660</td><td>514</td><td>272</td></tr><tr><td>Walking</td><td>174</td><td>536</td><td>418</td><td>221</td></tr><tr><td>Cycling</td><td>30</td><td>91</td><td>71</td><td>38</td></tr></tbody></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	339	1044	813	431	Vehicle Occupants	94	290	226	120	Public Transport	286	880	685	363	Walking	166	511	398	211	Cycling	20	61	47	25		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	314	967	754	399	Vehicle Occupants	87	269	210	111	Public Transport	214	660	514	272	Walking	174	536	418	221	Cycling	30	91	71	38	<p>The proposed development is located on the north side of A720 City Bypass between Sheriffhall Roundabout A722 Gilmerton Road junction.</p> <p>Active Travel</p> <p>The distance between the proposed development and local communities / city centre may impact on the attractiveness of active travel, however there is potential to create links around the site and facilitate multi-modal trips.</p> <p>Public Transport</p> <p>There are bus stops on the main routes on either side of the proposed development site, with connections towards the city centre (A7 and A722) and to Dalkeith, Newbattle and Lasswade.</p>	<p>Active Travel</p> <p>Creation of effective active travel corridors within/across the site towards the city centre via Old Dalkeith Road and the Royal Infirmary. Continuation of the Old Dalkeith Road active travel corridor south to Dalkeith via Sheriffhall. Opportunity for a second active travel route to the west via Gilmerton and onto Liberton</p> <p><i>Estimated cost: £7.2M - £21.6M</i></p> <p>Public Transport</p> <p>Tram Line 2 extension towards Sheriffhall has the potential to act as a major transport hub for the proposed development if it routes along the A7 towards Sheriffhall. Central to this will be the creation of active travel connections to tram stops, including safe crossing points over the A7.</p> <p>The proposed development can hasten the development of an orbital bus service by connecting the A7 and A722 via a public transport only link. Combined with reduced public transport delays at Sheriffhall following grade separation there, this can also be extended to the West and create a public transport alternative to the city bypass, avoiding congestion and introducing routes that are not reliant on travelling to / from the city centre.</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	339	1044	813	431																																																																				
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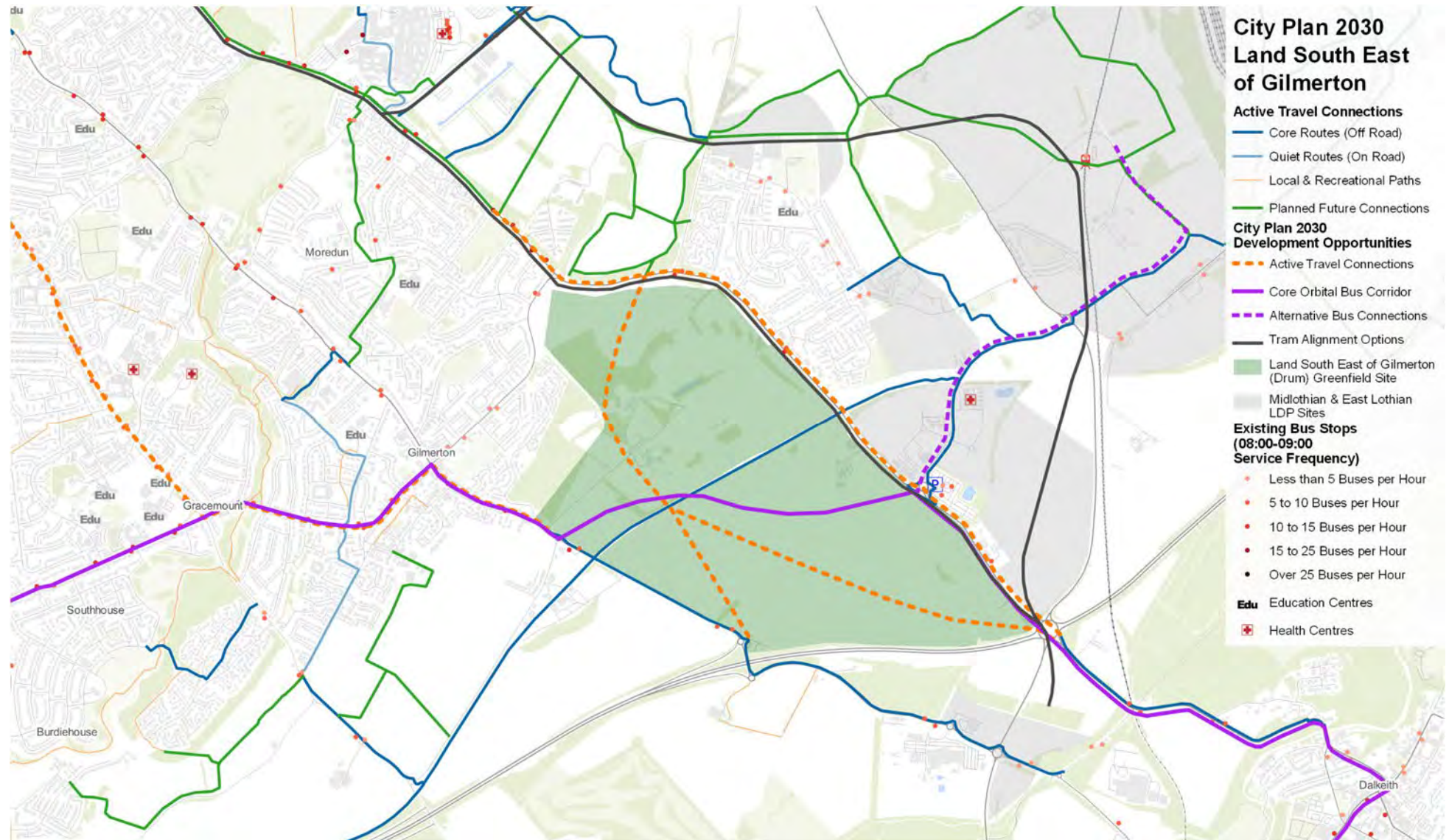
Plausible post-Covid with policy				
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	308	948	739	392
Vehicle Occupants	86	264	205	109
Public Transport	286	880	685	363
Walking	191	587	458	243
Cycling	34	106	83	44

Develop the connection from Midlothian across the A720 City Bypass to reduce the severance created by the trunk road. This can be through public transport; active travel corridors (to access local centres such as Dalkeith) which will likely remove a number of short trips on the A720, particularly at Sheriffhall Roundabout.

Estimated cost of cross-site bus link: £9M

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.4: Proposed Mitigation Measures – Land South East of Gilmerton



6.7 Mitigation Measures: Seafield Residential Development

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>800 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>45</td><td>196</td><td>141</td><td>66</td></tr><tr><td>Vehicle Occupants</td><td>9</td><td>37</td><td>27</td><td>13</td></tr><tr><td>Public Transport</td><td>54</td><td>232</td><td>167</td><td>79</td></tr><tr><td>Walking</td><td>34</td><td>147</td><td>106</td><td>50</td></tr><tr><td>Cycling</td><td>6</td><td>26</td><td>18</td><td>9</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>42</td><td>181</td><td>130</td><td>61</td></tr><tr><td>Vehicle Occupants</td><td>8</td><td>35</td><td>25</td><td>12</td></tr><tr><td>Public Transport</td><td>40</td><td>174</td><td>125</td><td>59</td></tr><tr><td>Walking</td><td>36</td><td>154</td><td>111</td><td>52</td></tr><tr><td>Cycling</td><td>9</td><td>39</td><td>28</td><td>13</td></tr></tbody></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	45	196	141	66	Vehicle Occupants	9	37	27	13	Public Transport	54	232	167	79	Walking	34	147	106	50	Cycling	6	26	18	9		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	42	181	130	61	Vehicle Occupants	8	35	25	12	Public Transport	40	174	125	59	Walking	36	154	111	52	Cycling	9	39	28	13	<p>Active Travel</p> <p>While there is an existing unsurfaced off-road active travel route along the waterfront, extending along the entire extents of the site, it is in poor condition, inadequately signed and poorly lit.</p> <p>Sir Harry Lauder Road junction is particularly problematic for pedestrians and cyclists to navigate safely, with high levels of vehicular traffic creating an intimidating environment.</p> <p>There is no existing segregated active travel route to the City Centre from the site or its vicinity, with the most suitable on-road route via Inchview Terrace.</p> <p>Public Transport</p> <p>This site is located in an area that is relatively poorly served by public transport, with no bus stop provision and direct service along the A199, between Seafield Street and Lothian Depot.</p>	<p>Active Travel</p> <p>Proposed promenade / beachfront active travel route which will provide a direct link between the site and Portobello beach and town centre. The potential for lighting and surveillance along the extents of the proposed route will need to be considered further in order to ensure it remains attractive throughout the year and at all times of day.</p> <p>Provision for a direct and safe crossing of the Sir Harry Lauder Road junction for pedestrians and cyclists, including removal of the staggered nature of the existing crossing provision.</p> <p>Provision of placemaking infrastructure on Seafield Road to reduce the perception of severance and enhance the opportunities for active travel.</p> <p>Provision of active travel route(s) from the site to the City Centre, which could offer significant benefits in terms of reducing congestion. While further appraisal of particular routes will be required, the most natural route to the city centre is along A1140 / A1 so this should be considered further. Furthermore, the site might benefit from a direct link along Craigentenny Avenue in order to maximise active travel opportunities for the entire site catchment and this should also be explored further.</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	45	196	141	66																																																																				
Vehicle Occupants	9	37	27	13																																																																				
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Walking	36	154	111	52																																																																				
Cycling	9	39	28	13																																																																				

Estimated cost: £3.6M - £10.7M

Public Transport

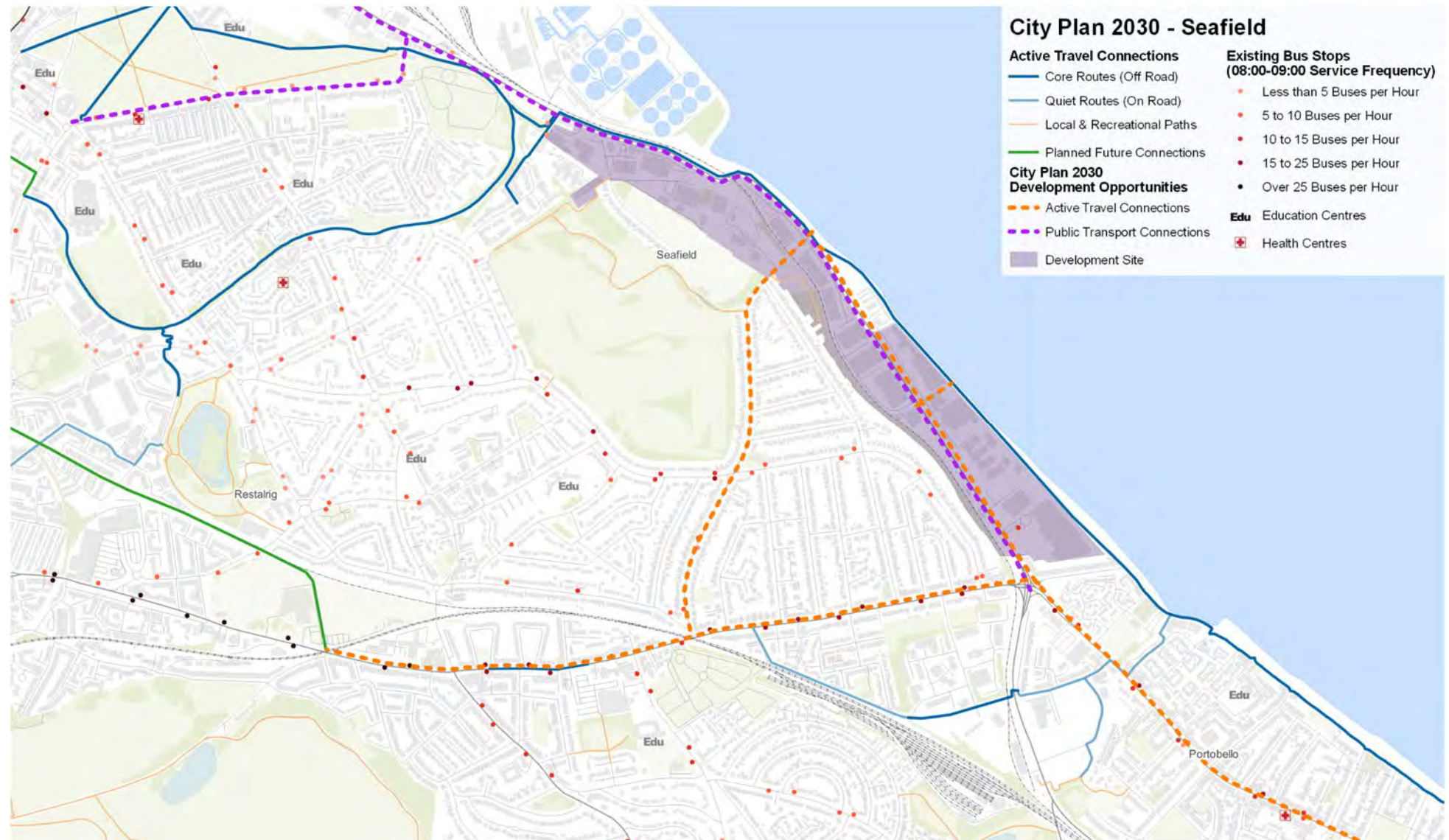
Improved connections for public transport along the A199 Portobello to Leith corridor in order to enhance access to the city centre and to closer local area centres should be provided. This will not only benefit the site but can improve connectivity for the entire north-east of the city and serve other catchments that currently have poor access to public transport.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	35	150	108	51
Vehicle Occupants	7	29	21	10
Public Transport	54	232	167	79
Walking	39	169	121	57
Cycling	10	45	32	15

Figure 6.5: Proposed Mitigation Measures - Seafield



6.8 Mitigation Measures: Leith Docks Mixed Use Development

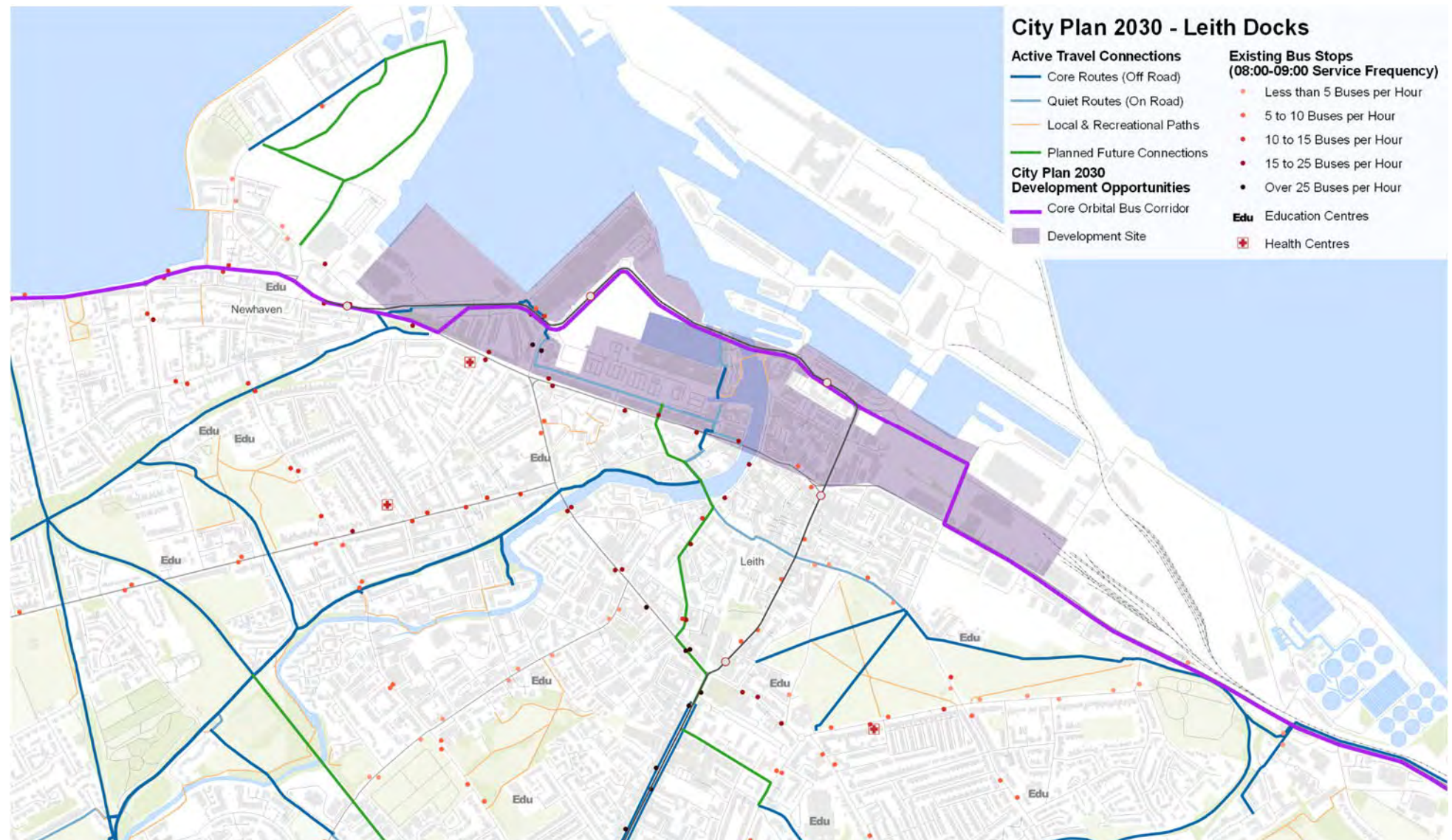
Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																			
<p>Development Content</p> <p>92,068m2 office</p> <p>12,120m2 port activities</p> <p>64,900m2 Ocean Terminal extension</p> <p>18,844m2 local shops</p> <p>6,750m2 bars / restaurants</p> <p>9,913m2 leisure</p> <p>5,620m2 education</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>1100</td><td>187</td><td>1037</td><td>1388</td></tr><tr><td>Vehicle Occupants</td><td>210</td><td>36</td><td>198</td><td>265</td></tr><tr><td>Public Transport</td><td>1304</td><td>221</td><td>1230</td><td>1646</td></tr><tr><td>Walking</td><td>826</td><td>140</td><td>779</td><td>1041</td></tr><tr><td>Cycling</td><td>144</td><td>24</td><td>136</td><td>182</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	1100	187	1037	1388	Vehicle Occupants	210	36	198	265	Public Transport	1304	221	1230	1646	Walking	826	140	779	1041	Cycling	144	24	136	182	<p>Active Travel</p> <p>The site benefits from strong local connections in Leith and Newhaven.</p> <p>There is a high-quality active travel route parallel to the Water of Leith, though this is does not connect directly to the city centre or other major trip attractors, and is not the most attractive route in the dark. Many other planned improvements for cyclists (Leith Walk for example).</p> <p>Public Transport</p> <p>The site benefits from strong local connections in Leith and Newhaven.</p> <p>Existing infrastructure in place is already very extensive in terms of bus routes, with Ocean Terminal being the terminus for several services and any others stopping close by. Bus services can provide access to many areas around Edinburgh, including hospitals, shopping centres and the city centre itself.</p> <p>The proposed tram extension will provide a direct benefit in linking the proposed development with the city centre and Edinburgh Airport.</p>	<p>Active Travel</p> <p>Improvements to existing active travel routes, including enhancements to the attractiveness and natural surveillance on the Water of Leith walkway.</p> <p>The implementation of effective active travel provision connecting into the proposed Leith Connections active travel corridor, including reducing delays at main road crossing points, can encourage local trips into Leith, while improving the existing provision on Leith Links, will likely be of benefit.</p> <p>The proposed development creates an opportunity to improve existing active travel connections from Pilrig Park to Gretna Mews and Pirrie Street, and from Couper Street to Citadel Place (safeguarded).</p> <p>Ensure consistency of approach with the proposals contained within the Leith Connections Active Travel Programme.</p> <p><i>Estimated cost: £0.5M - £1.4M</i></p> <p>Public Transport</p> <p>While the site is highly accessible in relation to existing bus services and potential future tram provision, this can be further enhanced by enabling some of the existing bus services to travel into the site.</p>
	AM Peak		PM Peak																																		
	Arr	Dep	Arr	Dep																																	
Vehicle	1100	187	1037	1388																																	
Vehicle Occupants	210	36	198	265																																	
Public Transport	1304	221	1230	1646																																	
Walking	826	140	779	1041																																	
Cycling	144	24	136	182																																	

Plausible post-Covid without policy				
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	1019	173	962	1286
Vehicle Occupants	194	33	183	245
Public Transport	978	166	923	1234
Walking	867	147	818	1094
Cycling	216	37	204	273
Plausible post-Covid with policy				
	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	842	143	795	1063
Vehicle Occupants	161	27	152	203
Public Transport	1304	221	1230	1646
Walking	949	161	895	1198
Cycling	252	43	238	318

An enhanced northern orbital bus route will better connect the development to key trip attractors less well served by extant services, including Granton to the west and Seafield/Portobello to the east.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.6: Proposed Mitigation Measures – Leith Docks

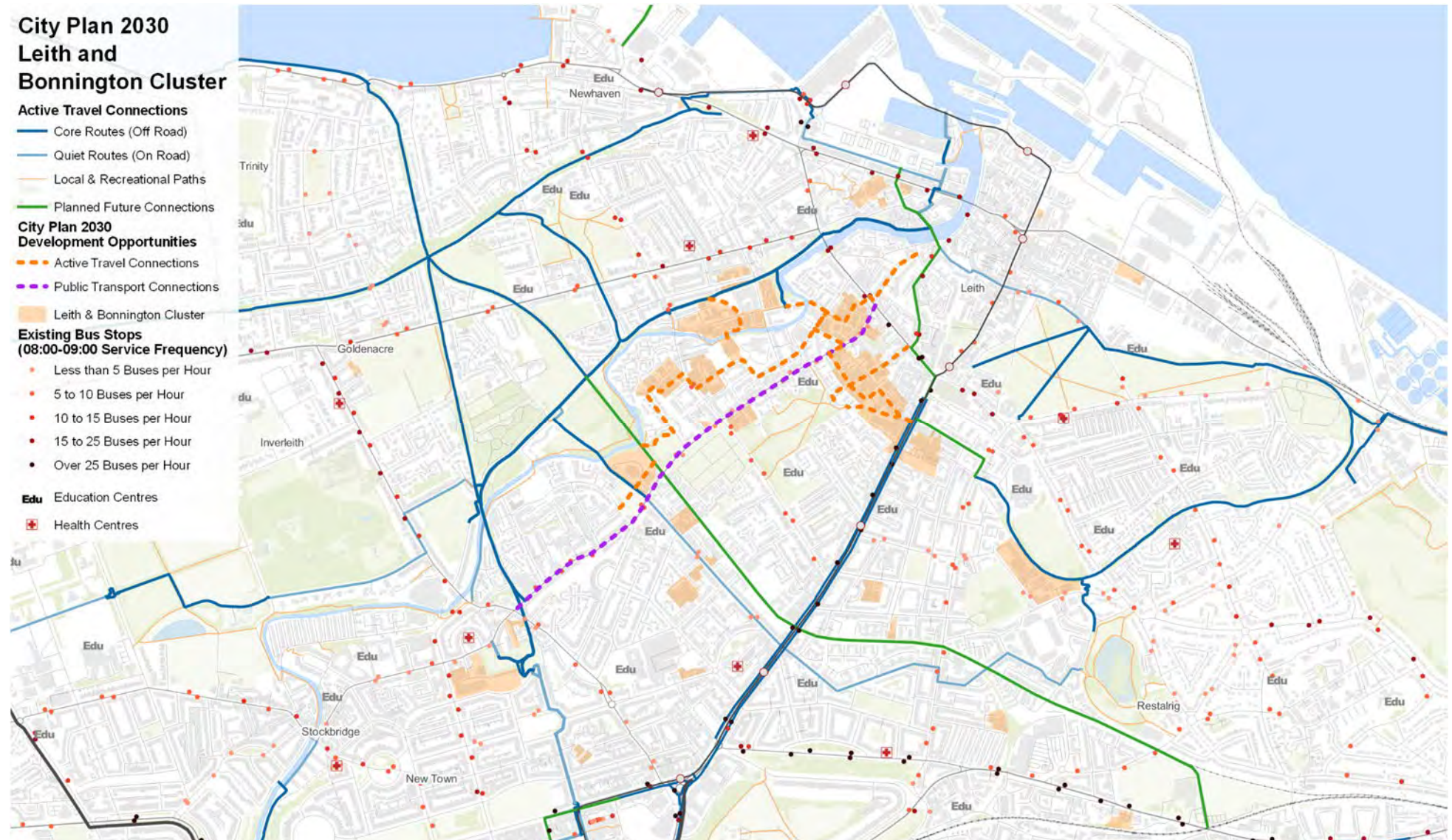


6.9 Mitigation Measures: Leith / Bonnington Site Cluster

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>3,120 residential units (across 24 sites)</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>192</td><td>768</td><td>535</td><td>257</td></tr><tr><td>Vehicle Occupants</td><td>37</td><td>147</td><td>102</td><td>49</td></tr><tr><td>Public Transport</td><td>230</td><td>925</td><td>644</td><td>310</td></tr><tr><td>Walking</td><td>142</td><td>564</td><td>393</td><td>189</td></tr><tr><td>Cycling</td><td>26</td><td>104</td><td>72</td><td>35</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>178</td><td>712</td><td>495</td><td>238</td></tr><tr><td>Vehicle Occupants</td><td>34</td><td>136</td><td>95</td><td>46</td></tr><tr><td>Public Transport</td><td>173</td><td>694</td><td>483</td><td>232</td></tr><tr><td>Walking</td><td>149</td><td>595</td><td>414</td><td>199</td></tr><tr><td>Cycling</td><td>39</td><td>155</td><td>108</td><td>52</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	192	768	535	257	Vehicle Occupants	37	147	102	49	Public Transport	230	925	644	310	Walking	142	564	393	189	Cycling	26	104	72	35		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	178	712	495	238	Vehicle Occupants	34	136	95	46	Public Transport	173	694	483	232	Walking	149	595	414	199	Cycling	39	155	108	52	<p>Active Travel</p> <p>While the existing Water of Leith active travel route provides a good quality local provision, it doesn't connect directly to the City Centre which is of particular importance given the likely commuter demand generated by over 4,000 residential units. Notwithstanding this, Leith Walk provides a direct route to the City Centre, however there is a lack of direct segregated provision between parts of the Leith / Bonnington area and that route.</p> <p>Public Transport</p> <p>While the wider Leith area benefits from a comprehensive network of bus routes serving key destinations such as the City Centre, key hospitals and key local amenities, the service provisions in closer proximity to the developments within the Leith / Bonnington cluster are much more limited. The proposed tram extension, however, will improve provision for the proposed developments within the cluster.</p>	<p>Active Travel</p> <p>Proposals to connect the proposed developments within this cluster with the public transport system and the future implementation of a cycle route on Leith Walk, connecting Bonnington with the City Centre, will likely enhance active travel mode share within this area.</p> <p>Active travel proposals surrounding the development sites including;;</p> <ul style="list-style-type: none">continuous footway provision;safe crossing provision; andpublic realm improvements. <p>Active travel corridor through the wider area linking all developments with planned Leith Walk and Leith Connections active travel routes This intervention serves the main sites located around Bonnington Road / Great Junction Street.</p> <p><i>Estimated cost: £3.2M - £9.8M</i></p> <p>Public Transport</p> <p>Capacity improvements to the Leith – Bonnington – City Centre bus service.</p> <p><i>Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment</i></p>
	AM Peak		PM Peak																																																																					
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Plausible post-Covid with policy					to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.
	AM Peak		PM Peak		
	Arr	Dep	Arr	Dep	
Vehicle	147	588	409	197	
Vehicle Occupants	28	112	78	38	
Public Transport	230	925	644	310	
Walking	165	657	457	220	
Cycling	45	181	126	61	

Figure 6.7: Proposed Mitigation Measures – Leith / Bonnington Cluster



6.10 Mitigation Measures: Royal Victoria Hospital / Crewe Road South

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>Royal Victoria Hospital - 360 residential units</p> <p>Crewe Road South - 320 residential units</p> <p>Trip Generation Estimates (combined)</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>23</td><td>81</td><td>61</td><td>31</td></tr><tr><td>Vehicle Occupants</td><td>4</td><td>16</td><td>12</td><td>6</td></tr><tr><td>Public Transport</td><td>31</td><td>116</td><td>86</td><td>44</td></tr><tr><td>Walking</td><td>30</td><td>125</td><td>91</td><td>45</td></tr><tr><td>Cycling</td><td>4</td><td>15</td><td>11</td><td>6</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>21</td><td>75</td><td>56</td><td>29</td></tr><tr><td>Vehicle Occupants</td><td>4</td><td>15</td><td>11</td><td>6</td></tr><tr><td>Public Transport</td><td>23</td><td>87</td><td>65</td><td>33</td></tr><tr><td>Walking</td><td>31</td><td>131</td><td>96</td><td>48</td></tr><tr><td>Cycling</td><td>6</td><td>22</td><td>16</td><td>8</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	23	81	61	31	Vehicle Occupants	4	16	12	6	Public Transport	31	116	86	44	Walking	30	125	91	45	Cycling	4	15	11	6		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	21	75	56	29	Vehicle Occupants	4	15	11	6	Public Transport	23	87	65	33	Walking	31	131	96	48	Cycling	6	22	16	8	<p>Active Travel</p> <p>Pedestrian access to the City Centre is via the existing footway network, which can be accessed within 30 minutes via Orchard Brae or Stockbridge. Cycling access to the City Centre is via the local road network, with only limited segregated / off-road provision in this area.</p> <p>In addition to being located in reasonable proximity of the City Centre, the site is located close to the local community hub of Stockbridge, with pedestrian access via the existing footway network and cycling access with the local road network.</p> <p>Craigleith Retail Park is also close to the proposed developments, with pedestrian access via the footway provision on Craigleith Road.</p> <p>Public Transport</p> <p>Both proposed developments are reasonably well located in relation to existing public transport provision. Bus stops are located on Craigleith Road, to the east and west of the Royal Victoria Hospital site, which accommodates two services an hour to the City Centre and Royal Infirmary Hospital. Furthermore, more frequent services to these locations can be accessed via the bus stops on Crewe Road South, located directly adjacent to the Crewe Road South development.</p>	<p>Active Travel</p> <p>The provision of a higher quality active travel route towards Stockbridge will be particularly important in reducing demand by private car, given the many services located there. In order to facilitate this, improved pedestrian crossing facilities should be implemented, particularly at the Crewe Road South / Orchard Brae roundabout which presents a particular barrier to pedestrian movements from the Royal Victoria Hospital site, and a higher-quality cycle route is also required linking to existing quiet routes and Inverleith Park.</p> <p>Provision of a direct and high-quality active travel connection along Crewe Road South and Orchard Brae as part of a parallel active travel route alongside any tram extension along this area will be of particular benefit to accommodate likely commuter demand.</p> <p>Provision of an active travel link, connecting to the existing active travel provision at Craigleith, which will in turn provide an attractive active travel connection to Haymarket and the west of the city.</p> <p><i>Estimated cost: £4.2M - £12.5M</i></p> <p>Public Transport</p> <p>The potential of a tram extension that serves Orchard Brae will be of significant benefit in</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	23	81	61	31																																																																				
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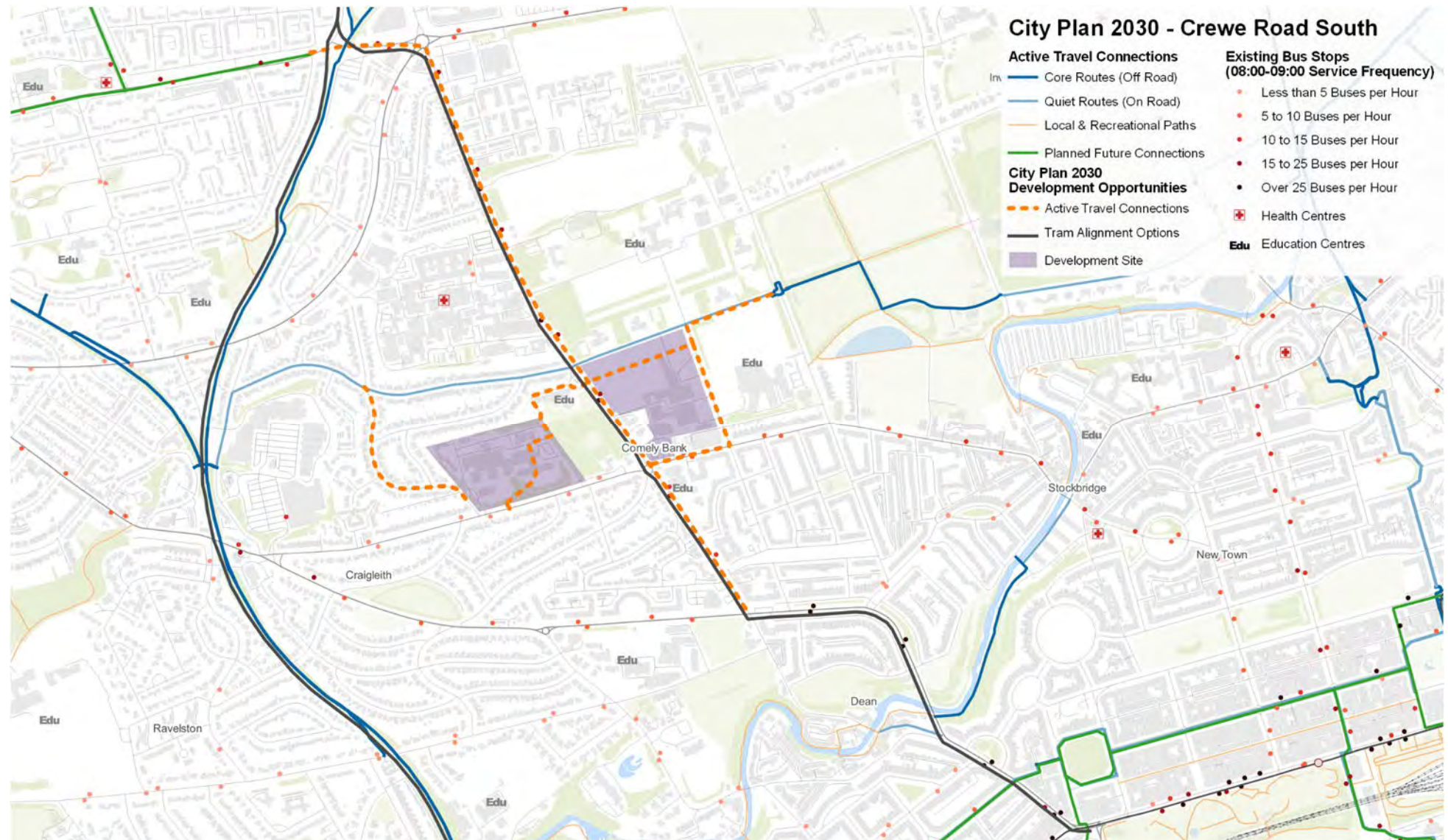
Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	18	62	47	24
Vehicle Occupants	3	12	9	5
Public Transport	31	116	86	44
Walking	34	144	105	52
Cycling	7	26	19	10

transforming the public transport offerings for both developments in accessing the City Centre and beyond.

Costs have not been estimated as part of this Transport Appraisal; related work is ongoing

Figure 6.8: Proposed Mitigation Measures – Royal Victoria Hospital / Crewe Road South



6.11 Mitigation Measures: South West Edinburgh Cluster

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>2,532 residential units (across 22 sites)</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>194</td><td>732</td><td>516</td><td>263</td></tr><tr><td>Vehicle Occupants</td><td>39</td><td>146</td><td>103</td><td>52</td></tr><tr><td>Public Transport</td><td>125</td><td>478</td><td>336</td><td>170</td></tr><tr><td>Walking</td><td>115</td><td>448</td><td>315</td><td>158</td></tr><tr><td>Cycling</td><td>13</td><td>51</td><td>36</td><td>18</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>180</td><td>679</td><td>478</td><td>243</td></tr><tr><td>Vehicle Occupants</td><td>36</td><td>136</td><td>95</td><td>49</td></tr><tr><td>Public Transport</td><td>94</td><td>358</td><td>252</td><td>128</td></tr><tr><td>Walking</td><td>121</td><td>470</td><td>330</td><td>166</td></tr><tr><td>Cycling</td><td>20</td><td>77</td><td>54</td><td>27</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	194	732	516	263	Vehicle Occupants	39	146	103	52	Public Transport	125	478	336	170	Walking	115	448	315	158	Cycling	13	51	36	18		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	180	679	478	243	Vehicle Occupants	36	136	95	49	Public Transport	94	358	252	128	Walking	121	470	330	166	Cycling	20	77	54	27	<p>Active Travel</p> <p>The Water of Leith walkway and Union Canal are both traffic free active travel routes serving this area, though are considered to be operating very close to, or at, their capacity at peak times. With the additional demand from developments in this cluster, especially during peak commuting ties towards the City Centre, there is a need for alternative active travel infrastructure. The Water of Leith also does not connect directly to City Centre, the key major attractor for many of the developments in this cluster, and the conflict between cyclists and pedestrians on the narrow canal towpath has been highlighted as an outstanding concern.</p> <p>On-road cycle routes are also available on A70 and A71 by utilising bus lanes where appropriate. However, neither of these routes are fully joined up with sections of cycle lane and shared bus lane interspersed with standard on-road cycling. There are also significant junctions where no priority or safe crossing is provided for cyclists which will hinder the mode share percentage as a result.</p> <p>Spaces for People has delivered connected cycle infrastructure on the A70 corridor, with a segregated cycling scheme along Dundee Street towards Fountainbridge. This section can be accessed from the A71 as well via Henderson Terrace, so offers an extended piece of infrastructure that temporarily</p>	<p>Active Travel</p> <p>Improvements along the A71 corridor to provide a connected and direct active travel route from the development sites around Gorgie, Chesser and Wester Hailes to the City Centre. This should include interventions such as advanced stop lines at signals and extended cycle paths on road. If space allows in detailed design, segregated infrastructure or shared footways would be preferable.</p> <p><i>Estimated cost: £1.7M - £5.2M</i></p> <p>Public Transport</p> <p>Along the A70 corridor there is extended bus lane provision at Gillespie Crossroads and a proposed cycle segregation scheme integrated with bus lanes. This will be of benefit to some development sites in this cluster that have sufficient access to this corridor route.</p> <p>Increase capacity and frequency on orbital bus routes connecting this area with development sites in West Edinburgh, South Edinburgh and Edinburgh Royal Infirmary. A route along Inglis Green Road is proposed to capture major developments on this road and at Wester Hailes.</p> <p>Bus priority at signals would reduce the negative impact felt at some pinch points, with particular focus at Gorgie / Dalry where it is noted a number of</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	194	732	516	263																																																																				
Vehicle Occupants	39	146	103	52																																																																				
Public Transport	125	478	336	170																																																																				
Walking	115	448	315	158																																																																				
Cycling	13	51	36	18																																																																				
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	180	679	478	243																																																																				
Vehicle Occupants	36	136	95	49																																																																				
Public Transport	94	358	252	128																																																																				
Walking	121	470	330	166																																																																				
Cycling	20	77	54	27																																																																				

Plausible post-Covid with policy

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	149	561	395	201
Vehicle Occupants	30	112	79	40
Public Transport	125	478	336	170
Walking	132	515	362	182
Cycling	23	90	63	32

can improve active travel connections towards the City Centre and Old Town.

The Spaces for People scheme on the A70 should benefit active travel on Lanark Road corridor if implemented permanently. From Inglis Green Road to Ardmillan Terrace there is a planned measure for cycle segregation integrated with bus lanes to offer a more connected bus priority network on this corridor, which can help serve a number of developments within a short walking distance of this main arterial route.

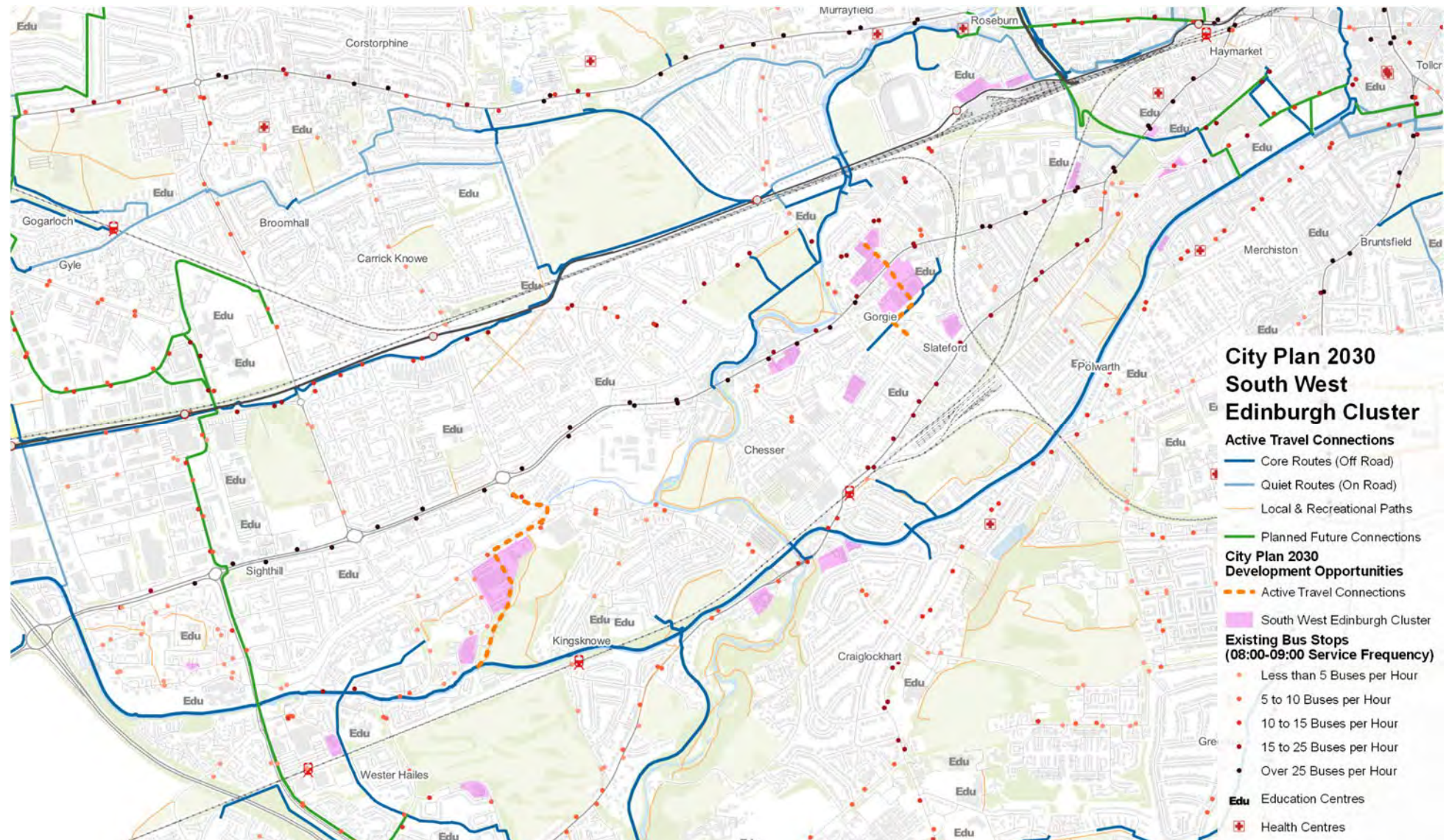
Public Transport

While the A71 and A70 corridors are well served by multiple bus routes that provide access to key destinations such as the City Centre, there is a noted lack of penetration in many communities for an orbital connection to South or West Edinburgh. This will be of detriment to those developments further away from the City Centre, where travel to major amenities such as hospitals generally requires interchange.

services get delayed due to congestion. Narrow road widths and a lack of available space reduces the options for improvements here, however small intervention measures such as a hurry call or extended green phase upon bus detection at Ardmillan Terrace and Robertson Avenue would provide some benefits to bus and help increase this mode share from the proposed developments.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.9: Proposed Mitigation Measures – South West Edinburgh Cluster

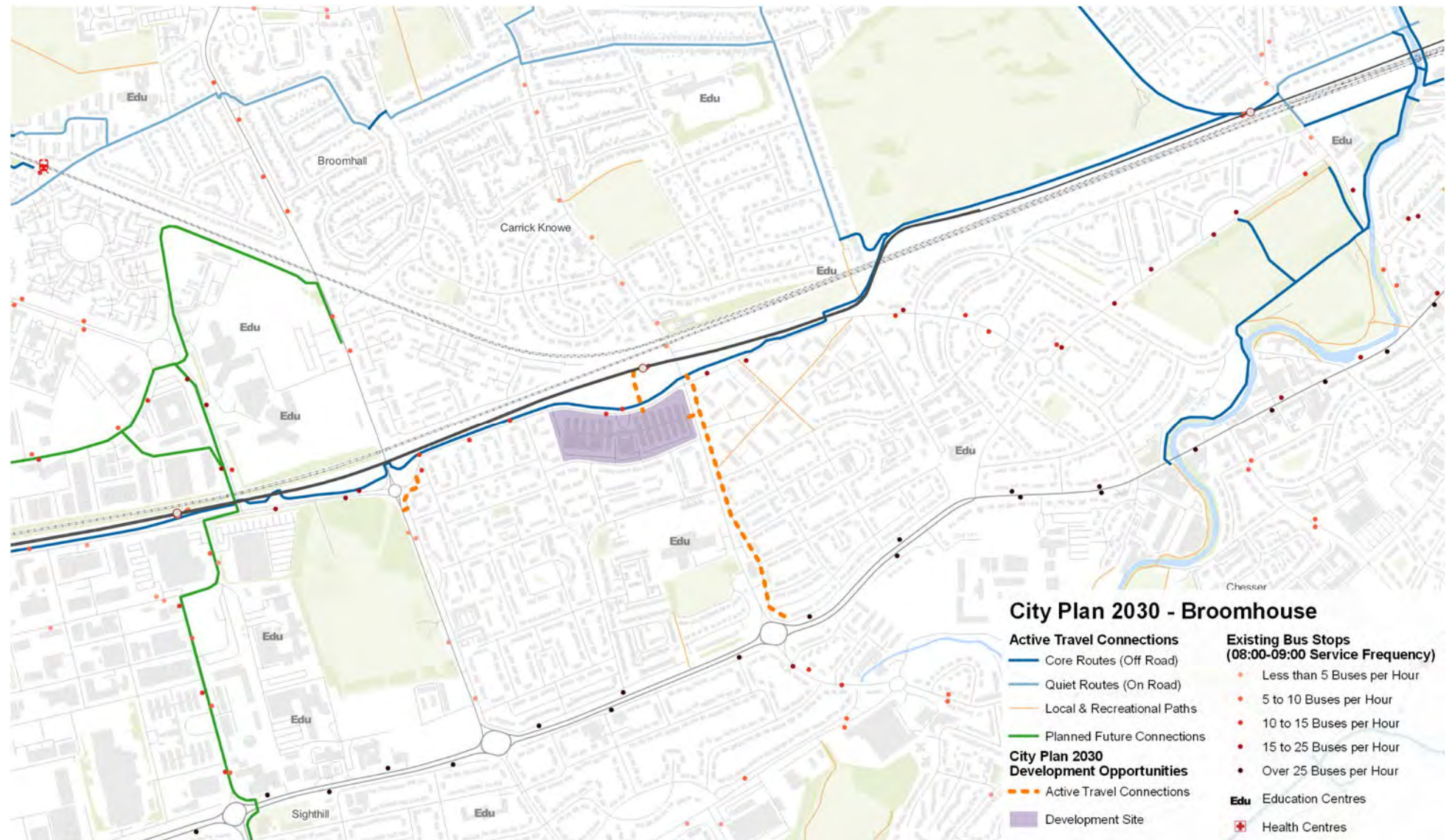


6.12 Mitigation Measures: Broomhouse Terrace

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>Broomhouse Terrace - 320 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>25</td><td>78</td><td>61</td><td>32</td></tr><tr><td>Vehicle Occupants</td><td>5</td><td>16</td><td>12</td><td>6</td></tr><tr><td>Public Transport</td><td>15</td><td>45</td><td>35</td><td>18</td></tr><tr><td>Walking</td><td>11</td><td>35</td><td>27</td><td>14</td></tr><tr><td>Cycling</td><td>1</td><td>4</td><td>3</td><td>2</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>24</td><td>73</td><td>57</td><td>30</td></tr><tr><td>Vehicle Occupants</td><td>5</td><td>14</td><td>11</td><td>6</td></tr><tr><td>Public Transport</td><td>11</td><td>34</td><td>26</td><td>14</td></tr><tr><td>Walking</td><td>12</td><td>37</td><td>29</td><td>15</td></tr><tr><td>Cycling</td><td>2</td><td>7</td><td>5</td><td>3</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	25	78	61	32	Vehicle Occupants	5	16	12	6	Public Transport	15	45	35	18	Walking	11	35	27	14	Cycling	1	4	3	2		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	24	73	57	30	Vehicle Occupants	5	14	11	6	Public Transport	11	34	26	14	Walking	12	37	29	15	Cycling	2	7	5	3	<p>The proposed development is located within the Broomhouse area, to the west of the City Centre. The site is well served by existing active travel and public transport links.</p> <p>Active Travel</p> <p>Segregated cycle lanes connect the proposed development with the Water of Leith active travel network at Murrayfield.</p> <p>Active travel connections away from that corridor are less comprehensive, relying only on local footways and on-street cycle lanes.</p> <p>Public Transport</p> <p>Saughton tram station is located within a 5-minute walk from the proposed development.</p> <p>Bus stops are located within a 5-minute walk of the site, that accommodate services 22, 2 and 1 and provide frequent access to the City Centre and Gyle Shopping Centre.</p>	<p>The proposed development site is well located in relation to existing transport connections, with only limited additional active travel or public transport interventions required in order to facilitate the development.</p> <p>A higher-quality active travel route serving north-south movements in the vicinity of the site would be helpful to provide connections to locations away from the radial corridor.</p> <p><i>Estimated cost: £0.8M - £2.5M</i></p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	25	78	61	32																																																																				
Vehicle Occupants	5	16	12	6																																																																				
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	Arr	Dep	Arr	Dep																																																																				
Vehicle	24	73	57	30																																																																				
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Walking	12	37	29	15																																																																				
Cycling	2	7	5	3																																																																				

Plausible post-Covid with policy						
	AM Peak		PM Peak			
	Arr	Dep	Arr	Dep		
Vehicle	19	60	47	25		
Vehicle Occupants	4	12	9	5		
Public Transport	15	45	35	18		
Walking	13	40	31	17		
Cycling	3	8	6	3		

Figure 6.10: Proposed Mitigation Measures – Broomhouse Terrace



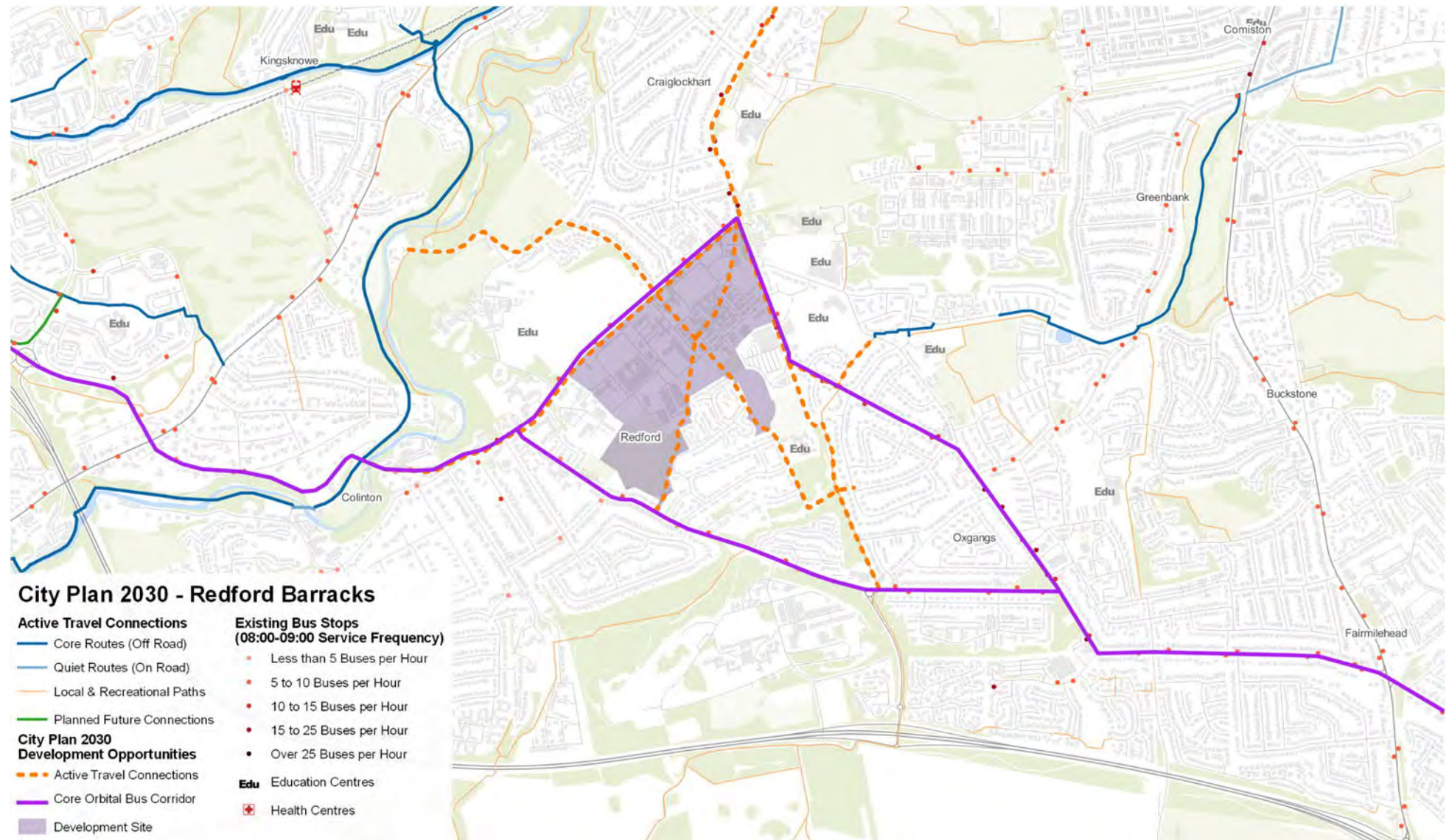
6.13 Mitigation Measures: Redford Barracks

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>800 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>64</td><td>196</td><td>153</td><td>81</td></tr><tr><td>Vehicle Occupants</td><td>13</td><td>39</td><td>30</td><td>16</td></tr><tr><td>Public Transport</td><td>36</td><td>112</td><td>87</td><td>46</td></tr><tr><td>Walking</td><td>29</td><td>88</td><td>68</td><td>36</td></tr><tr><td>Cycling</td><td>4</td><td>11</td><td>9</td><td>5</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>59</td><td>182</td><td>141</td><td>75</td></tr><tr><td>Vehicle Occupants</td><td>12</td><td>36</td><td>28</td><td>15</td></tr><tr><td>Public Transport</td><td>27</td><td>84</td><td>65</td><td>35</td></tr><tr><td>Walking</td><td>30</td><td>92</td><td>72</td><td>38</td></tr><tr><td>Cycling</td><td>5</td><td>16</td><td>13</td><td>7</td></tr></tbody></table> <p>Plausible post-Covid with policy</p>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	64	196	153	81	Vehicle Occupants	13	39	30	16	Public Transport	36	112	87	46	Walking	29	88	68	36	Cycling	4	11	9	5		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	59	182	141	75	Vehicle Occupants	12	36	28	15	Public Transport	27	84	65	35	Walking	30	92	72	38	Cycling	5	16	13	7	<p>Active Travel</p> <p>The off-road active travel route along the Water of Leith walkway is within a reasonable walking distance of the development location and can be accessed through Colinton to the South East. Another off-road active travel route, the Union Canal towpath, can be accessed about one mile to the north of the development off Colinton Road, though there are no designated routes along this road to access this. These routes are also noted to be very busy at peak times.</p> <p>The development is within very close proximity to a Tesco Superstore, Firhill Secondary school and two primary schools. These are all major amenities and attractors that could be available within reasonable distances for walking and cycling from across the development site.</p> <p>Public Transport</p> <p>There are strong bus links to the City Centre, with frequent services accessible from all the major roads at the edge of the development.</p> <p>The 400 Skylink service operated by Lothian Buses also provides a route between Edinburgh Royal Infirmary and Edinburgh Airport, though the journey time on this route may significantly exceed the comparable trip if made by car or private vehicle due</p>	<p>Active Travel</p> <p>A direct and high-quality active travel route towards City Centre along Colinton Road to the north of the development could significantly increase active travel usage from the site. New ramp access to allow for easier cycle access to Union Canal would also be beneficial, as currently most of these accesses are via stairs so not suited to cyclists. An alternative route could utilise Elliot Place and Craiglockhart Road to reduce the impact on traffic using Colinton Road. Active travel connections to the A70 corridor could also be included in order to connect with any segregated active travel infrastructure included as part of the South West cluster proposals and Spaces for People schemes, which in turn improves the overall connections in the area.</p> <p>Ensuring an active travel route and permeability from the East from the development proposals to Tesco Superstore and Oxfangs Road N is highly recommended. This would significantly reduce the possibility of very short vehicle trips to local amenities causing localised congestion around the development.</p> <p>A safe and attractive active travel route around Merchiston School and through to Colinton could be introduced to provide direct and easy access to public greenspace and recreational active travel routes.</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	64	196	153	81																																																																				
Vehicle Occupants	13	39	30	16																																																																				
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Cycling	5	16	13	7																																																																				

	AM Peak		PM Peak	
	Arr	Dep	Arr	Dep
Vehicle	49	150	117	62
Vehicle Occupants	10	30	23	12
Public Transport	36	112	87	46
Walking	33	101	79	42
Cycling	6	19	15	8

	to the number of stops and specific route of this service.	<p><i>Estimated cost: £7.6M - £23.0M</i></p> <p>Public Transport</p> <p>A review of bus capacity and service patterns in the area is recommended to best meet demand created from the development. This would ensure the allocation of capacity is adequate to allow the potential bus mode share from the site be realised.</p> <p>An orbital bus service along a similar alignment of the 400 Skylink service, but with a more direct route and limited stops to improve end-to-end journey times, could open up travel by public transport to the South and West areas of Edinburgh. This service could pass along the site boundary.</p> <p><i>Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.</i></p>
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Figure 6.11: Proposed Mitigation Measures – Redford Barracks

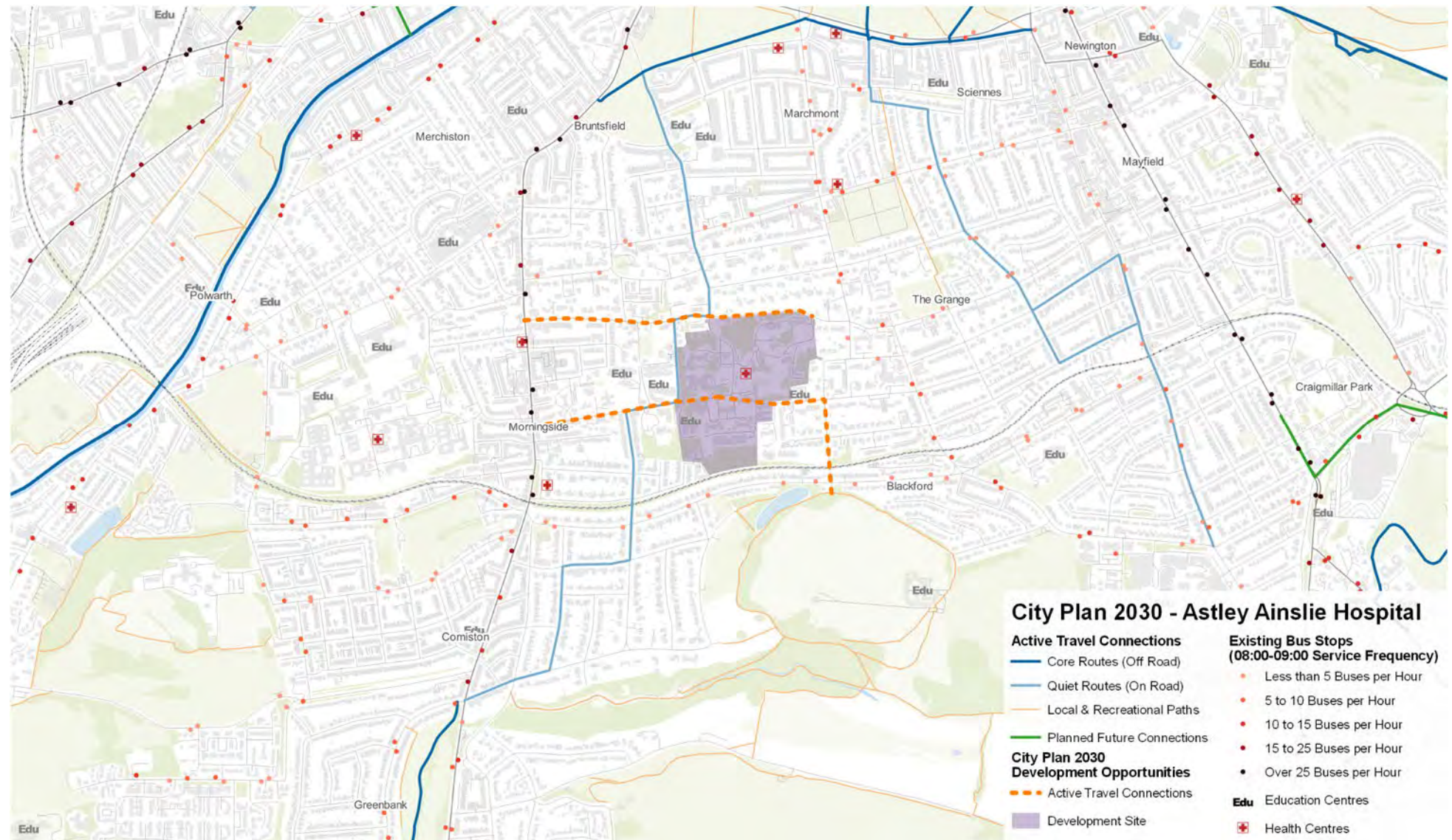


6.14 Mitigation Measures: Astley Ainslie Hospital

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>500 residential units</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>9</td><td>56</td><td>41</td><td>21</td></tr><tr><td>Vehicle Occupants</td><td>2</td><td>11</td><td>8</td><td>4</td></tr><tr><td>Public Transport</td><td>17</td><td>110</td><td>79</td><td>41</td></tr><tr><td>Walking</td><td>29</td><td>182</td><td>131</td><td>68</td></tr><tr><td>Cycling</td><td>3</td><td>16</td><td>12</td><td>6</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>8</td><td>52</td><td>38</td><td>20</td></tr><tr><td>Vehicle Occupants</td><td>2</td><td>11</td><td>8</td><td>4</td></tr><tr><td>Public Transport</td><td>13</td><td>82</td><td>59</td><td>31</td></tr><tr><td>Walking</td><td>30</td><td>191</td><td>138</td><td>72</td></tr><tr><td>Cycling</td><td>4</td><td>25</td><td>18</td><td>9</td></tr></tbody></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	9	56	41	21	Vehicle Occupants	2	11	8	4	Public Transport	17	110	79	41	Walking	29	182	131	68	Cycling	3	16	12	6		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	8	52	38	20	Vehicle Occupants	2	11	8	4	Public Transport	13	82	59	31	Walking	30	191	138	72	Cycling	4	25	18	9	<p>Active Travel</p> <p>The site is surrounded by residential streets that are relatively low trafficked, though there is a lack of specific active travel infrastructure. There are direct streets and footways giving connections to Morningside Road to the West, where there are local amenities available such as shops and healthcare services.</p> <p>As part of Spaces for People, a quiet route has been introduced on Whitehouse Loan to the north of the development, through Canaan Lane and Woodburn Terrace to the west. This offers a safer active travel route north-south to public green space at Bruntsfield Links and James Gillespie’s High School. There are primary schools just west of the site as well which are also part of the quiet route.</p> <p>A line of residential properties and the railway line act as significant barriers to active travel access from the south side of the site from Cluny Gardens. Oswald Road at the eastern extent of the site and Braid Avenue to the west are the only available routes to Cluny Gardens, and Blackford Hill beyond this, a popular recreational spot.</p> <p>Public Transport</p> <p>Morningside Road to the West is served by numerous bus services that provide direct links to many areas across Edinburgh. Though within</p>	<p>Active Travel</p> <p>Provide designated active travel routes from the site to Morningside Road. This would connect the site to the local centre at Morningside and offer a short active travel journey time to the amenities available here.</p> <p>Enhancements to the quiet route towards the meadows. This would provide safer active travel to green spaces and local schools, as well as towards the City Centre and the major attractors located there.</p> <p><i>Estimated cost: £1.8M - £5.3M</i></p> <p>Public Transport</p> <p>Ensure that bus services on Morningside Road have sufficient capacity to meet demands from the development. Improve bus service provision on Cluny Gardens, to provide a more attractive service in close proximity to the development and give direct access to a wider choice of destinations.</p> <p><i>Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.</i></p>
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Plausible post-Covid with policy					walking distance for many people, stops on these routes are not in close proximity to the development.	There are also some services that run on Blackford Avenue to the east of the site and on Cluny Gardens to the south. Only one service from Cluny Gardens gives reasonable access to Edinburgh Royal Infirmary from the site.
	AM Peak		PM Peak			
	Arr	Dep	Arr	Dep		
Vehicle	7	43	31	16		
Vehicle Occupants	1	9	6	3		
Public Transport	17	110	79	41		
Walking	33	209	151	79		
Cycling	5	29	21	11		

Figure 6.12: Proposed Mitigation Measures – Astley Ainslie Hospital

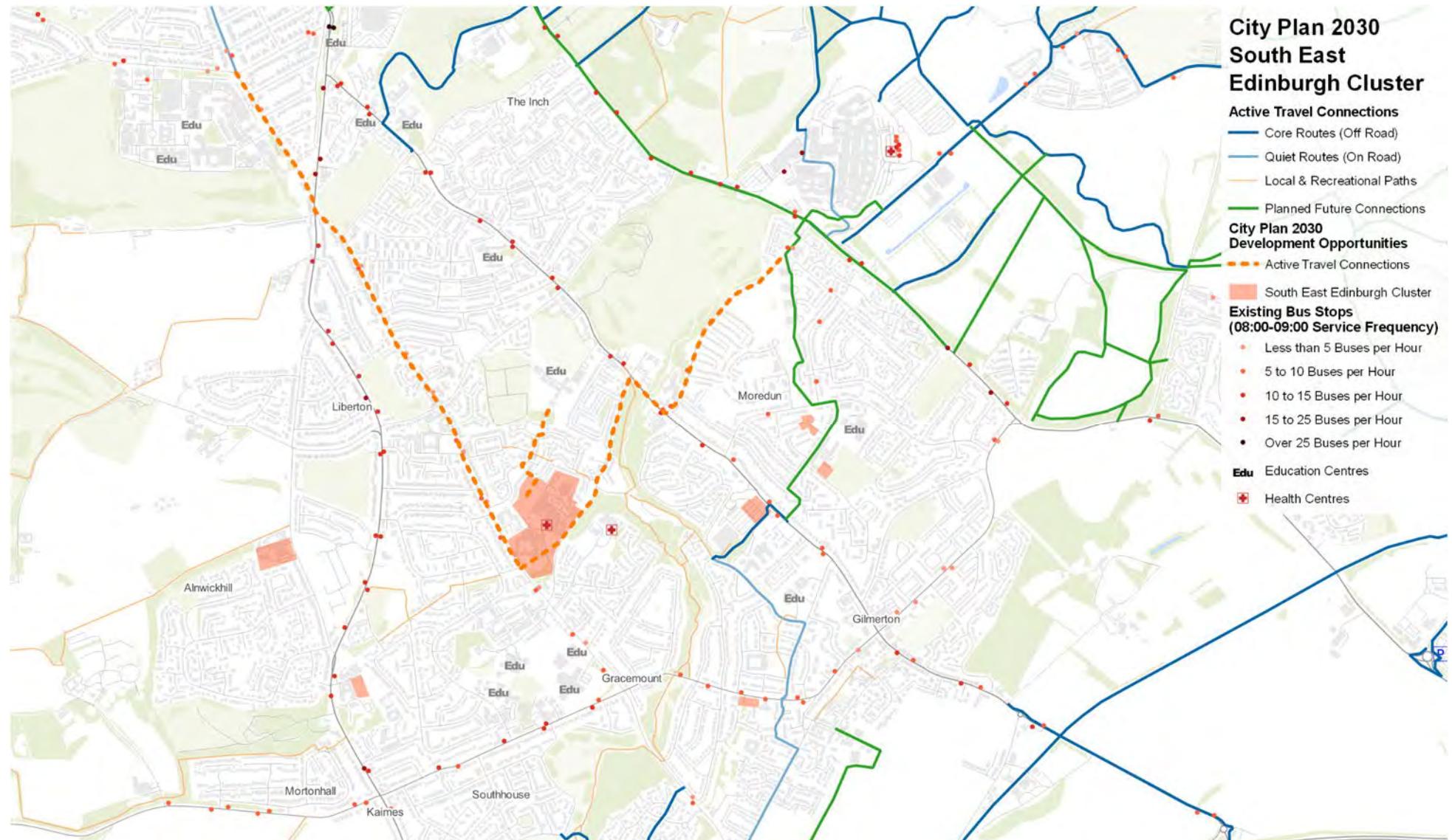


6.15 Mitigation Measures: South East Edinburgh Cluster

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>360 residential units (across 7 sites)</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>24</td><td>75</td><td>59</td><td>31</td></tr><tr><td>Vehicle Occupants</td><td>7</td><td>21</td><td>16</td><td>9</td></tr><tr><td>Public Transport</td><td>21</td><td>63</td><td>49</td><td>26</td></tr><tr><td>Walking</td><td>12</td><td>37</td><td>29</td><td>15</td></tr><tr><td>Cycling</td><td>1</td><td>4</td><td>3</td><td>2</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>23</td><td>70</td><td>54</td><td>29</td></tr><tr><td>Vehicle Occupants</td><td>6</td><td>19</td><td>15</td><td>8</td></tr><tr><td>Public Transport</td><td>15</td><td>48</td><td>37</td><td>20</td></tr><tr><td>Walking</td><td>13</td><td>39</td><td>30</td><td>16</td></tr><tr><td>Cycling</td><td>2</td><td>7</td><td>5</td><td>3</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	24	75	59	31	Vehicle Occupants	7	21	16	9	Public Transport	21	63	49	26	Walking	12	37	29	15	Cycling	1	4	3	2		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	23	70	54	29	Vehicle Occupants	6	19	15	8	Public Transport	15	48	37	20	Walking	13	39	30	16	Cycling	2	7	5	3	<p>Active Travel</p> <p>There is a lack of dedicated active travel infrastructure around the developments within this cluster. Heading towards the City Centre from the proposed site at Liberton Hospital, there is no active travel infrastructure until Mayfield Road, and similarly there are few orbital connections circulating the region along the East-West axis.</p> <p>Spaces for People have developed a scheme for segregated cycling on the A772 but there is no specific connection to this route from the main developments in this cluster.</p> <p>Public Transport</p> <p>There are frequent bus connections on major distributor roads heading North-South towards the City Centre and some running orbitally as a connection between Edinburgh Royal Infirmary and some areas in the West.</p> <p>There are some bus temporary priority measures proposed as part of the BPRDF scheme in this area, with particular improvements to the B701 seeking improved reliability and journey times on the East-West route towards and from Edinburgh Royal Infirmary.</p> <p>The possible tram extension route on the A7 may be accessible within walking distance of some of the</p>	<p>Active Travel</p> <p>A complete segregated cycle network towards the City Centre from the Liberton Hospital site. .</p> <p>Similarly, allowing for a connection across the A772 from the Liberton Hospital development and towards the bioQuarter development on the A7 would offer a direct passage to any potential tram extension, as well as access to Edinburgh Royal Infirmary.</p> <p><i>Estimated cost: £4.0M - £12.0M</i></p> <p>Public Transport</p> <p>Proposed capacity assessment of bus services with minor adjustments on the City Centre bus services in response to the increased demand.</p> <p>An orbital bus route is proposed to have a similar route to the 400 Skylink service but with limited stop and a more direct route around the South West region. This would create a much stronger link to the developments around West Edinburgh and the airport.</p> <p>Consider the impact of BPRDF and Spaces for People schemes to assess if these have merit to become permanent features. Extended bus lanes and priority at signals can help reduce the negative</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	24	75	59	31																																																																				
Vehicle Occupants	7	21	16	9																																																																				
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Public Transport	15	48	37	20																																																																				
Walking	13	39	30	16																																																																				
Cycling	2	7	5	3																																																																				

Plausible post-Covid with policy					smaller sites by Moredun. The development at Liberton Hospital could fall within the catchment of tram as well so long as sufficient connections can be made to allow multi-modal trips.	impact of pinch points on the network and improve journey times and service reliability.
	AM Peak		PM Peak			
	Arr	Dep	Arr	Dep		
Vehicle	19	58	45	24		
Vehicle Occupants	5	16	12	7		
Public Transport	21	63	49	26		
Walking	14	42	33	17		
Cycling	2	8	6	3		
					Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.	

Figure 6.13: Proposed Mitigation Measures – South East Edinburgh Cluster



6.16 Mitigation Measures: Edinburgh bioQuarter

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>2,500 residential units; and</p> <p>240,000sqm commercial / life sciences</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>703</td><td>623</td><td>461</td><td>564</td></tr><tr><td>Vehicle Occupants</td><td>195</td><td>173</td><td>128</td><td>157</td></tr><tr><td>Public Transport</td><td>592</td><td>525</td><td>388</td><td>475</td></tr><tr><td>Walking</td><td>344</td><td>305</td><td>225</td><td>276</td></tr><tr><td>Cycling</td><td>41</td><td>36</td><td>27</td><td>33</td></tr></table> <p>Plausible post-Covid without policy</p> <table><tr><td></td><td colspan="2">AM Peak</td><td colspan="2">PM Peak</td></tr><tr><td></td><td>Arr</td><td>Dep</td><td>Arr</td><td>Dep</td></tr><tr><td>Vehicle</td><td>651</td><td>578</td><td>427</td><td>522</td></tr><tr><td>Vehicle Occupants</td><td>181</td><td>161</td><td>119</td><td>145</td></tr><tr><td>Public Transport</td><td>444</td><td>394</td><td>291</td><td>356</td></tr><tr><td>Walking</td><td>361</td><td>320</td><td>237</td><td>290</td></tr><tr><td>Cycling</td><td>61</td><td>54</td><td>40</td><td>49</td></tr></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	703	623	461	564	Vehicle Occupants	195	173	128	157	Public Transport	592	525	388	475	Walking	344	305	225	276	Cycling	41	36	27	33		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	651	578	427	522	Vehicle Occupants	181	161	119	145	Public Transport	444	394	291	356	Walking	361	320	237	290	Cycling	61	54	40	49	<p>Active Travel</p> <p>Present active travel connections are not complete between the proposed development site and the City Centre. There is a slightly disjointed on-road cycle lane network along the A7 and the A701 heading towards the City Centre, with most of the permanent infrastructure for active travel taking the form of shared bus/cycle lanes, interspersed with cycle only lanes on the roadside.</p> <p>Spaces for People has delivered temporary segregated cycling measures to Edinburgh Royal Infirmary. There are also segregated cycling measures delivered on the A701 and Mayfield Road / A700 heading North–South offering a temporarily improved active travel network in and out of the City Centre.</p> <p>There is a designated core active travel route alongside bioQuarter towards Hunter’s Hall Public Park to the east, and a proposed route through the development site to Little France Park. However, there is a lack of segregated active travel connections through south Edinburgh heading towards the west of the city.</p> <p>Public Transport</p> <p>Currently, Edinburgh Royal Infirmary is a significant attractor for bus services and has multiple routes available from it. The Infirmary is within a very short</p>	<p>Active Travel</p> <p>Provide an active travel connection to The Wisp from the East of the bioQuarter. There is the potential for this to form an extension of the proposed route through to Little France Park and open up active travel to communities in East Edinburgh to and from bioQuarter.</p> <p>Continuation of the proposed Cameron Toll to bioQuarter active travel route towards Dalkeith.</p> <p><i>Estimated cost: £1.7M - £5.0M</i></p> <p>Public Transport</p> <p>Ensure that easy active travel routes are available from throughout the development site to key bus stops on the A7 and at the Infirmary.</p> <p>Increase capacity on bus services serving the city centre.</p> <p>Provide an enhanced orbital route from Edinburgh Royal Infirmary/bioQuarter to the developments in West Edinburgh and (potentially as a separate service) enhanced bus connection via the Wisp to Musselburgh and East Lothian.</p> <p>Ensure good connections – convenient stop with good walking/cycling accessibility between it and all parts of the site – to proposed tram line.</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	703	623	461	564																																																																				
Vehicle Occupants	195	173	128	157																																																																				
Public Transport	592	525	388	475																																																																				
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Cycling	41	36	27	33																																																																				
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	651	578	427	522																																																																				
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Public Transport	444	394	291	356																																																																				
Walking	361	320	237	290																																																																				
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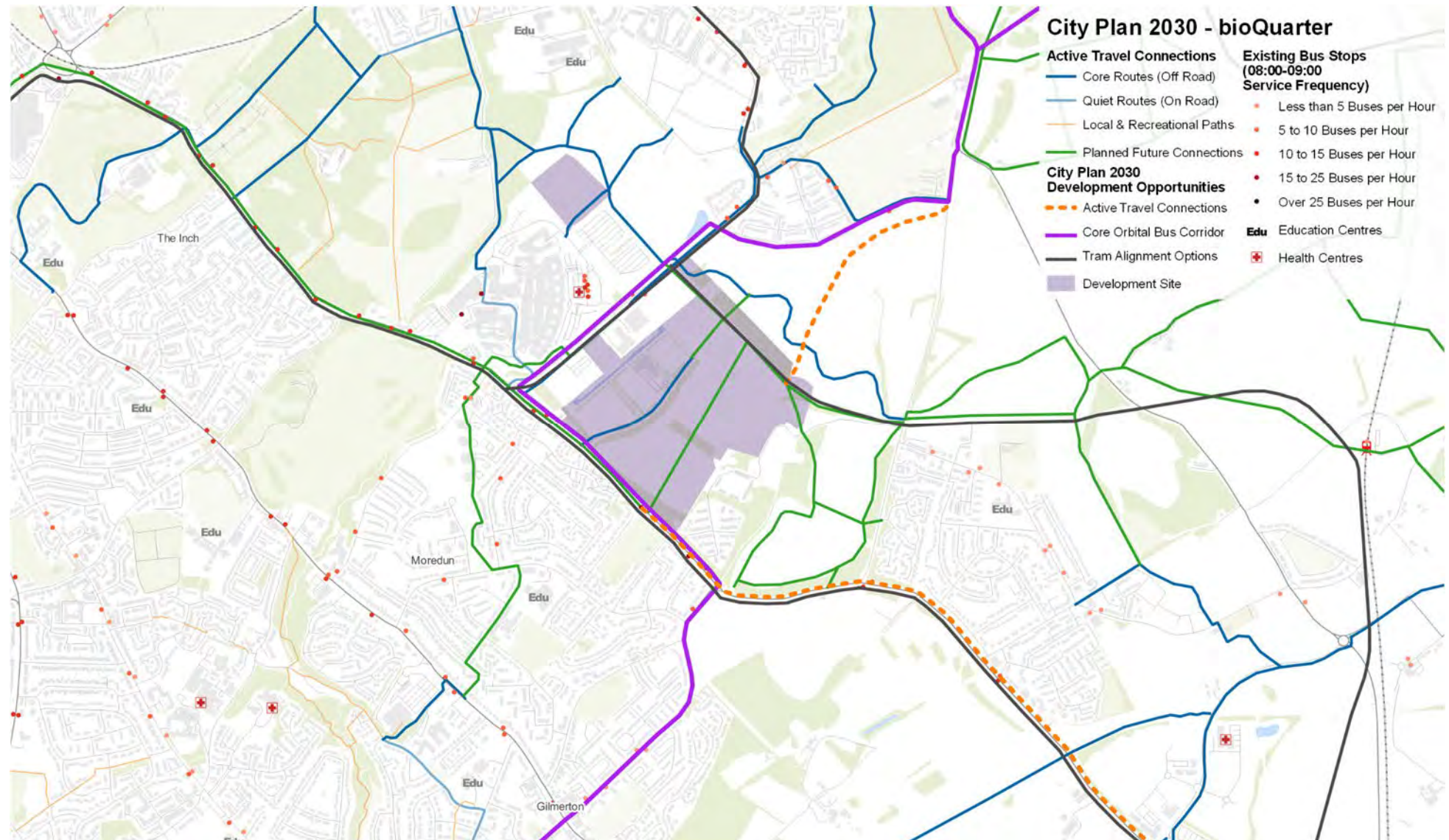
Plausible post-Covid with policy	AM Peak		PM Peak		
	Arr	Dep	Arr	Dep	
	Vehicle	538	477	353	432
	Vehicle Occupants	150	133	98	120
	Public Transport	592	525	388	475
	Walking	396	351	259	317
	Cycling	71	63	47	57

distance of the Northern extent of the bioQuarter development but may not be easily accessible on foot from the entire development site.

The A7 is also well served with bus connections but the capacity of some services at peak times is already limited.

Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.

Figure 6.14: Proposed Mitigation Measures –Edinburgh bioQuarter



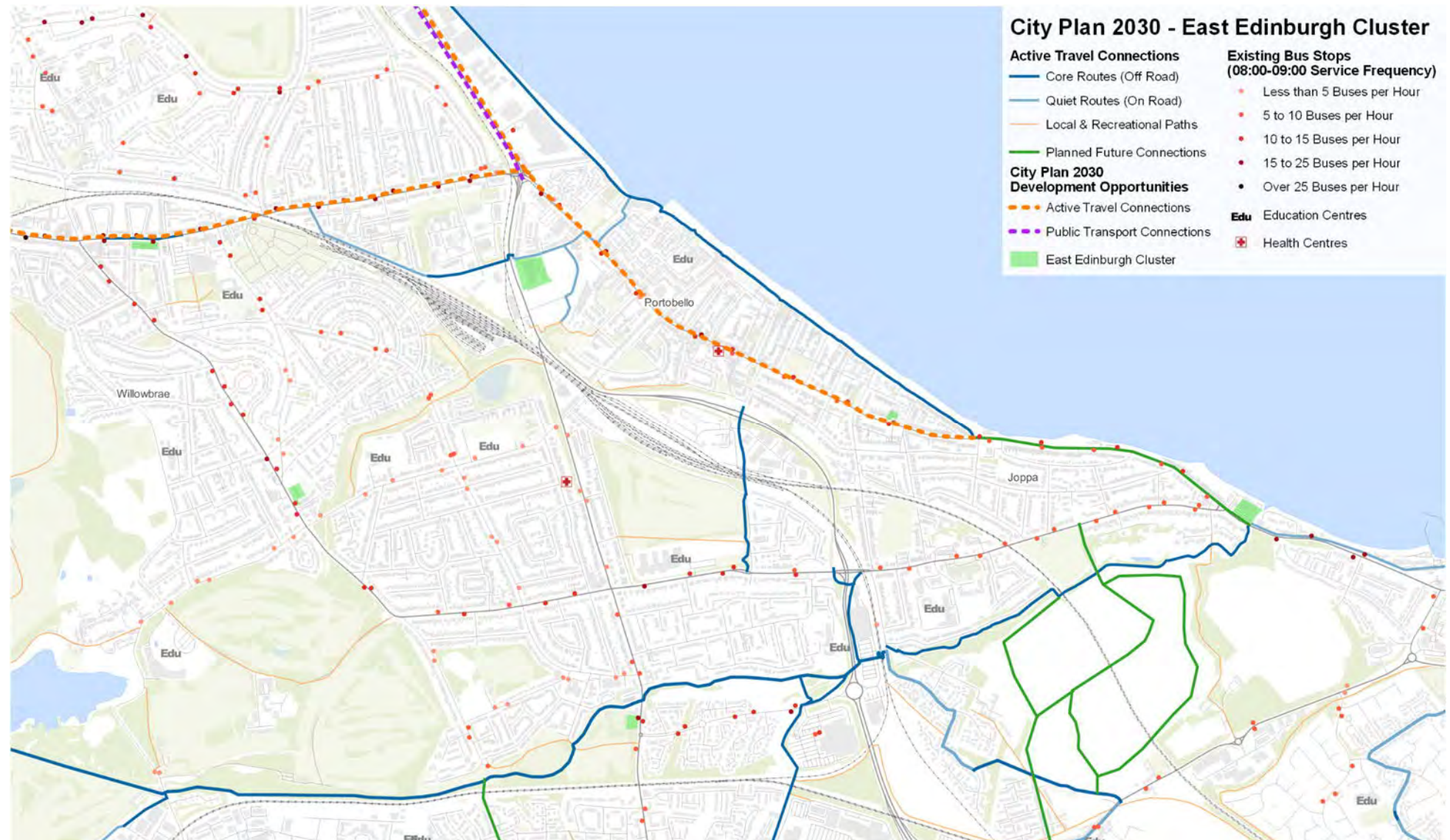
6.17 Mitigation Measures: East Edinburgh Cluster

Development Content / Estimated Trip Generation	Site Specific Observations	Potential Mitigation Measures																																																																						
<p>Development Content</p> <p>241 residential units (across 6 sites)</p> <p>Trip Generation Estimates</p> <p>Pre-Covid scenario</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>16</td><td>54</td><td>41</td><td>21</td></tr><tr><td>Vehicle Occupants</td><td>4</td><td>13</td><td>10</td><td>5</td></tr><tr><td>Public Transport</td><td>16</td><td>52</td><td>39</td><td>20</td></tr><tr><td>Walking</td><td>9</td><td>31</td><td>24</td><td>12</td></tr><tr><td>Cycling</td><td>1</td><td>4</td><td>3</td><td>2</td></tr></tbody></table> <p>Plausible post-Covid without policy</p> <table><thead><tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th></th><th>Arr</th><th>Dep</th><th>Arr</th><th>Dep</th></tr></thead><tbody><tr><td>Vehicle</td><td>15</td><td>50</td><td>38</td><td>20</td></tr><tr><td>Vehicle Occupants</td><td>4</td><td>13</td><td>10</td><td>5</td></tr><tr><td>Public Transport</td><td>12</td><td>39</td><td>30</td><td>15</td></tr><tr><td>Walking</td><td>10</td><td>33</td><td>25</td><td>13</td></tr><tr><td>Cycling</td><td>2</td><td>7</td><td>5</td><td>3</td></tr></tbody></table>		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	16	54	41	21	Vehicle Occupants	4	13	10	5	Public Transport	16	52	39	20	Walking	9	31	24	12	Cycling	1	4	3	2		AM Peak		PM Peak			Arr	Dep	Arr	Dep	Vehicle	15	50	38	20	Vehicle Occupants	4	13	10	5	Public Transport	12	39	30	15	Walking	10	33	25	13	Cycling	2	7	5	3	<p>Active Travel</p> <p>There is no direct active travel route to the City Centre from any of the sites around this cluster, which is a significant barrier to increasing mode share. However, local neighbourhood centres at Portobello and Joppa can encourage short trips rather than travel by car further afield for some local amenities.</p> <p>The signalised junction to the north of the cluster with Sir Harry Lauder Road/Seafield Road East is a major barrier to active mode movements. A very high traffic flow and a complicated layout makes this difficult and time-consuming to negotiate by cycle or on foot.</p> <p>Public Transport</p> <p>Across the East Edinburgh cluster, there is a comprehensive network of bus routes on the main distributor roads offering serving many key destinations around Edinburgh, including the City Centre and Royal Infirmary. Considering the scale of development in this cluster, the existing provision of buses is likely to only require minor adjustments to timetabling or capacity to manage demand.</p> <p>However, there is no direct bus service along the waterfront towards Seafield and Leith. Currently only one service travels between Portobello and Leith via Restalrig and this only serves Duke Street / Great</p>	<p>Active Travel</p> <p>Provide safe and attractive local routes to Portobello High Street from development sites which will likely enhance the use of active travel for local trips, as well as connecting with the already established public transport connections.</p> <p>Connect the developments in this cluster around Portobello and Joppa with the new high-quality connection from Seafield to City Centre. This could be achieved through provided segregated or dedicated active travel infrastructure along Joppa Road / Portobello High Street, including advanced cycle wait facilities at signalised junctions where not already provided.</p> <p>Provide local active travel connections to green spaces around developments included in this cluster.</p> <p><i>Estimated cost: £3.2M - £9.5M</i></p> <p>Public Transport</p> <p>Capacity improvements to existing services on Portobello High Street to match demand from new developments.</p> <p>Consider permanent inclusion of any BPRDF interventions that are proven to work in the trial</p>
	AM Peak		PM Peak																																																																					
	Arr	Dep	Arr	Dep																																																																				
Vehicle	16	54	41	21																																																																				
Vehicle Occupants	4	13	10	5																																																																				
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Public Transport	12	39	30	15																																																																				
Walking	10	33	25	13																																																																				
Cycling	2	7	5	3																																																																				

Plausible post-Covid with policy	AM Peak		PM Peak		
	Arr	Dep	Arr	Dep	
	Vehicle	13	42	32	16
	Vehicle Occupants	3	10	8	4
	Public Transport	16	52	39	20
	Walking	11	36	27	14
	Cycling	2	8	6	3

| Junction Street before travelling west on Ferry Road. With proposed mixed-use development along much of this route to Leith, there is potential demand for public transport to serve the coastal route directly. | Potential north orbital bus route proposals could be extended into Portobello to link the East Edinburgh cluster grouping with the enhanced facilities in Leith using the direct coastal route. Part of this may involve a review of the junction with Seafield Road East to enhance bus priority without conflicting with any active travel improvements. A longer bus lane on Portobello High Street approach could be delivered to help reach the signal heads earlier. |
| | *Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.* |

Figure 6.15: Proposed Mitigation Measures – East Edinburgh Cluster



6.18 Mitigation Measures: West Edinburgh

Of all the proposed City Plan 2030 development sites/clusters, West Edinburgh has received most consideration in this Transport Appraisal, on account of the scale of development and complexity of the nearby transport system. The road network in this part of Edinburgh is already congested at peak periods, and previous work has been undertaken to investigate the transport implications of potential developments in the area, not least the West Edinburgh Transport Appraisal refresh of 2016 (WETA)¹⁵.

At that time, development proposals in the area were largely office-based, but the challenges of accommodating transport demand from new development and airport growth on the network were demonstrated. The need to invest in improvements to active travel routes, to bus services and facilities, and to road infrastructure at Newbridge, Maybury and in the vicinity of the development sites was also recommended¹⁶. Even with these improvements, the risk that these could be insufficient to accommodate demand was identified, and therefore significant demand restraint measures were also recommended:

"If proposed development in West Edinburgh is to achieve a high public transport and active travel mode share, it is vital to consider both measures that make these modes more attractive and also interventions that actively deter car use. Parking control and other demand management measures are an important element of relevant local, regional and national policies and will be critical in promoting sustainable travel behaviour in West Edinburgh area. Strong parking controls are an important element of the masterplanning philosophy for a number of the key development areas within West Edinburgh. The location of Edinburgh airport within the area is an additional and important consideration in determining the types of control appropriate to the area and how these might be most appropriately implemented" (WETA, 2016).

Developments proposed for the area in City Plan 2030 are substantially different from those considered in WETA, with a much greater proportion of residential development than had previously been planned for. The total volume of additional vehicular trips generated in both cases is broadly similar, but the directional flow of them is very different. Table 6.1 and Table 6.2 compare the vehicular trip rates of those developments that would have a primary road access from the A8 between Maybury and Newbridge:

Table 6.1: WETA Refresh 2016 - developments served by the A8 - Vehicle Trips

		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
Royal Bank of Scotland	100,000m2 office	913	87	68	881
Ratho Station	130 residential units	22	92	92	22
East of Milburn Tower	2,250 residential units	198	789	789	198
IBG Phase 1	122,000m2 office	746	136	82	638
	312 residential units	28	74	84	30
	1,415 room hotel	134	134	116	56
	Total	908	344	282	724
IBG Phase 2	118,000m2 office	351	62	46	320
	1966 residential units	71	252	167	95
	Total	422	314	213	415
RHASS	showground building	177	50	83	234
Airport Hotel (Hampton)	175 bed hotel	70	178	168	72
Airport Hotel (Moxy)	213 bed hotel	94	110	112	70
Fairview Mill	180 bed hotel	526	150	142	402
Total		2417	2027	1881	2137

¹⁵ <https://www.edinburgh.gov.uk/downloads/file/25278/west-edinburgh-transport-appraisal-refresh-report-december-2016>

¹⁶ The WETA recommendations are assumed to be taken forward as reference case interventions.

Table 6.2: City Plan (Ref Case + CP2030) - developments served by the A8 - Vehicle Trips

		Total			
		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
IBG Phase 1 (Ref Case)	122000m2 office	374	68	41	320
	1,415 room hotel	67	132	94	116
	800m2 leisure	-	-	-	-
	5,400m2 retail/food and drink	-	-	-	-
	312 residential units	14	37	41	15
	Total	455	237	176	451
Fairview Mill (Ref Case)	180 room hotel	31	51	53	36
	845m2 pub / restaurant	0	0	17	10
	Total	31	51	70	46
RHASS Showground (Ref Case)	213 room Moxy hotel	21	48	35	22
	160 room hotel	13	26	26	14
	3,300m2 conference facilities	5	2	5	21
	Total	39	76	65	58
IBG Phase 2 (CP2030)	22,297m2 office	43	6	3	31
	3,716m2 industrial	1	0	0	1
	7,000 residential units	277	1376	1166	483
	Total	321	1382	1169	515
RHASS Showground (CP2030)	13,370m2 new / extended showground	21	7	19	87
	124 room hotel extension	10	20	20	11
	29,000m2 office	250	15	14	218
	2,475m2 Food Centre for Excellence	4	0	19	15
	Total	286	42	71	331
Elements Edinburgh (Crosswinds) (CP2030)	45,000m2 office	103	10	7	92
	13,500m2 industrial	3	2	0	2
	2,500 residential units	99	491	416	173
	Total	205	503	424	267
Saica (Land at Turnhouse Road)	1,000 residential units	94	367	214	99
Total		1430	2657	2190	1767

In summary, predicted net additional vehicular flows are given in Table 7.3.

Table 6.3: West Edinburgh Additional Vehicle Flows from developments served by A8

	WETA Refresh	City Plan 2030
Morning peak hour net additional vehicle movements	4,444	4,087
Morning peak hour arrivals : departures	54% : 46%	35% : 65%
Evening peak hour net additional vehicle movements	4,248	3,956
Evening peak hour arrivals : departures	47% : 53%	55% : 45%

It can therefore be seen that, whilst the overall quantum of additional vehicle trips from those developments primarily served by the A8 between Newbridge and Maybury is a little lower in City Plan 2030 development

scenarios than in WETA, City Plan 2030 developments are forecast to create more strongly tidal flows, away from the area in the mornings and towards it in the evenings.

These additional vehicle trips would create significant additional demand on a network that is already operating at or near capacity at peak times and lengthen the duration of peak periods. The scale of potential problem is mitigated to an extent by the forecasts that the new development would reduce the number of people commuting into Edinburgh from outside the city boundary. Appendices G and H outline forecast traffic changes in detail.

Meanwhile, public transport and active travel demand is also expected to increase substantially:

Table 6.4: City Plan (Ref Case + CP2030) – developments served by the A8 – Public Transport and Active Travel Trips

	Public transport trips				Walking trips				Cycling trips			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
IBG Phase 1 (Ref Case)	2780	759	516	2471	110	220	163	186	362	81	57	311
Fairview Mill (Ref Case)	19	31	43	28	10	16	22	15	2	2	3	2
RHASS Showground (Ref Case)	27	52	45	40	4	8	7	6	9	17	14	13
IBG Phase 2 (CP2030)	505	1006	840	565	30	147	125	52	95	271	228	124
RHASS Showground (CP2030)	197	29	49	228	32	5	8	37	63	9	16	74
Elements Edinburgh (Crosswinds) (CP2030)	732	416	339	713	59	58	48	62	106	104	87	111
Saica (Land at Turnhouse Road)	54	210	123	57	42	164	96	45	5	21	12	6
Total	4314	2503	1955	4102	287	618	469	403	642	505	417	641

Note that the forecast public transport flow is greater to these developments in the morning, and from them in the evening, in contrast to the forecast private vehicle flow. This difference arises largely because of the forecast trip generation from IBG1, which is assumed to be largely office-based with limited provision for car use. Any variance in the masterplan for the IBG1 site could have a significant impact on the total number of journeys it generates, the proportion of trips by mode and their direction of travel.

Including the extant IBG1 transport assessment assumptions, a total demand of over 4,300 peak hour arrivals by public transport is predicted at the developments primarily served from the A8 between Newbridge and Maybury. This is the equivalent of 17 additional fully-laden trams or 43 additional fully-laden buses of the latest tri-axle design on Lothian buses' fleet in the hour.

Demand for travel to/from the site is exacerbated if few facilities and services are located there. Sites in West Edinburgh do not perform as well as most other proposed City Plan 2030 development locations when considering access to a range of extant services by public transport, and are the worst of all sites considered for access to these services by active modes (see section 5.2).

The accessibility analysis underpins the need both to improve active and public transport facilities, to ensure that a wide range of new services are available on site to minimise residents' need to travel elsewhere, and for strong demand restraint measures for private car use.

To seek to minimise transport problems, and if development of the scale proposed remains to be sought by City Plan 2030, a combination of four broad strands of mitigation measures is proposed:

- Investment to ensure that as many services as possible which require travel (for retail, education, employment, etc) are provided within the developments, delivering the 20-minute neighbourhood concept and therefore reducing the need to travel elsewhere;
- Good active travel and public transport connections between developments in West Edinburgh and to key nearby trip attractors (the Gyle, Edinburgh Park, the airport, etc) to minimise the need for short-distance car use;
- Measures which robustly constrain demand for travel to and from the developments by car, in particular by restricting parking supply (which, we note, is often harder to bring forward and enforce in residential developments than those for offices); and
- Significant investment in infrastructure and services to make active and public transport choices attractive for as many journeys as possible between West Edinburgh, the rest of Edinburgh and beyond.

More detail of the recommended transport mitigation measures is provided below.

Other West Edinburgh Development Impacts

Whilst Table 6.2 to Table 6.4 above detail the trip generation associated with only the City Plan 2030 developments (reference case and City Plan 2030) that are directly served by the A8, the trip generation associated with all other developments within the West Edinburgh cluster are detailed in the tables below.

Table 6.5: West Edinburgh City Plan 2030 developments not directly accessed by the A8 – vehicle trips

		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
Edinburgh Park (Parabola) (Ref Case)	43,000m2 office	287	38	22	208
	170 room Apartment Hotel	4	2	2	3
Edinburgh Park (Parabola) (CP2030)	35,756m2 office	238	31	18	173
Garden District (CP2030)	1,350 residential units	126	495	290	134
Total		655	566	332	518

Table 6.6: West Edinburgh City Plan 2030 developments not directly accessed by the A8 – public transport and active travel trips

	Public transport trips				Walking trips				Cycling trips			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
Edinburgh Park (Parabola) (Ref Case)	339	47	28	246	40	6	3	29	73	10	6	53
Fairview Mill (Ref Case)	19	31	43	28	10	16	22	15	2	2	3	2
Edinburgh Park (Parabola) (CP2030)	278	37	21	202	33	4	3	24	60	8	5	43
Total	636	115	92	476	83	26	28	68	135	20	14	98

To meet these demands, and ensure that a greater proportion of travel by unsustainable modes is not generated, the following mitigation measures are recommended for West Edinburgh developments.

Active travel mitigation measures

To encourage as many journeys as possible to be undertaken by active modes of walking, wheeling and cycling, large-scale new developments in West Edinburgh should:

- Present attractive, safe and secure streetscapes for local active journeys, within the developments and to the access points to them (external active travel routes and public transport nodes);
- Have high-quality facilities to enable active travel, including high-capacity secure cycle parking and access to public bike-hire schemes;
- Have high-quality, direct walking and cycling routes, segregated from traffic and without at-grade crossings of major roads where possible, between the developments and as a minimum to the airport (as a major employment site), the Gyle, Edinburgh Park and, via a link to North Gyle Terrace, onward links to other parts of Edinburgh's active travel network.

Public transport mitigation measures

To encourage as many journeys as possible to be undertaken by public transport, large-scale new developments in West Edinburgh should:

- Create a new tram stop, between the extant Ingliston and Gogarburn stops;
- Have high-quality active travel routes to tram stops, Edinburgh Gateway station and bus stops;
- Deliver additional capacity for public transport, so enabling demand for journeys between the developments, to the city centre, Edinburgh Park, the airport and other key destinations to be met;
- Support delivery of the bus priority and interchange recommendations that emerge from the on-going West Edinburgh Transport Improvement Programme study;
- Deliver high-quality intermodal interchange facilities at Maybury/Edinburgh Gateway, to integrate radial and orbital bus services with longer-distance coaches, Edinburgh tram and national rail services.

In addition, new options must be delivered to provide improved bus connectivity to/from the West Edinburgh developments that avoids the forecast traffic congestion problems at Maybury junction. Buses already suffer from substantial peak time delays and journey time unreliability at this location. Growth in general traffic levels from reference case effects and City Plan developments in West Edinburgh would, without mitigation, substantially increase delays to each bus plus, with many more buses/bus passengers, the effects of delays to buses is substantially magnified.

Detailed work to assess public transport (and active travel) priority and potential routeing options in the area is ongoing with the WETIP study, led by CEC and Transport Scotland. This will make recommendations about the best value interventions, including in response to congestion problems at Maybury. These will be guided by City Plan 2030 and will include considerations of opportunities to improve bus priority between the area served by the current A8 between Maybury and Broxburn. The forthcoming work facilitated by the Bus Partnership Fund will consider orbital movements within/around Edinburgh, and will address North Edinburgh and South Edinburgh demand (separately), recognising the significantly increased demand for orbital public transport movements that major new developments in West Edinburgh would create.

In the meantime, our assessment of the travel demand and potential resulting problems in West Edinburgh, determines that each of the following improvements to public transport infrastructure provision are recommended. These would enable public transport to provide sufficiently fast and reliable services to be attractive for a large proportion of journeys to/from the area, hence mitigating the risk of even greater demand for general traffic growth. Without them, the transport network may have insufficient capacity to cater for new development demand, resulting in unacceptable levels of traffic congestion:

- On the A8 corridor east – west through Maybury junction: reallocation of existing road space to buses, and/or general traffic queue relocation to give more priority to buses, and/or provision of additional roadspace on the approaches to Maybury junction, with the additional capacity given to buses;
- Between the main West Edinburgh development sites and north Edinburgh: a new bus-only (or bus and active travel-only) crossing of the Edinburgh – Fife rail line, with onward connection to Maybury Road. This would enable buses to connect from the new West Edinburgh developments to Maybury Road and onward to north Edinburgh whilst bypassing delays at Maybury. Depending on design details, this link may also be able to provide improved public transport access to the developments underway between the rail line and Maybury Road. This could provide improved connectivity between those developments and the employment and other opportunities in the proposed West Edinburgh developments, as well as potential from them to the city centre and north Edinburgh;
- Between the main West Edinburgh development sites and south Edinburgh: improved bus priority on a route from the Gyle through Edinburgh Park, Sighthill and across the A71 to Wester Hailes and beyond. This would be needed in order to improve journey times and journey time reliability on this section. If no effective solution to congestion problems at Maybury junction (which impact on the Gogar interchange) was forthcoming, a new bus-only (or bus- and active travel-only) crossing of the City Bypass (between the Garden District and Lochside Avenue) would be required in order for these services to bypass that congestion (more detail on the potential opportunities for orbital bus connectivity arising from new developments in West Edinburgh is provided later in this section).

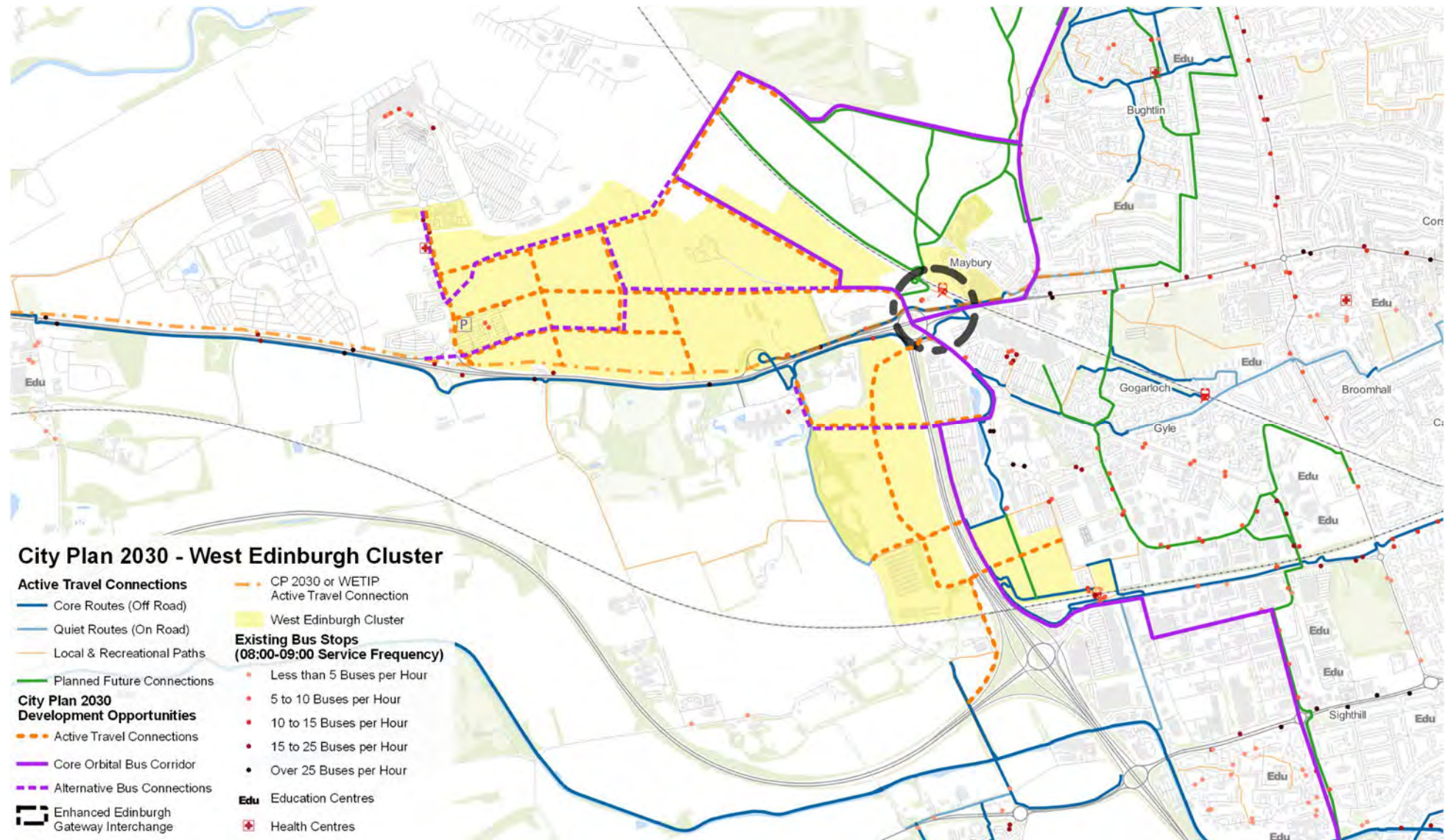
Private transport mitigation measures

To reduce demand for private car trips to/from them, large-scale new developments in West Edinburgh will need to:

- Develop robust parking standards, covering both residential and non-residential developments;
- Ensure that parking restrictions and controlled parking zones avoid problems of uncontrolled parking on streets within the developments or outside them;
- Provide parking for disabled people and ample provision for car club vehicles, ensuring that residents of the developments have access to them for journeys for which car use is essential;
- Provide street spaces, where vehicular access is needed, that accord with Low Traffic Neighbourhood principles, prioritising space for people rather than movement of motorised vehicles.

Additionally, in addition to these design/standards issues, an effective mechanism will need to be found to enforce adherence to regulations for parking supply at the developments, both during build-out and on an on-going basis following completion. Experience from other car-free/low car use neighbourhood developments in European cities has often found pressure to relax parking restraint measures over time, and these should be avoided, as should any potential for high levels of car use by early occupiers of developments as they get built out.

Figure 6.16: Proposed Mitigation Measures – West Edinburgh



6.19 Public Transport – Orbital Bus Routes

Analysis of the travel demand generated by the proposed developments has identified significant additional calls for orbital movements, especially if substantial development in West Edinburgh were to take place. This has the potential to be a catalyst for improved orbital connectivity, and is explored further in this section.

The concept is for quicker limited stop bus services, enhancing existing Lothian Skylink 200 and 400 services with some route adjustments and extensions. These also create key train/tram/bus/active travel interchange opportunities at the A8, The Gyle and Edinburgh Gateway Station. Figure 6.17 shows indicative routes for the potential services, comprising both North and South routes.

The North Orbital route could connect new residential development and high employment areas of West Edinburgh with key areas of development along the waterfront from Granton, Newhaven through to Seafield.

Modelling assumes a 10-minute service headway between Maybury and Seafield delivered through a combination of two sub-options:

- Airport to Seafield via IBG and Elements developments – every 20 mins; and
- Edinburgh Park to Seafield – every 20 mins.

The South Orbital route could connect West Edinburgh with new areas of development to the South East of Edinburgh at the bioQuarter via a number of key residential localities. An alternative branch also provides connectivity towards Dalkeith and Eskbank.

Modelling assumes a 10-minute service headway on shared sections of the following two routes:

- Airport to Fort Kinnaird – every 20 mins via bioQuarter, Colinton Mains Dr (north of Redford Barracks) and South Gyle; and
- Airport to Dalkeith – every 20 mins via Eskbank, Redford Rd and Edinburgh Park.

Figure 6.17 below shows the impact of these improved services on bus network patronage, assuming that significant residential development at IBG were to go ahead, along with the brownfield developments throughout the city proposed by City Plan 2030 (though without other greenfield development site options). It shows the substantial demand on many sections of the routes. Note that reductions are seen on altered sections of existing Skylink 200 & 400 service routes and on route of service 21 via Meadow Place Rd onto Bankhead Drive towards South Gyle, as the quicker services becomes a more attractive option towards this area. There are also some reductions on cross city routes where some passengers may have previously travelled via connecting services.

Figure 6.17: Public Transport model flow changes following introduction of improved orbital bus services



6.20 Appraisal of Mitigation Measures

Our approach to forecasting the travel demand effects of the mitigation measures is set out in Appendix C. Given the highly-localised nature of the effects of individual sites' mitigation measures, some of which can be determined only post-design, we have not presented mode share implications for the effects of mitigation measures on each site/cluster. The network-wide effects can, however, be estimated with more robustness.

Table 6.7 shows the forecast effects on modal use of the combined set of mitigation measures for all brownfield developments (greenfield are excluded as significant investment in the promotion of active and sustainable travel choices is assumed to be a prerequisite for these, and is factored into the trip-rate forecasts). These forecasts are applicable in future travel demand scenarios 1 and 2. Scenario 3 would deliver much more investment across the city to promote active and sustainable travel, so the additional effects of mitigation measures is assumed to be limited at best (as use of sustainable modes would already be higher).

Table 6.7: Mode Share Effects of Mitigation Measures

Mode	Net demand for use if mitigation measures were implemented in comparison with no mitigation
Vehicle	-12%
Vehicle Occupants	1%
Public Transport	5%
Walking	8%
Cycling	16%

Assessment of Mitigation Measures Against STAG Criteria

In this section, we provide an appraisal of the overall impacts of the proposed mitigation measures against each of the sub-criteria of the five objectives set out the Scottish Transport Appraisal Guidance. A fuller description of each criterion is available in the guidance¹⁷. The descriptions outline the anticipated effects of the transport mitigation measures in comparison with a situation where the developments went ahead, with their resulting increases in travel demand, but without any mitigation measures.

A summary assessment is provided against each criterion on a seven-point semantic scale:

Table 6.8: Assessment Summary Semantic Scale

Score	Benefit	Score	Benefit
✓	Minor benefit	×	Minor disbenefit
✓✓	Moderate benefit	×	Moderate disbenefit
✓✓✓	Major benefit	×	Major disbenefit
0	No significant impact		

¹⁷ <https://www.transport.gov.scot/our-approach/industry-guidance/scottish-transport-analysis-guide-scot-tag/#overview>

Table 6.9: Environment

Sub-criterion	Likely impact of mitigation	Summary assessment
Noise & vibration	Mitigation measures will reduce general traffic volumes, though increase public transport services. Most places will therefore benefit from some reduction in noise and vibration, though some locations close to public transport corridors may experience an increase	✓
Carbon emissions	Mitigation measures will reduce total traffic flow and hence carbon emissions	✓✓
Local air quality	Mitigation measures will reduce total traffic flow, hence air pollution from traffic, but congestion will remain at key hotspot locations	✓
Water quality, drainage and flood defence	No significant impacts expected	0
Geology	No significant impacts expected	0
Biodiversity and habitats	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where land is required	0
Landscape	No significant impacts expected	0
Visual amenity	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where infrastructure is required	0
Agriculture and soils	No significant impacts expected, though care will be required to avoid any adverse impacts in locations where land is required	0
Cultural heritage	No significant impacts expected	0

Table 6.10: Safety

Sub-criterion	Likely impact of mitigation	Summary assessment
Accidents	Mitigation measures will reduce general traffic volumes hence reduce the risk of road crashes. They will also provide safer active travel infrastructure than would otherwise be the case, reducing the likelihood of injury to pedestrians and cyclists.	✓
Security	By encouraging more people to travel actively and by public transport, natural surveillance will be improved, resulting in benefits to personal security	✓

Table 6.11: Economy

Sub-criterion	Likely impact of mitigation	Summary assessment
Travel time savings	By reducing traffic congestion and promoting more efficient modes, the mitigation measures may result in minor savings in travel times, though effects are unlikely to be significant	0
User charges	No significant impacts expected	0
Vehicle operating cost changes for road vehicles	By promoting alternative modes, a minor reduction in net vehicle operating costs is expected	✓
Quality benefits to transport users	A minor benefit to the quality of public transport and active travel journeys is expected	✓
Reliability benefits to transport users	By reducing traffic congestion and promoting more efficient modes, the mitigation measures are expected to result in a minor improvement to journey reliability	✓
Investment costs	No significant impacts expected	0
Operating and maintenance costs	Mitigation measures may lead to a minor increase in public transport operating costs (largely or entirely offset by an increase in passenger revenue), but a reduction in road maintenance requirements	0
Revenues	Public transport revenues will increase as a result of the mitigation measures	✓✓
Grant and subsidy payment	No significant impacts expected	0
Economic impact and locational activity	A minor benefit is expected, as a result of provision of more inclusive transport choices to new developments	✓

Table 6.12: Integration

Sub-criterion	Likely impact of mitigation	Summary assessment
Transport integration	Transport integration will be improved by increased investment in measures that support ease of use of active and public transport modes	✓
Transport and land-use integration	By facilitating sustainable development and the aspirations of City Plan 2030, the mitigation measures support transport and land-use integration	✓✓✓
Policy integration	The mitigation measures support aspirations of the Council, Scottish Government and others to promote inclusive, healthy and sustainable transport	✓✓

Table 6.13: Accessibility

Sub-criterion	Likely impact of mitigation	Summary assessment
Community accessibility	The mitigation measures, by supporting improvements to public transport and active travel, enhance community accessibility for potential City Plan 2030 developments and also other parts of the city	✓✓
Comparative accessibility	The mitigation measures, by supporting improvements to public transport and active travel, enhance accessibility for the many people that are commonly excluded from car-based transport networks	✓✓

Table 6.14: Feasibility, Affordability and Public Acceptability

Sub-criterion	Likely impact of mitigation	Summary assessment
Feasibility	Work to date has not identified any significant feasibility risks with the proposed mitigation measures, though more detailed investigation of some of them is on-going, not least through ESSTS and WETIP	✓
Affordability	The mitigation measures listed are proportionate to the transport problems caused by new developments and, although detailed consideration of costs and funding sources is required, are believed to be affordable	✓
Public acceptability	Whilst some of the mitigation measures are likely to lead to public acceptability concerns, these are anticipated to be at a local level in the vicinity of specific interventions, and the overall package of City Plan 2030 developments is considered to be more acceptable with the mitigation measures than without	✓

6.21 Monitoring

Effective monitoring is required in order to ensure that proposed developments come forward in a manner as anticipated in this appraisal and that mitigation measures are delivered. CEC should work with developers to ensure that:

- Development locations and sizes accord with the assumptions made in this Transport Appraisal and, if changes occur as a result of more detailed consideration, that appropriate alterations to mitigation measures are agreed;
- Mitigation measures are delivered to high standards, in a timely manner in relation to the build-out and occupation of development sites;
- Trip rates from new developments broadly accord with the forecasts made in this appraisal and, if they are found to be substantially different (and especially if vehicular trip rates are significantly higher than forecast) that appropriate further mitigation measures are implemented.

Appendix A. Development and Transport Assumptions



City Plan 2030 Transport Appraisal

Appendix A: Reference Case and City Plan 2030 Assumptions

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5 August 2021

City of Edinburgh Council

City Plan 2030 Transport Appraisal

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1. Introduction

This appendix sets out an update to the assumptions used to generate both the Reference Case and City Plan 2030 (CP 2030) transport demand for the Transport Appraisal of City Plan 2030. Forecast trip-rate demand for each site has been developed and is reported in Appendix B.

Furthermore, this note outlines the assumptions regarding changes to the transport system that are envisaged to take place before any City Plan 2030 developments would occur, which are included within the Transport Appraisal reference case.

2. Development Assumptions

2.1 Reference Case Development Assumptions

2.1.1 Residential development

Development and occupation of new pre-City Plan 2030 residential developments are assumed to be as stated in the Housing Land Audit and Completions Programme 2020.

Jacobs is working with the version of the programme as supplied to us by CEC on 3rd December.

2.1.2 Non-residential developments

An initial estimate of reference case demand was generated, based on the assumption that all new 'City Centre and Special Economic Area' non-residential developments in the Local Development Plan would come forward and be occupied prior to 2030.

CEC have since provided more clarification on the likely reference case demand, along with likely demand associated with CP2030 development. As such, the number and scale of the non-residential developments considered within the reference case have been amended as follows, with the specific developments detailed in Table 2.1.

West Edinburgh

The reference case scenario for West Edinburgh includes development demand associated with all the West Edinburgh developments listed in the extant Local Development Plan (LDP) that have planning approval.

More detail on the reference case development content for West Edinburgh is detailed in Table 2.1.

City Centre

It is assumed that all city centre non-residential developments outlined within the current LDP are proceeding, therefore the demand associated with these developments will be considered as part of the reference case assessments.

Leith Docks / Granton Waterfront

The residential element of the Leith Docks development (Waterfront Plaza, CALA Homes) is underway and should be completed as set out in the Housing Land Audit; this is therefore included within the reference case. All other developments in the area are considered as part of City Plan 2030, albeit the land uses and sizes may change from those proposed in the current LDP.

Appendix A: Reference Case and City Plan 2030 Assumptions

It is assumed that all Granton non-residential developments outlined within the current LDP will proceed prior to 2030, therefore the demand associated with these developments will be considered as part of the reference case assessments.

South East Edinburgh

CEC have provided details of the anticipated total development mix / scale for the BioQuarter site (260,000sqm life sciences / commercial uses and up to 2,500 residential units). CEC have confirmed that approx. 20,000 sqm of life sciences / commercial development has already been constructed. This is assumed to comprise the reference case, with the remaining development potentially coming forward through City Plan 2030.

It is assumed that the Niddrie Mains Road development, included within the current LDP, is proceeding as such will be considered within the reference case assessments.

The assumptions of all reference case developments / sizes are provided in Table 2.1 below.

Table 2.1 – Reference Case Developments (in addition to those listed in Housing Land Audit)

Development location	Reference case growth assumptions
City Centre	
179 Canongate (Summix Capital Ltd)	1,858 sqm offices
New Town Quarter (Ediston, Orion Capital Managers)	116 room hotel; 9,779 sqm offices; 940 sqm gym; and 349 residential units**
Haymarket Development (Qmile Group, M&G Real Estate)	50,413 sqm offices; 2,893 sqm retail; and 365 room hotel
Fountain Quay (EDI Group)	11,621 sqm offices; 4,476 sqm food / retail; 140 room hotel; 11,858 sqm cultural / leisure; and 340 residential units*
Exchange 2 Dewar Place Development (Catalyst Capital)	25,330 sqm hotels; 4,559 sqm offices; and 206 sqm retail / food and drink
St James Quarter	79,196 sqm retail floor area tested in TA 315 room hotel; 7,207 sqm offices; and 150 residential units*.
Leith / Granton Waterfront	
Waterfront Plaza, Leith Docks (CALA Homes)	388 residential units*

Development location	Reference case growth assumptions
Granton Waterfront (Waterfront Edinburgh Ltd)	200 room hotel; 356 sqm retail; 461 sqm restaurant / bar; and 1,237 sqm offices
Granton Harbour Local Centre (Granton Central Developments Ltd)	8,120 sqm retail; 1,816 sqm offices; and 3,775 sqm leisure / public space
South East Edinburgh	
BioQuarter	20,000sqm life sciences / commercial uses
Niddrie Mains Road Development (Keyworker Living Ltd)	64 residential (assisted living) units; 88 residential (dementia care) units; 164 residential (student accommodation) units; and 164 sqm retail.
West Edinburgh	
IBG 1 (Murray Estates)	Assume developed and occupied as stated in WETA 2016 Refresh: 122,000 sqm office; Hotels (1,415 rooms); 800 sqm leisure development; 5,400sqm Retail/food and drink development; and 312 residential units**
Fairview Mill (Amber Real Estate)	Hotel (180 rooms); and 845 sqm pub / restaurant
Edinburgh Park (Parabola)	43,000 sqm offices; Apartment hotel (170 bedroom); and 1,737 residential units*
RHASS Showground (Vastint Hospitality)	Moxy Airport Hotel (213 rooms) (built); New hotel (160 rooms) (built)

* CEC confirmed that residential elements of these developments are included in 2020 Housing Land Audit provision.

** Assumption that the residential elements for New Town Quarter and IBG 1 are not included in the 2020 Housing Land Audit provision, but are considered to be reference case developments.

2.2 City Plan 2030 Development Assumptions

2.2.1 Residential Development

While the details of location and scale of residential developments to be included within the City Plan 2030 is necessarily uncertain at this stage of the plan development process, reference has been made to the City Plan 2030 Housing Study which outline the following development options:

- Option 1 – Delivery by the council and its partners within the urban area;
- Option 2 – Delivery through market housing by releasing greenfield; and

- Option 3 – All potential housing-led mixed-use sites, a blended approach between brownfield and greenfield.

For the purposes of this Transport Appraisal, it is proposed that the demand associated with Option 3 (brownfield / greenfield blend) is considered in order to ensure a robust assessment.

Jacobs is working with a list of sites as supplied to us by CEC on 11th December, which suggests that there are 108 brownfield locations which are being considered for allocation for residential development. The total estimated capacity of the sites is a little over 13,000 residential units.

There are, additionally, some strategic brownfield/edge of urban area sites which have been identified as potential development opportunities in City Plan 2030:

- Potential at Bioquarter - 2,500 units (BioQuarter full development content captured in Table 2.2 below);
- Land at Seafield – 800 units;
- Garden District (East of Milburn Tower) - 1,350 units; and
- Saico (Land at Turnhouse Road) - 1,000 units.

CEC has estimated that, in addition to the sites listed above, capacity for a further 5,000 residential units is required by 2030. Four options have been identified for this provision (with the assumption that all the capacity would be provided by one of them):

- Further densification and reclassification of the International Business Gateway site (IBG2); or
- Norton Park (east of Ratho Station); or
- Land east of Riccarton; or
- Land at the Drum, south east of Gilmerton.

CEC have confirmed that 35% of units for all sites should be assigned to affordable housing except for Garden District which already has planning consent for a 25% split.

2.2.2 Non-Residential Development

West Edinburgh

CEC have confirmed that discussions are ongoing within CEC and with the Scottish Government in order to establish support for a mixed-use approach to development at West Edinburgh.

As explained previously, all developments within the extant LDP that have planning approval, have been included within the reference case. The remaining developments that are included in the extant LDP that don't have planning approval, are assumed to comprise the City Plan 2030 developments.

City Centre

It is assumed that there will be no City Centre non-residential developments within the City Plan 2030 assessments.

Leith / Granton Waterfront

CEC have been in discussions with Forth Ports over proposed development content to be considered within the City Plan 2030 and have referred to the Forth Ports MIR / City Plan 2030 Choices consultation response. Furthermore, CEC have confirmed that the development principles for Leith Waterfront, as part of the City Plan 2030, comprise those outlined within Table 11 of the current Local Development Plan.

While the information within the MIR / City Plan 2030 Choices response and Table 11 of the Local Development Plan provide details of the development principles and some detail on land uses, it only provides details on the estimated total residential capacities and does not provide details on the anticipated scale of development relating to the other land uses. Notwithstanding this, in order to progress the assessment and ensure it's robustness, the non-residential development content included within the Leith Docks (Forth Properties) Transport Assessment is assumed to be the development content that comes forward as part of City Plan 2030.

As outlined in section 2.1.2, it is assumed that all Granton non-residential development will come forward before 2030 and as such has been considered within the reference case.

South East Edinburgh

As mentioned previously, CEC have provided details of the anticipated development mix / scale for BioQuarter (260,000sqm life sciences / commercial uses and up to 2,500 residential units) and have confirmed that with the exception of the 20,000sqm of life sciences / commercial already constructed, all development should be considered as part of CP2030.

The assumptions of potential City Plan 2030 developments / sizes for strategic sites are provided in Table 2.2 below.

Table 2.2 – Potential City Plan 2030 Developments

Development location	Growth assumptions
West Edinburgh	
IBG 2	3,716 sqm Class 5 industrial; 22,297 sqm offices; and 2,000 residential units, plus an option for an additional 5,000 units as referenced above*
Elements Edinburgh (Crosswinds Developments)	45,000 sqm offices; 13,500 sqm Class 5 industrial; and 2,500 residential units.*
Edinburgh Park (Parabola)	35,756 sqm offices
RHASS Showground	29,000 sqm offices; 13,370 sqm new / extended showground; Extension to existing on-site hotel (124 rooms); and 2,475 sqm food centre of excellence (retail).
Norton Park (see note above)	45,000 sqm offices; 22,500 sqm Class 5 industrial; and 5230 residential units.*
Leith / Granton Waterfront	
Leith Docks (Forth Properties)	92,068 sqm offices; 12,120 sqm port activities; 64,900 sqm Ocean Terminal Extension; 18,844 sqm retail / local shops; 6,750 bars / restaurants; 9,913 sqm leisure; and 5,620 sqm education.

Development location	Growth assumptions
South East Edinburgh	
Bioquarter	240,000sqm life sciences / commercial uses; and up to 2,500 residential units*

* CEC confirmed that residential elements of these developments are included in City Plan 2030 housing land provision.

3. Transport Assumptions

A summary of the transport intervention assumptions, considered as part of the City Plan 2030 reference case, are outlined in Table 3.1 below.

Table 3.1 Initial List of Reference Case Transport Interventions

Category	Scheme
Bus priority (BPRDF/Bus Partnership Fund)	
	A90
	A8 / A89 Gogar & Newbridge
	A1
Bus network	
	Kilpult P&R
	Hermiston P&R extension
Active travel	
	ATAP quiet routes network
	Places for Everyone projects in development (Meadows to George Street, Roseburn, Fountainbridge, Powderhall, West Edinburgh Active Travel Network)
	City Centre Transformation (first 5 years)
Tram	
	Line 1a (Newhaven)
Rail	
	Almond Chord
	Portobello junction
	ECML capacity improvements
Road	
	Sheriffhall upgrade
	WETIP proposals (including Eastfield Road and Gogar/Maybury upgrade)
Other	
	Low Emission Zone

Appendix B. Trip Rate Assumptions and Trip Generation



City Plan 2030 Transport Appraisal
Appendix B: Reference Case and City Plan 2030 Assumptions

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5 August 2021

City of Edinburgh Council

City Plan 2030 Transport Appraisal

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Appendix B.1- Reference Case Trip Rates and Trip Generation

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Appendix B.3- Non-Residential Reference Case - Summary of People Trip Rate Source

Appendix B.4 – Non-Residential City Plan 2030 - Summary of People Trip Rate Source

1. Introduction

This note sets out the methodology adopted to derive residential and non-residential people trip rates and in turn generate an estimate of the transport demand (reference case and City Plan 2030) for the Transport Appraisal of City Plan 2030.

This note should be read in conjunction with Appendix A of the Transport Appraisal which provides detail on the developments that are being considered in both the reference case and City Plan 2030 assessments.

It should also be read in conjunction with section 2.4 of the Transport Appraisal, which consider scenarios for variations in trip rates in other plausible futures, which enables the Transport Appraisal to consider the potential long-term effects on transport demand of the Covid pandemic, and of the potential efforts of City of Edinburgh Council and other partners to increase investment in active and sustainable travel. As such, the process outlined in this note refers to the estimation of trip rates based on pre-Covid transport data.

2. Residential Trip Rates

In order to estimate the potential trip generation of residential developments, the TRICS (Trip Rate Information Computer System) database was interrogated. When obtaining the trip rates of any given development, the usual multi-modal TRICS methodology was used.

To derive the trip rate associated with a proposed residential development, the land use category 3 “Residential” was selected and the following criteria applied:

- Survey sites within Greater London and Ireland were excluded;
- The sub land uses A – Houses privately owned; B – Affordable/Local authority houses; C – Flats privately owned; D – Affordable/Local authority flats; K – Mixed private housing (Flats and houses); L – Mixed affordable housing (Flats and houses); and M – Mixed private/affordable housing were used appropriately, depending on the development type for each potential site in Edinburgh, as identified within the 2020 Housing Land Audit; and
- The location type of a proposed residential development was then selected in line with the ‘TRICS Good Practice Guide’, with particular focus on the compatibility of site locations in TRICS when compared with the location of proposed developments within the 2020 Housing Land Audit and Completions Programme. A summary of the location types within TRICS are highlighted in Figure 1 below.

It should be noted that within TRICS, affordable/local authority flats do not tend to be located on sites at the edge of town/city, however some developments are proposed in this location. As such where this is the case, suburban / neighbourhood centre location type has been selected.



Figure 2.1 – TRICS Location Types *Source – TRICS Good Practice Guide*

People trip rates have been applied to the development sizes (number of units) for each development in order to establish an estimated people trip generation for each site. Furthermore, each development has been assigned to a strategic location in order to assist in estimating demand arising from the strategic development areas in Edinburgh, which in turns enables us to model and understand locations of constraint / impact. The strategic city locations are as follows:

- City Centre;
- Granton / Leith Waterfront;
- West Edinburgh; and
- South East Edinburgh.

In order to establish trips by mode for each residential development, Census 2011 Travel to Work data for key strategic locations within Edinburgh has been used. Census Travel to Work modal splits are considered more appropriate than TRICS modal splits for this scenario based on pre-Covid transport data, as they relate directly to the location in question and provide a more accurate reflection of the specific characteristics of each area. This is considered a robust starting point in terms of developing an understanding of demand associated with both reference case and City Plan 2030 development.

These strategic modal splits have then been applied to the total people trip generations in order to establish total trips per mode. Census 2011 travel to work data at an electoral ward level has been considered, with the following electoral wards included in the analysis for each strategic city location and a summary of the modal splits by strategic location detailed in Table 2.1 below:

- City Centre;
 - City Centre Electoral Ward;
- Granton / Leith Waterfront;
 - Forth Electoral Ward;
 - Leith Electoral Ward;
- West Edinburgh;
 - Almond Electoral Ward;
 - Drum Brae / Gyle Electoral Ward;
- South East Edinburgh;
 - Southside / Newington Electoral Ward; and
 - Liberton / Gilmerton Electoral Ward.

Table 2.2 – Census 2011 Travel to Work Modal Splits by Strategic Location

Strategic Location	Modal Splits (%)				
	Vehicles	Vehicle Occupants	Public Transport	Walking	Cycling
City Centre	15.0	3.0	29.2	48.4	4.4
Granton / Leith Waterfront	30.7	5.9	36.4	23.0	4.0
West Edinburgh	43.9	8.8	25.1	19.7	2.5
South East Edinburgh	37.5	10.4	31.6	18.3	2.2

A summary of the people trip rates and associated trip generations (by mode), associated with each development site are contained within Appendix B.1 and Appendix B.2 for the reference case sites and potential City Plan 2030 sites respectively. This also includes the total residential trip generations by mode associated with each strategic location.

3. Non-Residential Trip Rates

The people trip rates and land use sizes for the non-residential developments included within Appendix A of the Transport Appraisal were taken from the Transport Assessment (TA) prepared in support of those developments, where these are available.

Where people trip rates are not available from the TA, the trip rates have been derived from the TRICS database (using the same criteria as explained above for the residential land uses), but for the relevant non-residential land use.

Where the TA provided vehicle trips only, people trips have been calculated using the modal splits of a relevant nearby TA as a proxy. For example, the Fountain Quay TA only provided vehicle trips, therefore the modal splits within the Haymarket TA have been applied in order to estimate total people trips and trips by other modes (vehicle occupants, public transport, walking and cycling).

A summary of the source of people trip rates for potential non-residential land uses is provided in Appendix B.3 below for the reference case and Appendix B.4 for City Plan 2030.

A summary of the people trip rates and associated trip generations (by mode) associated with each non-residential development site (included within the 'City Plan TA working paper – reference case and City Plan 2030 Assumptions') is contained within Appendix B.1 and Appendix B.2 for the reference case and City Plan 2030 sites respectively. This also includes the total non-residential trip generations by mode associated with each strategic city location.

Appendix B.1 - Reference Case Trip Rates and Trip Generation

Provided in accompanying spreadsheet

Appendix B.2- City Plan 2030 Trip Rates and Trip Generation

Provided in accompanying spreadsheet

Appendix B.3- Non-Residential Reference Case - Summary of People Trip Rate Source

Non-Residential Development	Trip Rate Source
City Centre	
179 Canongate	Total people trip rates / trips obtained from the TRICS Database; Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode.
New Town Quarter	Total people rates / trips for office element included in the ' <i>ECS Transport Planning Limited, Proposed Mixed Use Development New Town Quarter, Edinburgh Transport Assessment</i> '; Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode; No trip generations associated with the Hotel and Gym elements were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments.
Haymarket	People trip rates / trips by mode provided within 'Haymarket Edinburgh, Transport Statement, Sweco, March 2019'
Fountain Quay	Vehicle trip rates / trips only within ' <i>Fountain Quay, Edinburgh, Goodson Cole Transportation, Transport Statement, July 2014</i> ' for the office, and hotel elements; People trips established using modal splits within Haymarket TA (details above); Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode; No trip generations associated with the food / retail and cultural / leisure trip rates were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments
Exchange 2 Dewar Place	Total people trip rates / trips provided within <i>Exchange 2, Transport Statement, Sweco, 2017</i> .
St James Quarter	Total people trip rates / trips provided within ' <i>St James Centre, Transport Assessment, Colin Buchanan, 2008</i> '.
Granton / Leith Waterfront	
Granton Waterfront	Total people rates / trips obtained from ' <i>Waterfront, Harbour Road Plot C, Transport Assessment, MRC McLean Hazel, October 2008</i> '; Modal splits within Haymarket TA (details above) applied to total people trips to determine trips by mode.
Granton Harbour Local Centre	Total people trip rates / trips obtained from the TRICS Database; Modal splits within Haymarket TA (details above) applied to total people trips to determine trips by mode.
South East Edinburgh	
Niddrie Mains Road	Total people rates / trips by mode obtained from ' <i>Niddrie Mains Road, Transport Statement, Goodson Associates, December 2019</i> ';

	No trips associated with the retail element as predicted to be local non-car trips.
BioQuarter	People trip rates from New Town Quarter Transport Assessment used given no Transport Assessment available for this development.
West Edinburgh	
IBG Phase 1	Total people rates / trips by mode for office, hotel and residential elements obtained from ' <i>West Edinburgh Transport Study, WSP Parsons Brinckerhoff, September 2015</i> '; No trips associated with Leisure and retail / food and drink as anticipated to be local non-car trips.
Fairview Mill	Total people rates / trips by mode obtained from ' <i>Fairview Mill, Transport Statement, Transport Planning Ltd, November 2016</i> '.
Edinburgh Park	Total people rates / trips by mode obtained from ' <i>Edinburgh Park Southern Phase, Transport Assessment, WYG, May 2020</i> '.
RHASS Showground	Total people rates / trips by mode obtained from ' <i>West Edinburgh Transport Appraisal Refresh, Jacobs, December 2016</i> '.

Appendix B.4 – Non-Residential City Plan 2030 - Summary of People Trip Rate Source

Non-Residential Development	Trip Rate Source
Granton / Leith Waterfront	
Leith Docks	<p>Vehicle trip rates / trips only within <i>Leith Docks, Transport Assessment, Arup, August 2007</i>;</p> <p>People trips established using modal splits within Haymarket TA (details above);</p> <p>Modal splits within Haymarket TA (details below) applied to total people trips to determine trips by mode;</p> <p>No trip generations associated with the retail / local shops were included in the TA, therefore no trip generation associated with these elements have been included in the reference case demand assessments.</p>
South East Edinburgh	
BioQuarter	People trip rates from New Town Quarter Transport Assessment used given no Transport Assessment available for this development.
West Edinburgh	
IBG Phase 2	<p>Vehicle trips only within the <i>'West Edinburgh Transport Study – Phase 2, WSP Parsons Brinckerhoff, May 2016'</i>;</p> <p>Given the shift from office led development to residential led development, the residential trip rates within the IBG Transport Assessment are not considered robust, given they assume a high proportion of internal trips between the residential and office land uses. As such, given there is a significantly reduced office provision within the site, it is considered more robust to apply the residential people trip rates from the Elements Edinburgh Transport Assessment (details below) to the IBG Phase 2 residential development content in order to estimate total people trips;</p> <p>Total people trips for all other land uses (non-residential) established using modal splits within IBG Phase 1 assessment (details above);</p> <p>Modal splits within Elements Edinburgh Transport Assessment (details below) applied to total residential people trips to determine trips by mode; and</p> <p>Modal splits within IBG Phase 1 assessment applied to total people trips to determine trips by mode for all remaining land uses (non-residential).</p>
Edinburgh Park	Total people rates / trips by mode obtained from <i>'Edinburgh Park Southern Phase, Transport Assessment, WYG, May 2020'</i> .
RHASS Showground	Total people rates / trips by mode obtained from <i>'West Edinburgh Transport Appraisal Refresh, Jacobs, December 2016'</i> .
Elements Edinburgh	Total people rates / trips by mode obtained from <i>'Elements Edinburgh Transport Assessment, Mott Macdonald, July 2020'</i> .
Norton Park	People trip rates from Elements Edinburgh Transport Assessment have been applied to Norton Park given no Transport Assessment available for this development.

Reference Case People Trip Generation (by mode)																																			
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	
City Centre	179 Canongate	Summix Capital Ltd	Offices	1858.00	sqm	1,858	1.222	0.069	0.070	1.203	23	1	1	22	7	0	0	7	0	0	0	0	5	0	0	5	8	0	0	8	2	0	0	2	
	New Town Quarter	Ediston, Orion Capital Managers	Hotel	116.00	rooms	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
			Office	9779.00	sqm	9,779	0.593	0.113	0.060	0.387	58	11	6	38	18	3	2	12	0	0	0	0	12	2	1	8	21	4	2	14	6	1	1	4	
			Gym	940.00	sqm	940	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				Residential Units	349.00	units	349	0.100	0.522	0.434	0.194	35	182	151	68	11	56	47	21	0	0	0	0	7	38	32	14	13	66	55	24	3	18	15	7
	Haymarket Development	Qmile Group, M&G Real Estate	Office	50413.00	sqm	50,413	3.009	0.221	0.211	2.595	1517	111	106	1308	470	35	33	406	0	0	0	0	319	23	22	275	546	40	38	471	152	11	11	131	
			Retail	2893.00	sqm	2,893	3.313	2.607	6.253	6.415	96	75	181	186	30	23	56	58	0	0	0	0	20	16	38	39	35	27	65	67	10	8	18	19	
			Hotel	365.00	rooms	365	0.466	0.655	0.664	0.524	170	239	242	191	53	74	75	59	0	0	0	0	36	50	51	40	61	86	87	69	17	24	24	19	
	Fountain Quay	EDI Group	Office	11621.00	sqm	11,621	0.885	0.099	0.045	0.780	332	37	17	292	103	12	5	91	0	0	0	0	70	8	4	61	119	13	6	105	33	4	2	29	
			Food / Retail	4476.00	sqm	4,476	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			Hotel	140.00	rooms	140	0.060	0.171	0.078	0.071	27	77	35	32	8	24	11	10	0	0	0	0	6	16	7	7	10	28	13	12	3	8	4	3	
				Cultural / Leisure	11858.00	sqm	11,858	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Exchange 2 Dewar Place Develop	Catalyst Capital	Hotels	25330.00	sqm	25,330	0.524	0.757	0.625	0.524	133	192	158	133	28	40	33	28	0	0	0	0	42	61	51	42	49	71	59	49	8	12	9	8	
			Office	4559.00	sqm	4,559	2.937	0.300	0.684	2.829	134	14	31	129	28	3	7	27	0	0	0	0	43	4	10	41	50	5	12	48	8	1	2	8	
			Retail / Food and Drink	206.00	sqm	206	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	St James Quarter	Henderson Global Investors	Retail	79196.00	sqm	79,196	-	-	-	-	2482	436	464	3027	273	48	51	333	0	0	0	0	1812	319	338	2210	298	52	56	363	0	0	0	0	
			Hotel	315.00	rooms	315	-	-	-	-	-	-	218	209	-	-	24	23	-	-	0	0	-	-	159	153	-	-	26	25	-	-	0	0	0
			Office	7207.00	sqm	7,207	-	-	-	-	-	-	18	55	-	-	2	6	-	-	0	0	-	-	13	40	-	-	2	7	-	-	0	0	0
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	33	129	102	52	5	19	15	8	1	4	3	2	10	38	30	15	16	62	49	25	1	6	4	2	
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	13	65	54	24	2	10	8	4	0	2	2	1	4	19	16	7	6	32	26	12	1	3	2	1	
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	21	107	89	40	3	16	13	6	1	3	3	1	6	31	26	12	10	52	43	19	1	5	4	2	
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	14	73	61	27	2	11	9	4	0	2	2	1	4	21	18	8	7	35	29	13	1	3	3	1	
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Housing	32	0.100	0.522	0.434	0.194	3	17	14	6	0	3	2	1	0	1	0	0	0	1	5	4	2	2	8	7	3	0	1	1	0		
			Housing	32	0.115	0.319	0.310	0.257	4	10	10	8	1	2	1	1	0	0	0	0	0	1	3	3	2	2	5	5	4	0	0	0	0		
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council.	Housing	0.00		113	0.103	0.523	0.455	0.210	12	59	51	24	2	9	8	4	0	2	2	1	3	17	15	7	6	29	25	11	1	3	2	1	
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	27	17	15	7	4	3	2	1	1	1	0	0	8	5	4	2	13	8	7	3	1	1	1	0	
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
			Market			176	0.100	0.522	0.434	0.194	18	92	76	34	3	14	11	5	1	3	2	1	5	27	22	10	9	44	37	17	1	4	3	1	
			Affordable			58	0.115	0.319	0.310	0.257	7	19	18	15	1	3	3	2	0	1	1	0	2	5	5	4	3	9	9	7	0	1	1	1	
	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0		
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	39	128	94	60	6	19	14	9	1	4	3	2	11	37	27	17	19	62	45	29	2	6	4	3	
	Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	6	5	2	0	1	1	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0		
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1																								

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
	LDP EW 2C: Granton Harbour	GCD Ltd.	Housing	8.26		98	0.098	0.501	0.406	0.179	10	49	40	18	3	15	12	5	1	3	2	1	3	18	14	6	2	11	9	4	0	2	2	1
	Crewe Road Gardens	Robertson Partnership Homes.	Housing	0.39		10	0.100	0.522	0.434	0.194	1	5	4	2	0	2	1	1	0	0	0	0	0	2	2	1	0	1	1	0	0	0	0	
	East Trinity Road	Inverleith Property Holdings Ltd.	Housing	0.03		3	0.098	0.501	0.406	0.179	0	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13		9	0.096	0.521	0.403	0.172	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	
	Kinnear Road	Mr Ali Afshar	Housing	0.22		16	0.127	0.255	0.436	0.273	2	4	7	4	1	1	2	1	0	0	0	0	1	1	3	2	0	1	2	1	0	0	0	
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24		124	0.137	0.754	0.387	0.221	17	93	48	27	5	29	15	8	1	5	3	2	6	34	17	10	4	22	11	6	1	4	2	1
	Pennywell Road	Urban Union	Housing	7.74		315																												
	Market Affordable		Housing			134	0.115	0.319	0.310	0.265	15	43	42	36	5	13	13	11	1	3	2	2	6	16	15	13	4	10	10	8	1	2	2	1
			Housing			181	0.137	0.754	0.387	0.221	25	136	70	40	8	42	21	12	1	8	4	2	9	50	26	15	6	31	16	9	1	5	3	2
	Pennywell Road	CEC	Housing	2.21		68	0.137	0.754	0.387	0.221	9	51	26	15	3	16	8	5	1	3	2	1	3	19	10	5	2	12	6	3	0	2	1	1
	Market Affordable		Housing			48																												
			Housing			20																												
	Telford Drive	Mr Adam Dzierzek	Housing	0.03		8	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	2	1	1	0	1	1	0	0	0	0	
	Trinity Road	Mr John and Moira Paterson	Housing	0.14		5	0.197	0.770	0.609	0.314	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	2	2	1	0	0	0	0	1	2	2	1	0	1	1	0	0	0	0	
	Warriston Road	Artisan Cannonmills	Housing	0.72		180																												
	Market Affordable		Housing			135	0.100	0.522	0.434	0.194	14	70	59	26	4	22	18	8	1	4	3	2	5	26	21	10	3	16	13	6	1	3	2	1
			Housing			45	0.146	0.315	0.292	0.180	7	14	13	8	2	4	4	2	0	1	1	0	2	5	5	3	2	3	3	2	0	1	1	0
	West Granton Road	ED Consilium Ltd.	Housing	0.07		11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	1	1	2	1	0	1	1	1	0	0	0	0
Granton Waterfront Total							607	1376	1524	1152	187	422	469	355	23	75	70	41	188	486	505	350	168	330	393	324	37	61	81	73				
Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60		938	0.156	0.583	0.485	0.225	146	547	455	211	45	168	140	65	9	32	27	12	53	199	166	77	34	126	105	49	6	22	18	8
	LDP EW1B: Central lieth	CALA Management Ltd.	Housing	5.25		352	0.156	0.583	0.485	0.225	55	205	171	79	17	63	52	24	3	12	10	5	20	75	62	29	13	47	39	18	2	8	7	3
	Market Affordable		Housing			255																												
			Housing			97																												
	LDP EW 1C: Salamander Place phase 3 and 4	Crudden and Teague	Housing	1.03		199	0.100	0.522	0.434	0.194	20	104	86	39	6	32	26	12	1	6	5	2	7	38	31	14	5	24	20	9	1	4	3	2
	LDP EW 1C: Salamander Place Phase 5	Teague Homes (UK), Miller Homes & Crud	Housing	0.00		155	0.156	0.583	0.485	0.225	24	90	75	35	7	28	23	11	1	5	4	2	9	33	27	13	6	21	17	8	1	4	3	1
	LDP EW 1C: Salamander Place Phase 6 and 7	Cruden Homes (East) Ltd / Teague Homes	Housing	0.00		151	0.100	0.522	0.434	0.194	15	79	66	29	5	24	20	9	1	5	4	2	5	29	24	11	3	18	15	7	1	3	3	1
	LDP HSG 1: Springfield	Lp Site	Housing	11.97		150	0.211	0.800	0.443	0.205	32	120	66	31	10	37	20	9	2	7	4	2	12	44	24	11	7	28	15	7	1	5	3	1
	Market Affordable		Housing			112																												
			Housing			38																												
	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	Housing	2.08		175	0.197	0.787	0.563	0.299	34	138	99	52	11	42	30	16	2	8	6	3	13	50	36	19	8	32	23	12	1	6	4	2
	Market Affordable		Housing			102																												
			Housing			73																												
	LDP HSG 12: Albion Road	Places for People	Housing	2.70		68	0.096	0.521	0.403	0.172	7	35	27	12	2	11	8	4	0	2	2	1	2	13	10	4	2	8	6	3	0	1	1	0
	Ashley Place	Cornhill Building Services Limited.	Housing	0.47		40	0.190	0.800	0.578	0.270	8	32	23	11	2	10	7	3	0	2	1	1	3	12	8	4	2	7	5	2	0	1	1	0
	Market Affordable		Housing			32																												
			Housing			8																												

Reference Case People Trip Generation (by mode)																																				
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips					
							AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	IN	OUT
	West Bowling Green Street Market Affordable	J Smart & Co.	Housing Housing Housing	0.83	660	660	0.127	0.255	0.436	0.273	1	2	3	2	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
	West Bowling Green Street Market Affordable	WBG Partnership.	Housing Housing Housing	0.36	77586	77586	0.127	0.255	0.436	0.273	7	15	25	16	2	5	8	5	0	1	1	1	3	5	9	6	2	3	6	4	0	1	1	1	1	0
	Leith Waterfront Total					19	0.115	0.319	0.310	0.257	605	2290	1880	922	185	702	577	283	35	134	110	54	220	834	685	336	139	528	433	212	24	92	76	37		
South East Edinburgh	Niddrie Mains Road Development	Keyworker Living Ltd	Residential (assisted living) Residential (dementia care) Residential (student accom.) Retail	64.00 88.00 164.00 164.00	units units units sqm	64 88 164 164	0.111 0.091 0.028 -	0.121 0.067 0.223 -	0.126 0.063 0.209 -	0.153 0.178 0.121 -	7 8 5 -	8 6 37 -	8 6 34 -	10 16 20 -	5 4 1 -	5 3 5 -	6 7 3 -	7 1 1 -	0 0 0 -	0 0 1 -	0 0 1 -	1 1 1 -	1 0 0 -	1 1 1 -	1 1 1 -	1 1 1 -	1 1 1 -	2 2 3 -	0 0 0 -	0 0 0 -	0 0 0 -	0 0 0 -	0 0 0 -			
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	119	23	12	77	44	8	4	29	12	2	1	8	37	7	4	24	22	4	2	14	3	0	0	2		
	LDP HSG 14: Niddrie Mains Road Market Affordable	Cruden Homes (East) Ltd.	Housing Housing Housing	2.14		34268	0.146	0.315	0.303	0.157	5	11	10	5	2	4	4	2	1	1	1	1	2	3	3	2	1	2	2	1	0	0	0	0	0	
	LDP HSG 14: Niddrie Mains Market Affordable	21st Century Homes	Housing Housing Housing	3.31		19486108	0.146	0.315	0.303	0.157	28	61	59	30	11	23	22	11	3	6	6	3	9	19	19	10	5	11	11	6	1	1	1	1	1	
	LDP HSG 16: Thistle Foundation Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	15	57	31	15	6	21	12	5	2	6	3	2	5	18	10	5	3	10	6	3	0	1	1	0	0	
	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	27	103	57	26	10	39	21	10	3	11	6	3	9	33	18	8	5	19	10	5	1	2	1	1	1	
	LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	2	1	0	0	1	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	
	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	36	135	75	35	13	51	28	13	4	14	8	4	11	43	24	11	7	25	14	6	1	3	2	1	1	
	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	34	130	72	33	13	49	27	13	4	14	8	3	11	41	23	11	6	24	13	6	1	3	2	1	1	
	LDP HSG 18: New Greendykes Areas C & D	Sheratran Ltd + Persimmon Homes (East S	Housing	2.93		110	0.211	0.800	0.443	0.205	23	88	49	23	9	33	18	8	2	9	5	2	7	28	15	7	4	16	9	4	1	2	1	0	0	
	LDP HSG 18: New Greendykes Areas H/AH1 Market Affordable	Persimmon Homes.	Housing Housing Housing	4.82		12810325	0.211	0.800	0.443	0.205	27	102	57	26	10	38	21	10	3	11	6	3	9	32	18	8	5	19	10	5	1	2	1	1	1	
	LDP HSG 21: Broomhills Market Affordable	BDW Trading Ltd.	Housing Housing Housing	24.60		33126764	0.215	0.775	0.573	0.254	57	207	153	68	22	78	57	25	6	22	16	7	18	65	48	21	11	38	28	12	1	5	3	1	1	
	LDP HSG 21: Broomhills Market Affordable					64	0.115	0.319	0.310	0.257	7	20	20	16	3	8	7	6	1	2	2	2	2	6	6	5	1	4	4	3	0	0	0	0	0	
	LDP HSG 22: Burdiehouse Road Market Affordable	Hallam Land Management Ltd & BDW	Housing Housing Housing	13.97		17170	0.215	0.775	0.573	0.254	4	13	10	4	1	5	4	2	0	1	1	0	1	4	3	1	1	2	2	1	0	0	0	0	0	
	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	20	19	10	4	8	7	4	1	2	2	1	3	6	6	3	2	4	4	2	0	0	0	0	0	
	LDP HSG 24: Gilmerton Station Road Market Affordable	Persimmon Homes	Housing Housing Housing	9.72		29422074	0.215	0.775	0.573	0.254	47	171	126	56	18	64	47	21	5	18	13	6	15	54	40	18	9	31	23	10	1	4	3	1	1	
	LDP HSG 24: Gilmerton Station Road Market Affordable					74	0.115	0.319	0.310	0.257	9	24	23	19	3	9	9	7	1	2	2	2	3	7	7	6	2	4	4	3	0	1	0	0	0	
	LDP HSG 24: Gilmerton Station Road Market Affordable	BDW	Housing Housing Housing	12.37		31523778	0.215	0.775	0.573	0.254	51	184	136	60	19	69	51	23	5	19	14	6	16	58	43	19	9	34	25	11	1	4	3	1	1	
	LDP HSG 24: Gilmerton Station Road Market Affordable					78	0.115	0.319	0.310	0.257	9	25	24	20	3	9	9	8	1	3	3	2	3	8	8	6	2	5	4	4	0	1	1	0	0	
	LDP HSG 25: Candlemaker's Park Market Affordable	Taylor Wimpey / South East Edinburgh D	Housing Housing Housing	6.87		1127537	0.211	0.800	0.443	0.205	24	90	50	23	9	34	19	9	2	9	5	2	7	28	16	7	4	16	9	4	1	2	1	0	0	
	LDP HSG 27: Newcraighall East phas 1-3 Market Affordable	Avant Homes	Housing Housing Housing	9.41		361224	0.215	0.775	0.573	0.254	3	9	7	3	1	3	3	1	0	1	1	0	1	3	2	1	0	2	1	1	0	0	0	0	0	
	LDP HSG 27: Newcraighall East phas 1-3 Market Affordable					24	0.115	0.319	0.310	0.257	3	8	7	6	1	3	3	2	0	1	1	1	1	2	2	2	1	1	1	1	0	0	0	0	0	
	LDP HSG 27: Newcraighall East Phase 4 Market Affordable	Avant Homes	Housing Housing Housing	17.05		372710	0.215	0.775	0.573	0.254	6	21	15	7	2	8	6	3	1	2	2	1	2	7	5	2	1	4	3	1	0	0	0	0	0	
	LDP HSG 27: Newcraighall East Phase 4 Market Affordable					10	0.115	0.319	0.310	0.257	1	3	3	3	0	1	1																			

Reference Case People Trip Generation (by mode)																																			
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
	Market Affordable		Housing			90	0.215	0.775	0.573	0.254	19	70	52	23	7	26	19	9	2	7	5	2	6	22	16	7	4	13	8	4	0	2	1	0	
	South East Total		Housing			30	0.115	0.319	0.310	0.257	3	10	9	8	1	4	3	3	0	1	1	1	1	3	3	2	1	2	1	0	0	0	0		
West Edinburgh	International Business Gateway Phase 1	Murray Estates	Office Hotel Leisure Retail/Food and Drink Residential units	122000 (6481) 1415.00 800.00 5400.00 312.00	sqm (employees) rooms sqm sqm units	6,481 1,415 800 5,400 312	-	-	-	-	3565 287	648 565	389 402	3046 497	374 67	68 132	41 94	320 116	185 13	34 25	20 18	158 22	2649 103	481 203	289 144	2263 178	0 104	0 205	0 146	0 180	357 0	65 0	39 0	305 0	
	Fairview Mill	Amber Real Estate	Hotel Pub/Restaurant	180.00 845.00	rooms sqm	180 845	0.364 0.000	0.586 0.000	0.608 4.280	0.415 2.474	66 0	105 0	109 36	75 21	31 0	51 0	53 17	36 10	2 0	4 0	3 0	3 0	19 0	31 0	32 11	22 6	10 0	16 0	17 6	11 3	2 0	2 0	3 1	2 0	
	Edinburgh Park Parabola	Dixon Jones	Office Apartment Hotel	43000.00 170.00	sqm rooms	43,000 170	1.851 7.065	0.244 3.539	0.143 3.018	1.344 4.674	796 12	105 6	61 5	578 8	287 4	38 2	22 2	208 3	64 1	8 0	5 0	46 1	334 5	44 3	26 2	243 3	40 1	5 0	3 0	29 0	9 1	72 1	9 1	6 0	52 1
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel New Hotel Conference facilities	213.00 160.00 3300.00	rooms rooms sqm	213 160 3,300	0.219 0.181 0.356	0.504 0.363 0.111	0.364 0.357 0.311	0.229 0.197 1.444	47 29 12	107 58 4	78 57 10	49 32 48	21 13 5	48 26 2	35 26 5	22 14 21	4 3 1	10 5 0	7 5 1	4 3 4	14 9 4	33 18 1	24 18 3	15 10 15	2 1 1	5 3 0	4 3 1	2 2 2	5 6 1	11 3 0	8 6 1	5 3 1	
	LDP Del 4: Edinburgh Park / South Gyle Market Affordable	LDP Site	Housing Housing Housing	121.75		1737 1303 434	0.098 0.115	0.501 0.319	0.406 0.310	0.179 0.257	128 50	653 138	529 135	233 112	56 22	287 61	233 59	103 49	11 4	57 12	46 12	20 10	32 13	164 35	133 34	59 28	25 10	129 27	104 26	46 22	3 1	16 3	13 3	6 3	
	LDP HSG 5: Hillwood Rd Market Affordable	Taylor Wimpey	Housing Housing Housing	4.93		124 93 31	0.197	0.787	0.563	0.299	24	98	70	37	11	43	31	16	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1	
	LDP HSG 31: Curriemuirend	CEC	Housing	5.73		188	0.162	0.313	0.192	0.323	30	59	36	61	13	26	16	27	3	5	3	5	8	15	9	15	6	12	7	12	1	1	1	1	
	Ardshiel Avenue	Southside Company Services Ltd & Rothe	Housing	0.00		6	0.215	0.775	0.573	0.254	1	5	3	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0.211	0.800	0.443	0.205	32	123	68	32	14	54	30	14	3	11	6	3	8	31	17	8	6	24	13	6	1	3	2	1	
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0.211	0.800	0.443	0.205	8	32	18	8	4	14	8	4	1	3	2	1	2	8	4	2	2	6	3	2	0	1	0	0	
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	Craighouse Road Dumbyden Drive Gorgie Road Gorgie Road	Edinburgh Napier University And Craig Robertson Partnership Homes Caledonian Heritable AMA (New Town) Ltd.	Housing Housing Housing Housing	19.77 0.00 0.07 0.66		137 49 11 48	0.156 0.211 0.156 0.156	0.583 0.800 0.583 0.583	0.485 0.443 0.485 0.485	0.260 0.205 0.225 0.225	21 10 2 7	80 39 6 28	66 22 5 11	36 10 2 11	9 5 1 3	35 17 3 12	29 10 2 10	16 4 1 5	2 5 0 1	7 3 1 2	6 2 0 1	3 10 2 7	5 3 0 1	17 5 1 6	9 3 1 3	4 2 0 1	16 8 1 6	13 4 1 5	7 2 0 2	1 0 0 1	2 1 0 1	2 1 0 1	1 1 0 1		
	Lanark Road Market Affordable	John Clark (Holdings) Ltd.	Housing	0.00		57 45 12	0.127	0.255	0.436	0.273	7	15	25	16	3	6	11	7	1	1	2	1	2	4	6	4	1	3	5	3	0	0	1	0	
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0.127	0.255	0.436	0.273	1	2	4	2	1	1	2	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0
	Lanark Road West Market Affordable	George Dunbar And Sons Builders Ltd.	Housing Housing Housing	0.98		53 41 12	0.127	0.255	0.436	0.273	7	14	23	14	3	6	10	6	1	1	2	1	2	3	6	4	1	3	5	3	0	0	1	0	
	Lasswade Road Market Affordable	Bellway / Miller	Housing Housing Housing	18.61		335 252 83	0.127	0.255	0.436	0.273	43	85	146	91	19	38	64	40	4	7	13	8	11	21	37	23	8	17	29	18	1	2	4	2	
	Longstone Road Market Affordable	Castle Rock Edinvar Housing Associatio	Housing Housing Housing	5.63		50 12 38	0.323 0.115	1.020 0.319	0.667 0.310	0.394 0.257	4 4	12 12	8 12	5 10	2 2	5 5	4 5	2 4	1 1	0 1	1 1	0 1	1 1	3 3	2 3	1 3	2 2	1 1	2 2	2 2	1 0	0 0	0 0	0 0	
	St John's Road Market Affordable	Mactaggart And Mickel Commercial Devel	Housing Housing Housing	0.00		36 27 9	0.211	0.800	0.443	0.205	8	29	16	7	3	13	7	3	1	3	1	1	2	7	4	2	1	6	3	1	0	1	0	0	
	Viewforth Market Affordable	CALA Management Ltd.	Housing Housing Housing	0.88		104 87 17	0.100 0.146	0.522 0.315	0.434 0.292	0.194 0.180	9 2	45 5	38 5	17 3	4 1	20 2	17 2	7 1	1 0	4 0	3 0	1 0	2 1	11 1	9 1	4 1	2 0	9 1	7 1	3 1	0 0	1 0	1 0	0 0	
	LDP HSG 37: Newmills Road Market Affordable	Cala Management Ltd.	Housing Housing Housing	11.33		65 50 15	0.211	0.800	0.443	0.205	14	52	29	13	6	23	13	6	1	5	3	1	3	13	7	3	3	10	6	3	0	1	1	0	
	LDP HSG 38: Ravelrig Road Market Affordable	CALA Management Ltd.	Housing Housing Housing	14.02		47 47 0	0.211	0.800	0.443	0.205	10	38	21	10	4	17	9	4	1	3	2	1	2	9	5	2	2	7	4	2	0	1	1	0	
	Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0.215	0.775	0.573	0.254	2	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
	West Edinburgh Total										5300	3339	2636	5152	1004	1097	910	1088	318	244															

Reference Case People Trip Generation (by mode)																																			
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
	Market Affordable		Housing			81																													
						27																													
	Wellflats Road	The Trustees Of The Foxhall Trust.	Housing	0.00		100																													
	Market Affordable		Housing			75	0.323	1.020	0.667	0.394	24	77	50	30	11	34	22	13	2	7	4	3	6	19	13	7	5	15	10	6	1	2	1	1	
			Housing			25	0.323	1.020	0.667	0.394	8	26	17	10	4	11	7	4	1	2	1	1	2	6	4	2	2	5	3	2	0	1	0	0	
	North Western Totals		Housing								859	3084	2168	1083	378	1355	953	476	75	270	190	95	216	775	545	272	169	607	427	213	21	76	53	27	

Reference Case	People Trip Generation (by mode)		Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				k Total People Trips Difference from Scenario					
	Site Ref/Location	Developer					AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)			
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
City Centre	179 Canongate	Summex Capital Ltd	Offices	1858.00	sqm	1,858	1,222	0.069	0.070	1.203	21	1	1	21	7	0	0	6	0	0	0	0	4	0	0	4	9	0	0	8	3	0	0	3	-0.6	0.0	0.0	-0.6		
	New Town Quarter	Ediston, Orion Capital Managers	Hotel Office Gym Residential Units	116.00 9,779.00 940 349.00	rooms sqm sqm units	116 9,779 940 349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	2	1	6	22	4	2	14	9	2	1	6	-1.6	-0.3	-0.2	-1.0		
							0.100	0.522	0.434	0.194	33	172	143	64	10	52	44	19	0	0	0	0	5	29	24	11	13	69	57	26	5	27	23	10	-0.9	0.0	0.0	-1.8		
	Haymarket Development	Qmile Group, M&G Real Estate	Office Retail Hotel	50413.00 2,893.00 365.00	sqm sqm rooms	50,413 2,893 365	3,009 3,313 0.466	0.221 2.607 0.655	0.211 6.253 0.664	2,595 6,415 0.524	1435 91 161	105 71 226	101 171 229	1238 176 181	436 28 49	32 53 69	31 52 70	376 53 55	0 0 0	0 0 0	0 0 0	239 15 27	18 12 38	17 28 38	206 29 30	573 36 64	42 29 90	40 68 92	495 70 72	228 14 26	17 11 36	16 27 36	196 28 29	-40.7	-3.0	-2.9	-35.1			
	Fountain Quay	EDI Group	Office Food / Retail Hotel Cultural / Leisure	11621.00 4476.00 140.00 11858.00	sqm sqm rooms sqm	11,621 4,476 140 11,858	0.885 4.476 0.060	0.099 -	0.045 -	0.780 -	314 -	35 -	16 -	277 -	95 -	11 -	5 -	84 -	0 -	0 -	0 -	0 -	52 4	6 -	3 -	46 -	125 10	14 29	6 13	111 12	50 4	6 12	3 5	44 5	-8.9	-1.0	-0.5	-7.8		
	Exchange 2 Dewar Place Develop	Catalyst Capital	Hotels Office Retail / Food and Drink	25330.00 4,559.00 206.00	sqm sqm sqm	25,330 4,559 206	0.524 2,937	0.757 0.300	0.625 0.684	0.524 2,829	126 127	181 13	150 29	126 122	26 26	37 3	31 6	26 25	0 0	0 0	0 0	0 0	32 32	46 3	38 7	32 31	52 5	74 12	62 5	52 12	50 50	12 12	17 1	14 3	12 12	4.4	6.3	5.2	4.4	
	St James Quarter	Henderson Global Investors	Retail Hotel Office	79196.00 315 7207.00	sqm rooms sqm	79,196 315 7,207	-	-	-	-	2348 -	413 -	439 206	2864 198	253 -	44 22	47 21	309 21	0 -	0 -	0 -	0 -	1359 -	239 -	254 119	1657 114	313 -	55 -	58 27	381 26	0 -	0 -	0 0	0 0	0 0	0 0	423.3	74.4	79.1	516.3
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	31	122	96	50	5	18	14	7	1	4	3	1	7	28	22	11	17	65	52	27	2	8	7	3	0.0	0.0	0.0	0.0		
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	12	62	51	23	2	9	8	3	0	2	2	1	3	14	12	5	6	33	28	12	1	4	4	2	-0.2	-0.9	-0.8	-0.3		
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	19	101	84	38	3	15	12	6	1	3	3	1	4	23	19	9	10	54	45	20	1	7	6	3	-0.3	-1.5	-1.2	-0.6		
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	13	69	57	26	2	10	8	4	0	2	2	1	3	16	13	6	7	37	31	14	1	5	4	2	-0.2	-1.0	-0.8	-0.4		
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64	0.100	0.522	0.434	0.194	3	16	13	6	0	2	2	1	0	0	0	0	1	4	3	1	2	8	7	3	0	1	1	0	0.0	0.0	0.0	0.0		
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		113	0.103	0.523	0.455	0.210	11	56	49	22	2	8	7	3	0	2	1	1	3	13	11	5	6	30	26	12	1	4	3	2	-0.2	-0.8	-0.7	-0.3		
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	25	16	14	6	4	2	2	1	1	0	0	0	6	4	3	1	14	9	7	3	2	1	1	0	-0.4	-0.2	-0.2	-0.1		
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234	0.100	0.522	0.434	0.194	17	87	72	32	2	13	11	5	0	3	2	1	4	20	17	7	9	47	39	17	1	6	5	2	0.0	0.0	0.0	0.0		
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		176	0.100	0.522	0.434	0.194	17	87	72	32	2	13	11	5	0	3	2	1	4	20	17	7	9	47	39	17	1	6	5	2	-0.2	-1.3	-1.1	-0.5		
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		58	0.115	0.319	0.310	0.257	6	18	17	14	1	3	2	2	0	1	1	0	1	4	4	3	3	9	9	8	0	1	1	1	-0.1	-0.3	-0.3	-0.2		
	LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		58	0.115	0.319	0.310	0.257	6	18	17	14	1	3	2	2	0	1	1	0	1	4	4	3	3	9	9	8	0	1	1	1	0.0	0.0	0.0	0.0		
	Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	37	121	89	57	5	18	13	8	1	4	3	2	9	28	21	13	20	65	48	30	3	8	6	4	-0.5	-1.8	-1.3	-0.8		
	Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	37	121	89	57	5	18	13	8	1	4	3	2	9	28	21	13	20	65	48	30	3	8	6	4	0.0	0.0	0.0	0.0		
	Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	5	5	2	0	1	1	0	0	0	0	0	0	1	1	1	1	3	3	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	3	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Craigleith Road	Motor Fuel Limited.	Housing	0.15		19	0.100	0.522	0.434	0.194	2	9	8	3	0	1	1	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Dumbiedykes Road	Mr Martone	Housing	0.02		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Dumbiedykes Road	Mr Martone	Housing	0.02		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.01		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.01		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.01		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	2	2	1	1	5	4	2	0	1	1	0	0.0	-0.1	-0.1	-0.1		
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	4	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	4	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	4	4	2	0	1	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0	0	0.0	-0.1	-0.1	0.0		
	George Street	Lightstorm Estates Ltd.	Housing	0.00		8	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0.0	0.0	0.0	0.0		
	George Street	Lightstorm Estates Ltd.	Housing	0.00		8	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0.0	0.0	0.0	0.0		
	George Street	Lightstorm Estates Ltd.	Housing	0.00		8	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0.0	0.0	0.0	0.0		
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0		
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0		
	Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	1	0	1	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	0.0	-0.1	0.0	0.0		
	London Road	City Of Edinburgh Council.	Housing	11.62		300	0.115	0.319	0.310	0.257	33	91	88	73	5	13	13	11	1	3	3	2	8	21																

Reference Case People Trip Generation (by mode)																							k Total People Trips Difference from Scen																			
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				AM (08:00-09:00)				PM (17:00 - 18:00)			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)					
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13	9	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.2	0.1	0.0			
	Kinnear Road	Mr Ali Alshar	Housing	0.22	16	0.127	0.255	0.436	0.273	2	4	7	4	1	1	2	1	0	0	0	0	1	1	2	1	0	1	2	1	0	0	0	0	0	0.1	0.1	0.2	0.1				
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24	124	0.137	0.754	0.387	0.221	16	88	45	26	5	27	14	8	1	5	3	1	5	26	13	7	4	23	12	7	1	6	3	2	0.5	3.0	1.5	0.9					
	Pennywell Road	Urban Union	Housing	7.74	315	0.115	0.319	0.310	0.265	15	40	39	34	4	12	12	10	1	2	2	2	4	12	11	10	4	10	10	9	1	3	3	2	0.0	0.0	0.0	0.0					
	Affordable		Housing		181	0.137	0.754	0.387	0.221	23	129	66	38	7	39	20	11	1	7	4	2	7	37	19	11	6	33	17	10	1	8	4	2	0.8	4.4	2.2	1.3					
	Pennywell Road	CEC	Housing	2.21	68	0.137	0.754	0.387	0.221	9	49	25	14	3	15	7	4	1	3	1	1	3	14	7	4	2	12	6	4	1	3	2	1	0.3	1.6	0.8	0.5					
	Market		Housing		48																													0.0	0.0	0.0	0.0					
	Affordable		Housing		20																													0.0	0.0	0.0	0.0					
	Telford Drive	Mr Adam Dzierzek	Housing	0.03	8	0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0.0	0.1	0.1	0.0				
	Trinity Road	Mr John and Moira Paterson	Housing	0.14	5	0.197	0.770	0.609	0.314	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0.0	0.1	0.1	0.1				
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07	11	0.156	0.583	0.485	0.225	2	6	5	2	0	2	2	1	0	0	0	0	0	2	1	1	0	2	1	1	0	0	0	0	0	0.1	0.2	0.2	0.1				
	Market	Artisan Cannonmills	Housing	0.72	180																														0.0	0.0	0.0	0.0				
	Affordable		Housing		135	0.100	0.522	0.434	0.194	13	67	55	25	4	20	17	7	1	4	3	1	4	19	16	7	3	17	14	6	1	4	4	2	0.4	2.3	1.9	0.8					
					45	0.146	0.315	0.292	0.180	6	13	12	8	2	4	4	2	0	1	1	0	2	4	4	2	2	3	3	2	0	1	1	0	0.2	0.5	0.4	0.3					
	West Granton Road	ED Consilium Ltd.	Housing	0.07	11	0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0.0	0.1	0.2	0.1					
	Granton Waterfront Total											574	1301	1442	1090	173	391	434	329	21	69	65	38	141	364	379	263	176	346	413	340	56	92	121	110	6.7	38.4	29.8	10.4			
	Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60	938	0.156	0.583	0.485	0.225	138	517	430	200	42	155	129	60	8	30	25	11	40	149	124	58	35	132	110	51	9	33	27	13	4.7	17.6	14.6	6.8				
LDP EW 1B: Central lieth																																										
Waterfront A		CALA Management Ltd.	Housing	5.25	352	0.156	0.583	0.485	0.225	52	194	162	75	16	58	49	23	3	11	9	4	15	56	47	22	13	50	41	19	3	12	10	5	1.8	6.6	5.5	2.5					
Market			Housing		255																													0.0	0.0	0.0	0.0					
Affordable			Housing		97																													0.0	0.0	0.0	0.0					
LDP EW 1C: Salamander Place phase 3 and 4		Crudden and Teague	Housing	1.03	199	0.100	0.522	0.434	0.194	19	98	82	37	6	30	25	11	1	6	5	2	5	28	24	11	5	25	21	9	1	6	5	2	0.6	3.3	2.8	1.2					
LDP EW 1C: Salamander Place Phase 5		Teague Homes (UK), Miller Homes & Crud	Housing	0.00	155	0.156	0.583	0.485	0.225	23	85	71	33	7	26	21	10	1	5	4	2	7	25	21	10	6	22	18	8	1	5	5	2	0.8	2.9	2.4	1.1					
LDP EW 1C: Salamander Place Phase 6 and 7		Cruden Homes (East) Ltd / Teague Homes	Housing	0.00	151	0.100	0.522	0.434	0.194	14	75	62	28	4	22	19	8	1	4	4	2	4	22	18	8	4	19	16	7	1	5	4	2	0.5	2.5	2.1	0.9					
			Housing							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0					
LDP HSG 1: Springfield		Lp Site	Housing	11.97	150	0.211	0.800	0.443	0.205	30	114	63	29	9	34	19	9	2	7	4	2	9	33	18	8	8	29	16	7	2	7	4	2	1.0	3.9	2.1	1.0					
Market			Housing		112																													0.0	0.0	0.0	0.0					
Affordable			Housing		38																													0.0	0.0	0.0	0.0					
LDP HSG 11: Shrub Place		Places For People (Shrubhill) Ltd.	Housing	2.08	175	0.197	0.787	0.563	0.299	33	130	93	49	10	39																											

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
South East Edinburgh	Niddrie Mains Road Developmen	Keyworker Living Ltd	Residential (assisted living)	64.00	units	64	0.111	0.121	0.126	0.153	7	7	8	9	5	5	5	6	0	0	0	0	1	1	1	1	1	2	2	2	0	0	0	0	
			Residential (dementia care)	88.00	units	88	0.091	0.067	0.063	0.178	8	6	5	15	4	3	3	8	1	1	1	2	0	0	0	1	2	1	1	3	0	0	0	0	
			Residential (student accom.)	164.00	units	164	0.028	0.223	0.209	0.121	4	35	32	19	1	4	4	2	0	1	1	1	1	0	3	3	2	3	27	26	15	0	0	0	0
			Retail	164.00	sqm	164	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	112	21	11	73	41	8	4	27	11	2	1	7	28	5	3	18	23	4	2	15	4	1	0	3	
	LDP HSG 14: Niddrie Mains Road	Cruden Homes (East) Ltd.	Housing	2.14		34	0.146	0.315	0.303	0.157	5	10	10	5	2	4	4	2	0	1	1	1	1	3	2	1	1	2	2	1	0	0	0	0	
	Market Affordable		Housing			26																													
			Housing			8																													
	LDP HSG 14: Niddrie Mains Market	21st Century Homes	Housing	3.31		194	0.146	0.315	0.303	0.157	27	58	56	29	10	21	20	11	3	6	6	3	7	14	14	7	5	12	11	6	1	2	2	1	
	Market Affordable		Housing			86																													
			Housing			108																													
	LDP HSG 16: Thistle Foundation Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	14	54	30	14	5	20	11	5	1	5	3	1	4	13	7	3	3	11	6	3	0	2	1	0	
	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	26	98	54	25	9	36	20	9	3	10	6	3	6	24	14	6	5	20	11	5	1	3	2	1	
	LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	2	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	
	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	34	128	71	33	12	47	26	12	3	13	7	3	8	32	18	8	7	26	14	7	1	4	2	1	
	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	33	123	68	32	12	45	25	12	3	13	7	3	8	31	17	8	7	25	14	6	1	4	2	1	
	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	Housing	2.93		110	0.211	0.800	0.443	0.205	22	83	46	21	8	31	17	8	2	9	5	2	5	21	12	5	4	17	9	4	1	3	2	1	
	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	Housing	4.82		128	0.211	0.800	0.443	0.205	26	97	54	25	9	36	20	9	3	10	5	3	6	24	13	6	5	20	11	5	1	3	2	1	
	Market Affordable		Housing			103																													
			Housing			25																													
	LDP HSG 21: Broomhills Market	BDW Trading Ltd.	Housing	24.60		331	0.215	0.775	0.573	0.254	54	196	145	64	20	72	53	24	6	20	15	7	14	49	36	16	11	40	29	13	2	7	5	2	
	Market Affordable		Housing			267																													
			Housing			64	0.115	0.319	0.310	0.257	7	19	19	16	3	7	7	6	1	2	2	2	2	5	5	4	1	4	4	3	0	1	1	1	
	LDP HSG 22: Burdiehouse Road	Hallam Land Management Ltd & BDW	Housing	13.97		17	0.215	0.775	0.573	0.254	3	12	9	4	1	5	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0	
	Market Affordable		Housing			17																													
			Housing			0																													
	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	19	18	10	3	7	7	3	1	2	2	1	2	5	5	2	2	4	4	2	0	1	1	0	
	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	Housing	9.72		294	0.215	0.775	0.573	0.254	45	161	119	53	16	59	44	19	5	16	12	5	11	40	30	13	9	33	24	11	2	6	4	2	
	Market Affordable		Housing			220																													
			Housing			74	0.115	0.319	0.310	0.257	8	22	22	18	3	8	8	7	1	2	2	2	2	6	5	5	2	5	4	4	0	1	1	1	
	LDP HSG 24: Gilmerton Station Road	BDW	Housing	12.37		315	0.215	0.775	0.573	0.254	48	174	128	57	18	64	47	21	5	18	13	6	12	44	32	14	10	35	26	12	2	6	4	2	
	Market Affordable		Housing			237																													
			Housing			78	0.115	0.319	0.310	0.257	8	24	23	19	3	9	8	7	1	2	2	2	2	6	6	5	2	5	5	4	0	1	1	1	
	LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	Housing	6.87		112	0.211	0.800	0.443	0.205	22	85	47	22	8	31	17	8	2	9	5	2	6	21	12	5	5	17	10	4	1	3	2	1	
	Market Affordable		Housing			75																													
			Housing			37																													
	LDP HSG 27: Newcraighall East phas 1-3	Avant Homes	Housing	9.41		36	0.215	0.775	0.573	0.254	2	9	7	3	1	3	2	1	0	1	1	0	1	2	2	1	0	2	1	1	0	0	0	0	
	Market Affordable		Housing			12																													
			Housing			24	0.115	0.319	0.310	0.257	3	7	7	6	1	3	3	2	0	1	1	1	1	2	2	1	1	1	1	1	0	0	0	0	
	LDP HSG 27: Newcraighall East Phase 4	Avant Homes	Housing	17.05		37	0.215	0.775	0.573	0.254	5	20	15	6	2	7	5	2	1	2	1	1	1	5	4	2	1	4	3	1	0				

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
	Edinburgh Park Parabola	Dixon Jones	Office Apartment Hotel	43000.00	sqm	43,000	1.851	0.244	0.143	1.344	753	99	58	547	266	35	21	193	59	8	5	43	251	33	19	182	42	6	3	30	107	14	8	78	
				170.00	rooms	170	7.065	3.539	3.018	4.674	11	6	5	8	4	2	2	3	1	0	0	1	4	2	2	3	1	0	0	0	2	1	1	1	
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel New Hotel Conference facilities	213.00 160.00 3300.00	rooms rooms sqm	213 160 3,300	0.219 0.181 0.356	0.504 0.363 0.111	0.364 0.357 0.311	0.229 0.197 1.444	44 27 11	102 55 3	73 54 10	46 30 45	19 12 5	45 24 2	32 24 4	20 13 20	4 2 1	9 5 0	6 5 1	4 3 4	11 7 3	25 14 1	18 7 2	11 7 0	2 3 1	6 3 0	4 2 1	3 2 3	7 4 2	16 9 1	12 7 2	7	
	LDP Del 4: Edinburgh Park / South Gyle Market Affordable	LDP Site	Housing Housing Housing	121.75		1737 1303 434	0.098 0.115 0.115	0.501 0.319 0.310	0.406 0.310 0.310	0.179 0.257 0.257	121 47 127	618 131 106	500 127 106	221	52 20 20	266 56 55	215 45 45	95 45	10 4 11	53 11 9	43 11 9	19 9	24 9 26	123 25 21	100 25	44 21	26 10 29	135 28 23	109 28	48 5	5 24	20 5 4	9		
	LDP HSG 5: Hillwood Rd Market Affordable	Taylor Wimpey	Housing Housing Housing	4.93		124 93 31	0.197	0.787	0.563	0.299	23	92	66	35	10	40	28	15	2	8	6	3	5	18	13	7	5	20	14	8	1	4	3	1	
	LDP HSG 31: Curriemuirend	CEC	Housing	5.73		188	0.162	0.313	0.192	0.323	29	56	34	57	12	24	15	25	2	5	3	5	6	11	7	11	6	12	7	13	1	2	1	2	
	Ardshiel Avenue	Southside Company Services Ltd & Rothe	Housing	0.00		6	0.215	0.775	0.573	0.254	1	4	3	1	1	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0.211	0.800	0.443	0.205	31	117	65	30	13	50	28	13	3	10	6	3	6	23	13	6	7	25	14	7	1	5	3	1	
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0.211	0.800	0.443	0.205	8	30	17	8	3	13	7	3	1	3	1	1	2	6	3	2	7	4	2	0	1	1	0	0	
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0.098	0.501	0.406	0.179	0	2	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Craighouse Road	Edinburgh Napier University And Craig	Housing	19.77		137	0.156	0.583	0.485	0.260	20	76	63	34	9	33	27	15	2	6	5	3	4	15	13	7	4	17	14	7	1	3	2	1	
	Dumbryden Drive	Robertson Partnership Homes	Housing	0.00		49	0.211	0.800	0.443	0.205	10	37	21	10	4	16	9	4	1	3	2	1	2	7	4	2	2	8	4	2	0	1	1	0	
	Gorgie Road	Caledonian Heritable	Housing	0.07		11	0.156	0.583	0.485	0.225	2	6	5	2	1	3	2	1	0	1	0	0	0	1	1	0	0	1	1	1	0	0	0	0	
	Gorgie Road	AMA (New Town) Ltd.	Housing	0.66		48	0.156	0.583	0.485	0.225	7	26	22	10	3	11	9	4	1	2	2	1	1	5	4	2	2	6	5	2	0	1	1	0	
	Lanark Road Market Affordable	John Clark (Holdings) Ltd.	Housing	0.00		57 45 12	0.127	0.255	0.436	0.273	7	14	24	15	3	6	10	6	1	1	2	1	1	3	5	3	1	3	5	3	0	1	1	1	
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0.127	0.255	0.436	0.273	1	2	4	2	0	1	2	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	
	Lanark Road West Market Affordable	George Dunbar And Sons Builders Ltd.	Housing Housing Housing	0.98		53 41 12	0.127	0.255	0.436	0.273	6	13	22	14	3	6	9	6	1	1	2	1	1	3	4	3	1	3	5	3	0	1	1	1	
	Lasswade Road Market Affordable	Bellway / Miller	Housing Housing Housing	18.61		335 252 83	0.127	0.255	0.436	0.273	40	81	138	87	17	35	59	37	3	7	12	7	8	16	28	17	9	18	30	19	2	3	5	3	
	Longstone Road Market Affordable	Castle Rock Edinvar Housing Associatio	Housing Housing Housing	5.63		50 12 38	0.323 0.115	1.020 0.319	0.667 0.310	0.394 0.257	4 4	12 11	8 11	4 9	2 2	5 5	3 4	2 4	0 1	1 1	1 1	0 1	1 1	2 2	2 2	1 3	2 2	1 3	2 2	0 0	0 0	0 0	0	0	
	St John's Road Market Affordable	Mactaggart And Mickel Commercial Devel	Housing Housing Housing	0.00		36 27 9	0.211	0.800	0.443	0.205	7	27	15	7	3	12	6	3	1	2	1	1	1	5	3	1	2	6	3	2	0	1	1	0	
	Viewforth Market Affordable	CALA Management Ltd.	Housing Housing Housing	0.88		104 87 17	0.100 0.146	0.522 0.315	0.434 0.292	0.194 0.180	8 2	43 5	36 5	16 3	4 1	18 2	7 1	15 2	7 1	1 0	4 0	3 0	1 0	2 0	9 1	7 1	3 1	2 1	9 1	8 1	3 1	0 0	2 0	1 0	1
	LDP HSG 37: Newmills Road Market Affordable	Cala Management Ltd.	Housing Housing Housing	11.33		65 50 15	0.211	0.800	0.443	0.205	13	49	27	13	6	21	12	5	1	4	2	1	3	10	5	3	3	11	6	3	1	2	1	0	
	LDP HSG 38: Ravelrig Road Market Affordable	CALA Management Ltd.	Housing Housing Housing	14.02		47 47 0	0.211	0.800	0.443	0.205	9	36	20	9	4	15	8	4	1	3	2	1	2	7	4	2	2	8	4	2	0	1	1	0	
	Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0.215	0.775	0.573	0.254	1	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
	West Edinburgh Total										5014	3158	2493	4873	931	1017	843	1008	294	226	183	291	2454	964	720	2227	261	589	476	400	684	223	169	595	
North Western Areas	LDP HSG 19: Maybury Central Market Affordable	West Craigs Ltd.	Housing Housing Housing	58.82		1,400 1,030 370	0.215 0.323	0.775 1.020	0.573 0.667	0.254 0.394	209 113	755 357	558 233	247 138	90 49	325 154	240 101	107 59	18 10	65 31	48 20	21 12	42 23	150 71	111 46	49 27	46 25	165 78	122 51	54 30	8 4	30 14	22 9	10 5	
	LDP HSG 19: Maybury East Market Affordable	Taylor Wimpey UK Limited (c/o Agent).	Housing Housing Housing	12.99		250 187 63	0.215 0.323	0.775 1.020	0.573 0.667	0.254 0.394	38 19	137 61	101 40	45 23	16 8	59 26	44 17	19 10	3 2	12 5	9 3	4 2	8 4	27 12	20 8	9 5	8 4	30 13	22 9	10 5	1 1	5 2	4 2	2 1	
	LDP HSG 19: Maybury West Market Affordable	Roseberry Estates	Housing Housing Housing	4.53		130 97 33	0.215 0.323	0.775 1.020	0.573 0.667	0.254 0.394	20 10	71 32	53 21	23 12	8 4	31 14	23 9	10 5	2 1	6 3	5 2	2 1	4 2	14 6	10 4	5 2	4 2	16 7	11 5	5 3	1 0	3 1	2 1	1 0	
	LDP HSG 20: Cammo Market Affordable	CALA Management Ltd/BDW Trading Ltd	Housing Housing Housing	28.18		656 492 164	0.215 0.115	0.775 0.319	0.573 0.310	0.254 0.257	100 18	361 49	267 48	118 40	43 8	155 21	115 21	51 17	9 2	31 4	23 4	10 3	20 4	72 10	53 10	24 8	22 4	79 11	58 11	26 9	4 1	14 2	10 2	5 2	
	LDP HSG 32: Buileyon Road Market Affordable	LDP site	Housing Housing Housing	38.41		840 630 210	0.197	0.787	0.563	0.299	157	625	447	238	67	269	193	102	13	54	38	20	31	125	89	47	34	137	98	52	6	24	17	9	
	LDP HSG 33: South Scotstoun Market Affordable	Taylor Wimpey East Scotland.	Housing Housing Housing	18.83		339 254 85	0.211	0.800	0.443	0.205	68	257	142	66	29	110	61	28	6	22	12	6	13	51	28	13	15	56	31	14	3	10	6	3	
	Almondhill	Almond Hill Kirkliston Ltd.	Housing	1.74		11	0.215	0.775	0.573	0.254	2	8	6	3	1	3	3	1	0	1	1	0	0	2	1	1	0	2	1	1	0	0	0	0	0
	Barrton Avenue West	Barrnton Avenue West Ltd.	Housing	0.21		7	0.127	0.255	0.436	0.273	1	2	3	2	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
	Barrnton Avenue West	New Age Developers.	Housing	0.00		15	0.127	0.255	0.436	0.273	2	4	6	4	1	2	3	2	0	0	1	0	0	1	1	1	0	1	1	1	1	0	0	0	0
	Ferrymuir	J.Smart & Co (contractors) PLC.	Housing	0.50		44	0.098	0.501	0.406	0.179	4	21	17	7	2	9	7	3	0	2	1	1	1	4	3	1	1	5	4	2	0	1	1	0	
	RWELP HSG : Ferrymuir Gait Market Affordable	Corus Hotels Ltd.	Housing Housing Housing	4.66		108 81 27	0.211	0.800	0.443	0.205	22	82	45	21	9	35	19	9	2	7	4	2	4	16	9	4	5	18	10	5	1	3	2	1	
	Wellfatts Road Market Affordable	The Trustees Of The Foxhall Trust.	Housing Housing Housing	0.00		100 75 25	0.323 0.323	1.020 1.020	0.667 0.667	0.394 0.394	23 8	72 24	47 16	28 9	10 3	31 10	20 7	12 4	2 1	6 2	4 1	2 1	2 5	5 3	14 2	9 3	6 2	5 2	16 5	10 3	6 2	1 0	3 1	2 1	1 0
	North Western Totals										813	2918	2051	1025	350	1256	883	441	70	251	176	88	162	581	408	204	178	638	448	224	32	114	80	40	

k Total People Trips Difference from Scen		AM (08:00-09:00)		PM (17:00 - 18:00)	
		IN	OUT	IN	OUT
		0.0	0.0	0.0	0.0
		28.4	3.7	2.2	20.6
		0.4	0.2	0.2	0.3
		0.0	0.0	0.0	0.0
		0.5	1.1	0.8	0.5
		0.3	0.6	0.6	0.3
		0.1	0.0	0.1	0.5
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		3.2	16.4	13.3	5.9
		1.3	3.5	3.4	2.8
		0.0	0.0	0.0	0.0
		0.6	2.5	1.8	0.9
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.8	1.5	0.9	1.5
		0.0	0.0	0.0	0.0
		0.0	0.1	0.1	0.0
		0.0	0.0	0.0	0.0
		0.8	3.1	1.7	0.8
		0.2	0.0	0.0	0.2
		0.0	0.0	0.0	0.0
		0.0	0.1	0.1	0.0
		0.5	2.0	1.7	0.9
		0.3	1.0	0.5	0.3
		0.0	0.2	0.1	0.1
		0.2	0.7	0.6	0.3
		0.0	0.0	0.0	0.0
		0.2	0.4	0.6	0.4
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.1	0.1	0.1
		0.2	0.3	0.6	0.4
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		1.1	2.2	3.7	2.3
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.1	0.3	0.2	0.1
		0.1	0.3	0.3	0.2
		0.0	0.0	0.0	0.0
		0.2	0.7	0.4	0.2
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.2	1.1	1.0	0.4
		0.1	0.1	0.1	0.1
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.3	1.3	0.7	0.3
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.2	0.9	0.5	0.2
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0
		0.0	0.1	0.1	0.0
		389.4	138.6	102.0	351.1

Reference Case People Trip Generation (by mode)		Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity		Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				k Total People Trips Difference from Scenario				
							AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	IN	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	IN	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	IN	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	IN	OUT	PM (17:00 - 18:00)	IN	OUT	AM (08:00-09:00)	IN	OUT	PM (17:00 - 18:00)	IN	OUT	
City Centre	179 Canongate	Summix Capital Ltd	Offices	1858.00	sqm	1,858	1,222	0.069	0.070	1,203	23	1	1	22	5	0	0	5	0	0	0	0	0	5	0	0	5	9	1	1	9	4	0	0	4	-0.8	0.0	0.0	-0.8		
																																				0.0	0.0	0.0	0.0		
	New Town Quarter	Ediston, Orion Capital Managers	Office Hotel Gym Residential Units	116.00 9,779.00 940.00 349.00	rooms sqm sqm units	116 9,779 940 349	0.593	0.113	0.060	0.387	58	11	6	38	14	3	1	9	0	0	0	0	0	12	2	1	8	24	5	2	16	10	2	1	7	-2.1	-0.4	-0.2	-1.4		
																																					-1.3	-6.6	-5.5	-2.5	
																																					0.0	0.0	0.0	0.0	
	Haymarket Development	Qmile Group, M&G Real Estate	Office Retail Hotel	50413.00 2893.00 365.00	sqm sqm rooms	50,413 2,893 365	3.009 3.313 0.466	0.221 2.607 0.655	0.211 6.253 0.664	2.595 6.415 0.524	1517 96 170	111 75 239	106 181 242	1308 166 191	360 26 40	25 43 57	311 44 45	0 0 0	0 0 0	0 0 0	0 0 0	319 20 36	23 16 50	22 38 51	275 39 40	628 40 70	46 31 99	44 75 100	542 57 79	265 17 30	19 13 42	19 32 42	229 29 33	-55.2 -3.5 -6.2	-4.1 -2.7 -8.7	-3.9 -6.6 -8.8	-47.6 -6.8 -7.0				
																																					0.0	0.0	0.0	0.0	
	Fountain Quay	EDI Group	Office Food / Retail Hotel Cultural / Leisure	11621.00 4,476.00 140.00 11858.00	sqm sqm rooms sqm	11,621 4,476 140 11,858	0.885 -	0.099 -	0.045 -	0.780 -	332 -	37 -	17 -	292 -	79 -	9 -	4 -	69 -	0 -	0 -	0 -	0 -	0 -	70 -	8 -	4 -	61 -	137 -	15 -	7 -	121 -	58 -	6 -	3 -	51 -	-12.1	-1.4	-0.6	-10.6		
																																						-1.0	-2.8	-1.3	-1.2
																																						0.0	0.0	0.0	0.0
	Exchange 2 Dewar Place Develop	Catalyst Capital	Hotels Office Retail / Food and Drink	25330.00 4,559.00 206.00	sqm sqm sqm	25,330 4,559 206	0.524 2.937	0.757 0.300	0.625 0.684	0.524 2,829	133 134	192 14	158 31	133 129	21 5	31 2	25 5	21 21	0 0	0 0	0 0	0 0	0 0	42 43	61 4	51 10	42 4	56 57	82 6	67 13	56 55	14 14	20 1	17 3	14 14	-1.5 -1.5	-2.2 -0.2	-1.8 -0.4	-1.5 -1.5		
																																						0.0	0.0	0.0	0.0
	St James Quarter	Henderson Global Investors	Retail Hotel Office	79196.00 315.00 7207.00	sqm rooms sqm	79,196 315 7,207	-	-	-	-	2482	436	464	3027	209	37	39	255	0	0	0	0	0	1812	319	338	2210	342	60	64	418	0	0	0	0	0	0	118.5	20.8	22.1	144.6
																																							10.4	10.0	
																																							0.9	2.6	
	LDP CC2: New Street	Artesan	Housing	0.78		167	0.197	0.770	0.609	0.314	33	129	102	52	4	15	12	6	1	3	2	1	10	38	30	15	18	72	57	29	3	10	8	4	-2.1	0.0	0.0	0.0			
	LDP CC3: Fountainbridge (North)	Fountain North Ltd.	Housing	0.60		125	0.100	0.522	0.434	0.194	13	65	54	24	1	7	6	3	0	2	1	1	4	19	16	7	7	36	30	14	1	5	4	2	-0.8	0.0	0.0	0.0			
	LDP CC3: Fountainbridge (North)	Moda Living (Springside) Ltd.	Housing	0.61		205	0.100	0.522	0.434	0.194	21	107	89	40	2	12	10	5	0	2	2	1	6	31	26	12	11	60	50	22	2	8	7	3	-1.3	0.0	0.0	0.0			
	LDP CC3: Fountainbridge (North)	Moda Living (Springside)	Housing	1.09		140	0.100	0.522	0.434	0.194	14	73	61	27	2	8	7	3	0	2	1	1	4	21	18	8	8	41	34	15	1	6	5	2	-0.9	0.0	0.0	0.0			
	LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	0.00		64																															0.0	0.0	0.0	0.0	
Market Affordable		Housing			32	0.100	0.522	0.434	0.194	3	17	14	6	0	2	2	1	0	0	0	0	1	5	4	2	2	9	8	3	0	1	1	0	-0.2	0.0	0.0	0.0				
		Housing			32	0.115	0.319	0.310	0.257	4	10	10	8	0	1	1	1	0	0	0	0	1	3	3	2	2	6	6	5	0	1	1	1	-0.2	0.0	0.0	0.0				
LDP CC3: Fountainbridge (South)	City Of Edinburgh Council.	Housing	0.00		113	0.103	0.523	0.455	0.210	12	59	51	24	1	7	6	3	0	1	1	1	3	17	15	7	6	33	29	13	1	5	4	2	-0.7	0.0	0.0	0.0				
LDP CC3: Fountainbridge (South)	City Of Edinburgh Council	Housing	3.70		258	0.103	0.523	0.455	0.210	27	17	15	7	3	2	2	1	1	0	0	0	8	5	4	2	15	9	8	4	2	1	1	1	-1.7	0.0	0.0	0.0				
LDP CC3: Fountainbridge (Vastint)	Vastint	Housing	1.17		234																															0.0	0.0	0.0	0.0		
Market Affordable		Housing			176	0.100	0.522	0.434	0.194	18	92	76	34	2	11	9	4	0	2	2	1	5	27	22	10	10	51	43	19	1	7	6	3	-1.1	0.0	0.0	0.0				
		Housing			58	0.115	0.319	0.310	0.257	7	19	18	15	1	2	2	2	0	0	0	0	2	5	5	4	4	10	10	8	1	1	1	1	-0.4	0.0	0.0	0.0				
Abbey Mount	Abbey Mount Estates Ltd C/O Agent	Housing	0.05		11	0.100	0.522	0.434	0.194	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	0.0	0.0	0.0				
Broughton Street Lane	Prosper Holdings	Housing	0.09		11	0.223	0.728	0.532	0.340	39	128	94	60	4	15	11	7	1	3	2	1	11	37	27	17	22	71	52	33	3	10	7	5	-2.5	0.0	0.0	0.0				
Canon Street	Thistle Property Group.	Housing	0.03		11	0.103	0.523	0.455	0.210	1	6	5	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	3	1	0	0	0	0	-0.1	0.0	0.0	0.0				
Canonmills Bridge	Glovart Holdings Ltd.	Housing	0.06		9	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	2	1	1	1	3	2	1	0	0	0	0	-0.1	0.0	0.0	0.0				
Craigleith Road	Motor Fuel Limited.	Housing	0.15		8	0.156	0.583	0.485	0.225	1	5	4	2	0	1	1	0	0	0	0	0	0	1	1	1	1	3	2	1	0	0	0	0	-0.1	0.0	0.0	0.0				
Dumbiedykes Road	Mr Martone	Housing	0.02		19	0.100	0.522	0.434	0.194	2	10	8	4	0	1	1	0	0	0	0	0	0	1	3	2	1	1	6	5	2	0	1	1	0	-0.1	0.0	0.0	0.0			
Frederick Street	Plumbing Pensions UK Ltd.	Housing	0.00		5	0.125	0.425	0.350	0.200	1	2	2	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0	0	-0.1	0.0	0.0	0.0				
Gayfield Square	Dr Ennis	Housing	0.05		11	0.125	0.425	0.350	0.200	1	5	4	2	0	1	0	0	0	0	0	0	0	1	1	1	1	3	2	1	0	0	0	0	-0.1	0.0	0.0	0.0				
George Street	Lightstorm Estates Ltd.	Housing	0.00		6	0.125	0.425	0.350	0.200	1	3	2	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	0	0	0.0	-0.2	-0.1	-0.1			
Leven Street	Scotmid Co-operative	Housing	0.00		8	0.100	0.522	0.434	0.194	1	4	3	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	1	0	0	0	0	-0.1	0.0	0.0	0.0				
London Road	City Of Edinburgh Council.	Housing	11.62		300	0.115	0.319	0.310	0.257	35	96	93	77	4	11	11	9	1	2	2	2	10	28	27	23	19	53	52	43	3	7	7	6	-2.2	0.0	0.0	0.0				
Market Affordable		Housing			225																															0.0	0.0	0.0	0.0		
		Housing			75																															0.0	0.0	0.0	0.0		
London Road	Murascot Ltd.	Housing	0.12		30	0.096	0.521	0.403	0.172	3	16	12	5	0	2	1	1	0	0	0	0	0	1	5	4	2	2	9	7	3	0	1	1	0	-0.2	0.0	0.0	0.0			
Market Affordable		Housing			23																															0.0	0.0	0.0	0.0		
		Housing			7																															0.0	0.0	0.0	0.0		
London Road	Caledonian Trust PLC.	Housing	0.81		116	0.096	0.521	0.403	0.172	11	60	47	20	1	7	5	2	0	1	1	0	3	18	14	6	6	34	26	11	1	5	4	2	-0.7	0.0	0.0	0.0				
Market Affordable		Housing			87																															0.0	0.0	0.0	0.0		
		Housing			29																																				

Reference Case People Trip Generation (by mode)																							k Total People Trips Difference from Scenario												
Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips					Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
	Groathill Road South	Beaufort Property Company Ltd.	Housing	0.13	9		0.096	0.521	0.403	0.172	1	5	4	2	0	1	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0
	Kinnear Road	Mr Ali Alshar	Housing	0.22	16		0.127	0.255	0.436	0.273	2	4	7	4	0	1	2	1	0	0	0	0	1	1	3	2	1	1	2	1	0	0	0	0	
	Pennywell Road	City Of Edinburgh Council.	Housing	3.24	124		0.137	0.754	0.387	0.221	17	93	48	27	4	22	11	6	1	4	2	1	6	34	17	10	5	25	13	7	1	7	3	2	
	Pennywell Road	Urban Union	Housing	7.74	315																														
	Market		Housing		134		0.115	0.319	0.310	0.265	15	43	42	36	4	10	10	8	1	2	2	2	6	16	15	13	4	11	11	9	1	3	3	3	
	Affordable		Housing		181		0.137	0.754	0.387	0.221	25	136	70	40	6	32	16	9	1	6	3	2	9	50	26	15	7	36	19	11	2	10	5	3	
	Pennywell Road	CEC	Housing	2.21	68		0.137	0.754	0.387	0.221	9	51	26	15	2	12	6	4	0	2	1	1	3	19	10	5	2	14	7	4	1	4	2	1	
	Market		Housing		48																														
	Affordable		Housing		20																														
	Telford Drive	Mr Adam Dzierzek	Housing	0.03	8		0.096	0.521	0.403	0.172	1	4	3	1	0	1	1	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	
	Trinity Road	Mr John and Moira Paterson	Housing	0.14	5		0.197	0.770	0.609	0.314	1	4	3	2	0	1	1	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	
	Warriston Road	Canonmills No. 5 LTD.	Housing	0.07	11		0.156	0.583	0.485	0.225	2	6	5	2	0	2	1	0	0	0	0	0	1	2	2	1	0	2	1	1	0	0	0	0	
	Warriston Road	Artisan Cannonmills	Housing	0.72	180																														
	Market		Housing		135		0.100	0.522	0.434	0.194	14	70	59	26	3	17	14	6	1	3	3	1	5	26	21	10	4	19	16	7	1	5	4	2	
	Affordable		Housing		45		0.146	0.315	0.292	0.180	7	14	13	8	2	3	3	2	0	1	1	0	2	5	5	3	2	4	3	2	0	1	1	1	
	West Granton Road	ED Consilium Ltd.	Housing	0.07	11		0.127	0.255	0.436	0.273	1	3	5	3	0	1	1	0	0	0	0	0	1	1	2	1	0	0	1	1	0	0	0	0	
	Granton Waterfront Total												607	1376	1524	1152	143	323	359	272	18	57	54	31	188	486	505	350	193	379	452	373	65	107	141
Leith Waterfront	LDP EW 1A: Western Harbour	Forth Properties Limited.	Housing	17.60	938		0.156	0.583	0.485	0.225	146	547	455	211	34	128	107	50	7	25	20	9	53	199	166	77	39	145	121	56	10	39	32	15	
	LDP EW 1B: Central lieth																																		
	Waterfront A	CALA Management Ltd.	Housing	5.25	352		0.156	0.583	0.485	0.225	55	205	171	79	13	48	40	19	2	9	8	4	20	75	62	29	15	54	45	21	4	14	12	6	
	Market		Housing		255																														
	Affordable		Housing		97																														
	LDP EW 1C: Salamander Place phase 3 and 4	Crudden and Teague	Housing	1.03	199		0.100	0.522	0.434	0.194	20	104	86	39	5	24	20	9	1	5	4	2	7	38	31	14	5	28	23	10	1	7	6	3	
	LDP EW 1C: Salamander Place Phase 5	Teague Homes (UK), Miller Homes & Crud	Housing	0.00	155		0.156	0.583	0.485	0.225	24	90	75	35	6	21	18	8	1	4	3	2	9	33	27	13	6	24	20	9	2	6	5	2	
	LDP EW 1C: Salamander Place Phase 6 and 7	Cruden Homes (East) Ltd / Teague Homes	Housing	0.00	151		0.100	0.522	0.434	0.194	15	79	66	29	4	19	15	7	1	4	3	1	5	29	24	11	4	21	17	8	1	6	5	2	
	LDP HSG 1: Springfield		Housing																																
	Market	Lp Site	Housing	11.97	150		0.211	0.800	0.443	0.205	32	120	66	31	7	28	16	7	1	5	3	1	12	44	24	11	8	32	18	8	2	8	5	2	
	Affordable		Housing		112																														
			Housing		38																														
	LDP HSG 11: Shrub Place	Places For People (Shrubhill) Ltd.	Housing	2.08	175		0.197	0.787	0.563	0.299	34	138	99	52	8	32	23	12	2	6	4	2	13	50	36	19	9	36	26	14	2	10	7	4	
	Market		Housing		102																														
	Affordable		Housing		73																														
	LDP HSG 12: Albion Road	Places for People	Housing	2.70	68		0.096	0.521	0.403	0.172	7	35	27	12	2	8	6	3	0	2	1	1	2	13	10	4	2	9	7	3	0	2	2	1	
	Ashley Place	Cornhill Building Services Limited.	Housing	0.47	40		0.190	0.800	0.578	0.270	8	32	23	11	2	8	5	3	0	1	1	0	3	12	8	4	2	8	6	3	1	2	2	1	
	Market		Housing		32																														
	Affordable		Housing		8																														
	Bath Road	Kindplease Ltd.	Housing	0.00	6		0.127																												

Reference Case People Trip Generation (by mode)

	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
South East Edinburgh	Niddrie Mains Road Developmen	Keyworker Living Ltd	Residential (assisted living)	64.00	units	64	0.111	0.121	0.126	0.153	7	8	8	10	4	4	4	5	0	0	0	0	1	1	1	1	2	2	2	2	0	0	0	0	
			Residential (dementia care)	88.00	units	88	0.091	0.067	0.063	0.178	8	6	6	16	3	3	2	7	1	1	1	2	1	0	0	1	2	1	1	3	0	0	0	0	
			Residential (student accom.)	164.00	units	164	0.028	0.223	0.209	0.121	5	37	34	20	0	4	3	2	0	1	1	1	1	1	4	4	2	4	30	28	16	0	0	0	0
			Retail	164.00	sqm	164	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	BioQuarter		Life sciences / commercial	20000.00	sqm	20000	0.593	0.113	0.060	0.387	119	23	12	77	34	6	3	22	9	2	1	6	37	7	4	24	25	5	3	16	5	1	0	3	
	LDP HSG 14: Niddrie Mains Road	Cruden Homes (East) Ltd.	Housing	2.14		34	0.146	0.315	0.303	0.157	5	11	10	5	1	3	3	2	0	1	1	0	2	3	3	2	1	2	2	1	0	0	0	0	
	Market Affordable		Housing			26																													
			Housing			8																													
	LDP HSG 14: Niddrie Mains Market	21st Century Homes	Housing	3.31		194	0.146	0.315	0.303	0.157	28	61	59	30	8	18	17	9	2	5	5	2	9	19	19	10	6	13	12	6	1	2	2	1	
	Market Affordable		Housing			86																													
			Housing			108																													
	LDP HSG 16: Thistle Foundation Phase 3	Places For People.	Housing	2.29		71	0.211	0.800	0.443	0.205	15	57	31	15	4	16	9	4	1	5	3	1	5	18	10	5	3	12	7	3	1	2	1	1	
	LDP HSG 17: Greendykes (areas K and L)	Craigmillar JVC	Housing	15.79		129	0.211	0.800	0.443	0.205	27	103	57	26	8	30	16	8	2	8	5	2	9	33	18	8	6	22	12	6	1	4	2	1	
	LDP HSG 17: Greendykes Road (areas D and J)	BDW Trading Ltd	Housing	2.99		6	0.211	0.800	0.443	0.205	1	5	3	1	0	1	1	0	0	0	0	0	0	2	1	0	0	1	1	0	0	0	0	0	
	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	Taylor Wimpey	Housing	3.93		169	0.211	0.800	0.443	0.205	36	135	75	35	10	39	21	10	3	11	6	3	11	43	24	11	8	29	16	7	1	5	3	1	
	LDP HSG 18: New Greendykes Areas A,B	Persimmon Homes.	Housing	4.04		163	0.211	0.800	0.443	0.205	34	130	72	33	10	37	21	10	3	10	6	3	11	41	23	11	7	28	15	7	1	5	3	1	
	LDP HSG 18: New Greendykes Areas C & D	Sheratan Ltd + Persimmon Homes (East S	Housing	2.93		110	0.211	0.800	0.443	0.205	23	88	49	23	7	25	14	6	2	7	4	2	7	28	15	7	5	19	10	5	1	3	2	1	
	LDP HSG 18: New Greendykes Areas H/AH1	Persimmon Homes.	Housing	4.82		128	0.211	0.800	0.443	0.205	27	102	57	26	8	29	16	8	2	8	5	2	9	32	18	8	6	22	12	6	1	4	2	1	
	Market Affordable		Housing			103																													
			Housing			25																													
	LDP HSG 21: Broomhills Market	BDW Trading Ltd.	Housing	24.60		331	0.215	0.775	0.573	0.254	57	207	153	68	16	59	44	19	5	17	12	5	18	65	48	21	12	44	32	14	2	8	6	3	
	Market Affordable		Housing			267																													
			Housing			64	0.115	0.319	0.310	0.257	7	20	20	16	2	6	6	5	1	2	2	1	2	6	6	5	2	4	4	3	0	1	1	1	
	LDP HSG 22: Burdiehouse Road	Hallam Land Management Ltd & BDW	Housing	13.97		17	0.215	0.775	0.573	0.254	4	13	10	4	1	4	3	1	0	1	1	0	1	4	3	1	1	3	2	1	0	1	0	0	
	Market Affordable		Housing			17																													
			Housing			0																													
	LDP HSG 24: Gilmerton Station Road	Miller Homes Ltd	Housing	7.86		64	0.146	0.315	0.303	0.157	9	20	19	10	3	6	6	3	1	2	2	1	3	6	6	3	2	4	4	2	0	1	1	0	
	LDP HSG 24: Gilmerton Station Road	Persimmon Homes	Housing	9.72		294	0.215	0.775	0.573	0.254	47	171	126	56	14	49	36	16	4	14	10	4	15	54	40	18	10	36	27	12	2	6	5	2	
	Market Affordable		Housing			220																													
			Housing			74	0.115	0.319	0.310	0.257	9	24	23	19	2	7	7	5	1	2	2	2	3	7	7	6	2	5	5	4	0	1	1	1	
	LDP HSG 24: Gilmerton Station Road	BDW	Housing	12.37		315	0.215	0.775	0.573	0.254	51	184	136	60	15	53	39	17	4	15	11	5	16	58	43	19	11	39	29	13	2	7	5	2	
Market Affordable		Housing			237																														
		Housing			78	0.115	0.319	0.310	0.257	9	25	24	20	3	7	7	6	1	2	2	2	3	8	8	6	2	5	5	4	0	1	1	1		
LDP HSG 25: Candlemaker's Park	Taylor Wimpey / South East Edinburgh D	Housing	6.87		112	0.211	0.800	0.443	0.205	24	90	50	23	7	26	14	7	2	7	4	2	7	28	16	7	5	19	10	5	1	3	2	1		
Market Affordable		Housing			75																														
		Housing			37																														
LDP HSG 27: Newcraighall East phas 1-3	Avant Homes	Housing	9.41		36	0.215	0.775	0.573	0.254	3	9	7	3	1	3	2	1	0	1	1	0	1	3	2	1	1	2	1	1	0	0	0	0		
Market Affordable		Housing			12																														
		Housing			24	0.115	0.319	0.310	0.257	3	8	7	6	1	2	2	2	0	1	1	0	1	2	2	2	1	2	2	1	0	0	0	0		
LDP HSG 27: Newcraighall East Phase 4	Avant Homes	Housing	17.05		37	0.215	0.775	0.573	0.254	6	21	15	7	2	6	4	2	0	2	1	1	2	7	5	2	1	4								

Reference Case	People Trip Generation (by mode)																				Total People Trips Difference from Scenario																			
	Site Ref/Location	Developer	Land Use	Quantity	Units	Quantity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips								Total Public Transport Trips				Total Walking Trips				Total Cycling Trips					
							AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT							PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT	AM (08:00-09:00)	OUT	PM (17:00 - 18:00)	OUT
	Edinburgh Park Parabola	Dixon Jones	Office Apartment Hotel	43000.00	sqm	43,000	1,851	0,244	0,143	1,344	796	105	61	578	219	29	17	159	49	6	4	35	334	44	26	243	46	6	4	33	125	17	10	91	0.0	0.0	0.0	0.0		
				170.00	rooms	170	7,065	3,539	3,018	4,674	12	6	5	8	3	2	1	2	1	0	0	0	5	3	2	3	1	0	0	0	2	1	1	1	22.3	2.9	1.7	16.2		
	RHASS Showground	Vastint Hospitality	Moxy Airport Hotel New Hotel Conference facilities	213.00 160.00 3300.00	rooms rooms sqm	213 160 3,300	0,219 0,181 0,356	0,504 0,363 0,111	0,364 0,357 0,311	0,229 0,197 1,444	47 29 12	107 58 4	78 57 10	49 32 48	16 10 4	37 20 1	27 20 4	17 11 16	3 2 7	5 4 1	3 2 3	14 9 4	33 18 1	24 18 3	15 10 15	3 2 1	6 3 0	4 3 1	3 2 0	8 19 1	14 10 2	9 6 8	0.0	4.7	3.4	2.1				
	LDP Del 4; Edinburgh Park / South Gyle Market Affordable	LDP Site	Housing	121.75		1737	0,098	0,501	0,406	0,179	128	653	529	233	43	220	178	79	9	44	36	16	32	164	133	59	29	148	120	53	6	28	23	10	0.0	0.0	0.0	0.0		
						1303	0,115	0,319	0,310	0,257	50	138	135	112	17	47	45	38	3	9	9	7	13	35	34	28	11	31	30	25	2	6	6	5	9.6	49.2	39.9	17.6		
	LDP HSG 5; Hillwood Rd Market Affordable	Taylor Wimpey	Housing	4.93		124	0,197	0,787	0,563	0,299	24	98	70	37	8	33	23	12	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	2	3.8	10.4	10.1	8.4		
						93																												0.0	0.0	0.0	0.0			
	LDP HSG 31; Curriemureind	CEC	Housing	5.73		188	0,162	0,313	0,192	0,323	30	59	36	61	10	20	12	20	2	4	2	4	8	15	9	15	7	13	8	14	1	3	2	3	0.0	0.0	0.0	0.0		
																																				2.3	4.4	2.7	4.6	
	Ardshiel Avenue	Southside Company Services Ltd & Rothe	Housing	0.00		6	0,215	0,775	0,573	0,254	1	5	3	2	0	2	1	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0.1	0.4	0.3	0.1	
																																				0.0	0.0	0.0	0.0	
	Calder Road	The City Of Edinburgh Council.	Housing	2.60		154	0,211	0,800	0,443	0,205	32	123	68	32	11	41	23	11	2	8	5	2	8	31	17	8	7	28	15	7	1	5	3	1	2.4	9.3	5.1	2.4		
	Calder Road	The City Of Edinburgh Council.	Housing	2.11		40	0,211	0,800	0,443	0,205	8	32	18	8	3	11	6	3	1	2	1	1	2	8	4	2	2	7	4	2	0	1	1	0	0.6	2.4	0.6	0.6		
	Colinton Road	Rutherford Colinton.	Housing	0.02		5	0,098	0,501	0,406	0,179	0	3	2	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0.0	0.0	0.2	0.1		
																																				0.0	0.0	0.0	0.0	
	Craighouse Road	Edinburgh Napier University And	Housing	19.77		137	0,156	0,583	0,485	0,260	21	80	66	36	7	27	22	12	1	5	4	2	5	20	17	9	5	18	15	8	1	3	3	2	1.6	6.0	5.0	2.7		
	Dumbryden Drive	Robertson Partnership Homes	Housing	0.00		49	0,211	0,800	0,443	0,205	10	39	22	10	3	13	7	3	1	3	1	1	3	10	5	3	2	9	5	2	0	2	1	0	0.8	3.0	1.6	0.8		
	Gorgie Road	Caledonian Heritable	Housing	0.07		11	0,156	0,583	0,485	0,225	2	6	5	2	1	2	2	1	0	0	0	0	0	2	1	1	0	1	1	1	0	0	0	0	0.1	0.5	0.4	0.2		
	Gorgie Road	AMA (New Town) Ltd.	Housing	0.66		48	0,156	0,583	0,485	0,225	7	28	23	11	3	9	8	4	1	2	2	1	2	7	6	3	2	6	5	2	0	1	1	0	0.6	2.1	1.8	0.8		
	Lanark Road Market Affordable	John Clark (Holdings) Ltd.	Housing	0.00		57	0,127	0,255	0,436	0,273	7	15	25	16	2	5	8	5	0	1	2	1	2	4	6	4	2	3	6	4	0	1	1	1	0.5	1.1	1.9	1.2		
						45																													0.0	0.0	0.0	0.0		
						12																													0.0	0.0	0.0	0.0		
	Lanark Road	Haynes Asset Management.	Housing	0.00		9	0,127	0,255	0,436	0,273	1	2	4	2	0	1	1	1	0	0	0	0	0	1	1	1	1	0	1	1	1	1	0	0	0.1	0.2	0.3	0.2		
		George Dunbar And Sons Builders Ltd.																																		0.0	0.0	0.0	0.0	
	Lanark Road West Market Affordable		Housing	0.98		53	0,127	0,255	0,436	0,273	7	14	23	14	2	5	8	5	0	1	2	1	2	3	6	4	2	3	5	3	0	1	1	1	0.5	1.0	1.7	1.1		
						41																													0.0	0.0	0.0	0.0		
					12																													0.0	0.0	0.0	0.0			
Lasswade Road Market Affordable	Bellway / Miller	Housing	18.61		335	0,127	0,255	0,436	0,273	43	85	146	91	14	29	49	31	3	6	10	6	11	21	37	23	10	19	33	21	2	4	6	4	3.2	6.4	11.0	6.9			
					262																													0.0	0.0	0.0	0.0			
					83																													0.0	0.0	0.0	0.0			
Longstone Road Market Affordable	Castle Rock Edinvar Housing Associatio	Housing	5.63		50	0,323	1,020	0,667	0,394	4	12	8	5	1	4	3	2	0	1	1	0	1	3	2	1	1	3	2	1	0	1	0	0	0.0	0.0	0.0	0.0			
					12	0,115	0,319	0,310	0,257	4	12	12	10	1	4	4	3	0	1	1	1	1	3	3	2	1	3	3	2	0	1	1	0	0.3	0.9	0.6	0.4			
					38																													0.3	0.9	0.9	0.7			
St John's Road Market Affordable	Mactaggart And Mickel Commercial Devel	Housing	0.00		36	0,211	0,800	0,443	0,205	8	29	16	7	3	10	5	2	1	2	1	0	2	7	4	2	2	7	4	2	0	1	1	0	0.6	2.2	1.2	0.6			
					27																													0.0	0.0	0.0	0.0			
					9																													0.0	0.0	0.0	0.0			
Viewforth Market Affordable	CALA Management Ltd.	Housing	0.88		104	0,100	0,522	0,434	0,194	9	45	38	17	3	15	13	6	1	3	3	1	2	11	9	4	2	10	9	4	0	2	2	1	0.7	3.4	2.8	1.3			
					87	0,146	0,315	0,292	0,180	2	5	5	3	1	2	2	1	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0.2	0.4	0.4	0.2		
					17																													0.0	0.0	0.0	0.0			
LDP HSG 37; Newmills Road Market Affordable	Cala Management Ltd.	Housing	11.33		65	0,211	0,800	0,443	0,205	14	52	29	13	5	18	10	4	1	3	2	1	3	13	7	3	3	12	7	3	1	2	1	1	0.0	0.0	0.0	0.0			
					50																													0.0	0.0	0.0	0.0			
					15																													0.0	0.0	0.0	0.0			
LDP HSG 38; Raveling Road Market Affordable	CALA Managemnt Ltd.	Housing	14.02		47	0,211	0,800	0,443	0,205	10	38	21	10	3	13	7	3	1	3	1	1	2	9	5	2	2	9	5	2	0	2	1	0	0.7	2.8	1.6	0.7			
					47																													0.0	0.0	0.0	0.0			
					0																													0.0	0.0	0.0	0.0			
Long Dalmahoy Road	Mr C Hardy	Housing	0.32		7	0,215	0,775	0,573	0,254	2	5	4	2	1	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0.0	0.0	0.0	0.0		
West Edinburgh Total										5300	3339	2636	5152	769	840	697	833	243	187	151	241	3273	1285	960	2970	286	646	522	438	798	261	197	694	-68.7	120.1	109.0	-24.8			
North Western Areas	LDP HSG 19; Maybury Central Market Affordable	West Craigs Ltd.	Housing	58.82		1,400	0,215	0,775	0,573	0,254	221	798	590	262	75	269	199	88	15	54	40	18	56	201	148	66	50	181	134	59	10	34	25	11	0.0	0.0	0.0	0.0		
					1,030	0,323	1,020	0,667	0,394	120	377	247	146	40	127	83	49	8	25	17	10	30	95	62	37	27	85	56	33	5	16	11	6	16.7	60.2	44.5	19			

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																												
Leith			7 West Bowling Green Street		0.6 Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	17	66	47	23	5	20	14	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith		1	8.300000191 Newhaven Road (C)		1.4 Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	39	153	108	53	12	47	33	16	2	9	6	3	14	56	39	19	9	35	25	12	2	6	4	2
Leith		2	9 Bonnington Road		0.7 Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	31	24	13	3	10	7	4	1	2	1	1	4	11	9	5	2	7	6	3	0	1	1	1
Leith		3	10 Bangor Road (Swanfield Industrial Estate)		2.1 Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	58	229	163	79	18	70	50	24	3	13	10	5	21	84	59	29	13	53	38	18	2	9	7	3
Leith		4	12 St Clair Street		2.7 Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	75	295	210	102	23	90	64	31	4	17	12	6	27	107	76	37	17	68	48	23	3	12	8	4
Leith		24	112 Albert Street		0.2 Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	7	5	2	0	1	1	0	2	8	6	3	1	5	4	2	0	1	1	0
Leith		25	115.1999969 London Road (B)		0.5 High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	24	94	55	26	7	29	17	8	1	6	3	1	9	34	20	9	6	22	13	6	1	4	2	1
Leith		30	134 South Fort Street		3 Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	83	327	233	113	26	100	71	35	5	19	14	7	30	119	85	41	19	75	54	26	3	13	9	5
Leith		31	136 Coburg Street		1.1 Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	31	120	85	41	9	37	26	13	2	7	5	2	11	44	31	15	7	28	20	10	1	5	3	2
Leith		32	138 Bangor Road (James Pringle)		1 Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	25	110	79	37	8	34	24	11	1	6	5	2	9	40	29	14	6	25	18	9	1	4	3	1
Leith		33	142 Iona Street		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	5	20	15	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith		36	157 North Fort Street		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith		37	158 Pitt Street		0.6 Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	9	27	21	11	3	8	6	3	1	2	1	1	3	10	8	4	2	6	5	3	0	1	1	0
Leith		38	161 Leith Walk /Halmyre Street		1.7 Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	43	188	135	63	13	58	41	19	3	11	8	4	16	68	49	23	10	43	31	15	2	8	5	3
Leith		45	210 Joppa Road		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith		46	225 Eastfield		0.5 Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	22	17	9	2	7	5	3	0	1	1	1	3	8	6	3	2	5	4	2	0	1	1	0
Leith		47	226 Royston Terrace		0.2 Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	22	16	8	2	7	5	2	0	1	1	0	2	8	6	3	1	5	4	2	0	1	1	0
Leith		48	230 Broughton Road		0.1 High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	18	10	5	1	6	3	1	0	1	1	0	2	7	4	2	1	4	2	1	0	1	0	0
Leith		53	255 McDonald Road (B)		0.7 High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	33	126	70	32	10	39	21	10	2	7	4	2	12	46	25	12	8	29	16	7	1	5	3	1
Leith		63	326 Baltic Street (B)		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	1	0	0	1	4	3	1	1	3	2	1	0	0	0	0
Leith		64	329 Stewartfield		1.5 Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	38	165	119	56	12	51	36	17	2	10	7	3	14	60	43	20	9	38	27	13	2	7	5	2
Leith		65	330 Ferry Road		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	1	0	0	1	4	3	1	1	3	2	1	0	0	0	0
Leith		66	332 Beaverhall Road		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	5	20	15	7	1	4	3	1	6	24	17	8	4	15	11	5	1	3	2	1
Leith		67	334 Westbank Street		1.8 Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	26	80	62	33	8	25	19	10	2	5	4	2	9	29	23	12	6	18	14	8	1	3	3	1
Leith		68	335 Portobello Road		0.3 Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	32	23	11	3	10	7	3	0	2	1	1	3	12	8	4	2	7	5	3	0	1	1	0
Leith		69	336 Norton Park		0.5 Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	14	55	39	19	4	17	12	6	1	3	2	1	5	20	14	7	3	13	9	4	1	2	2	1
Leith		87	384 Jane Street		4.2 Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	107	463	332	157	33	142	102	48	6	27	19	9	39	169	121	57	25	107	77	36	4	19	13	6
Leith		88	385 Corunna Place		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	2	5	4	2	1	3	2	1	0	1	0	0
Leith		89	386 Commercial Street		0.2 High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	36	26	12	3	11	8	4	0	2	2	1	3	13	9	4	2	8	6	3	0	1	1	0
Leith		92	393 Salamander Place		0.5 High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	21	90	65	31	6	28	20	9	1	5	4	2	8	33	24	11	5	21	15	7	1	4	3	1
Leith		93	382 Steads Place		1.4 Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	36	154	111	52	11	47	34	16	2	9	6	3	13	56	40	19	8	35	25	12	1	6	4	2
Leith		100	8.199999809 Newhaven Road (B)		0.4 High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	19	72	40	18	6	22	12	6	1	4	2	1	7	26	15	7	4	17	9	4	1	3	2	1
Leith		101	328 Broughton Road		1.9 Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	53	207	147	72	16	64	45	22	3	12	9	4	19	75	54	26	12	48	34	16	2	8	6	3
Strategic Sites			Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	147	638	458	216	45	196	141	66	9	37	27	13	54	232	167	79	34	147	106	50	6	26	18	9
			Leith Docks		Office	92068 sqm	0.9000	0.1000	0.3000	0.7000	2699	300	900	2099	829	92	276	644	158	18	53	123	983	109	328	764	622	69	207	484	109	12	36	84
			(Forth Properties)		Port Activities	12120 rooms	0.6000	0.2000	0.1400	0.4600	237	79	55	182	73	24	17	56	14	5	3	11	86	29	20	66	55	18	13	42	10	3	2	7
					Ocean Terminal Extension	64900 sqm	0.1200	0.0100	0.6200	0.6800	254	21	1311	1438	78	6	402	441	15	1	77	84	92	8	477	523	58	5	302	331	10	1	53	58

						Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																											
Granton	19		95 Crewe Road South		4 Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	58	178	139	74	18	55	43	23	3	10	8	4	21	65	51	27	13	41	32	17	2	7	6
Granton	49		233 West Pilton Grove		0.5 Medium low density - (60-100)	40	0.1560	0.5830	0.4850	0.2250	6	23	19	9	2	7	6	3	0	1	1	1	2	8	7	3	1	5	4	2	0	1	1
Granton	57		277 Silverlea		1.5 Medium low density - (60-100)	120	0.1560	0.5830	0.4850	0.2250	19	70	58	27	6	21	18	8	1	4	3	2	7	25	21	10	4	16	13	6	1	3	2
Total Granton											83	272	216	110	25	83	66	34	5	16	13	6	30	99	79	40	19	63	50	25	3	11	9

						Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)					
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																											
Fountainbridge	15		88 Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	21	15	8	0	3	2	1	0	1	0	0	1	6	4	2	2	10	7	4	0	1	1
Fountainbridge	16		89 Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	1	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	
Fountainbridge	17		91 Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
Fountainbridge	18		94 Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	20	125	90	47	3	19	13	7	1	4	3	1	6	36	26	14	9	60	44	23	1	5	4
Fountainbridge	21		100 Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
Fountainbridge	22		106 Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	41	30	16	1	6	4	2	0	1	1	0	2	12	9	5	3	20	14	8	0	2	1
Fountainbridge	23		107 Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	73	53	27	2	11	8	4	0	2	2	1	3	21	15	8	6	35	26	13	1	3	2
EoCC	26		124 Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	73	53	27	2	11	8	4	0	2	2	1	3	21	15	8	6	35	26	13	1	3	2
EoCC	27		126 St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	1	2	2	1	0	0	0	0	1	4	3	2	2	6	5	3	0	1	0
EoCC	28		128 Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	29	184	133	69	4	28	20	10	1	6	4	2	8	54	39	20	14	89	64	33	1	8	6
EoCC	29		130 India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	1	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	
EoCC	34		144 McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	18	114	83	43	3	17	12	6	1	3	3	1	5	33	24	13	9	55	40	21	1	5	4
EoCC	35		151 Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	52	37	19	1	8	6	3	0	2	1	1	2	15	11	6	4	25	18	9	0	2	2
EoCC	51		249 Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	12	40	31	16	2	6	5	2	0	1	1	0	3	12	9	5	6	19	15	8	1	2	1
Fountainbridge	54		257 Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	57	33	15	2	8	5	2	0	2	1	0	4	17	10	4	7	27	16	7	1	2	1
EoCC	55		259 Astley Ainslie Hospital		18.8	500	0.1180	0.7520	0.5430	0.2820	59	376	272	141	9	56	41	21	2	11	8	4	17	110	79	41	29	182	131	68	3	16	12
EoCC	61		302 Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	34	174	122	59	5	26	18	9	1	5	4	2	10	51	36	17	17	84	59	28	1	8	5
EoCC	73		348 Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	23	102	80	40	3	15	12	6	1	3	2	1	7	30	23	12	11	49	39	19	1	4	3
EoCC	74		349 Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	11	46	36	18	2	7	5	3	0	1	1	1	3	14	11	5	5	22	18	9	0	2	2
Fountainbridge	78		356 Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	6	3	2	0	1	1	0	3	11	6	3	5	18	11	5	0	2	1
EoCC	83		371 Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	37	29	14	1	6	4	2	0	1	1	0	2	11	8	4	4	18	14	7	0	2	1
CC	90		390 Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	19	15	7	1	3	2	1	0	1	0	0	1	5	4	2	2	9	7	4	0	1	1
EoCC	96		399 Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	28	21	11	1	4	3	2	0	1	1	0	2	8	6	3	3	13	10	5	0	1	1
EoCC	99		404 East London Street		0.3 Medium high density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	9	34	20	9	1	5	3	1	0	1	1	0	3	10	6	3	4	17	10	4	0	2	1
EoCC	104		505 Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	18	69	41	19	3	10	6	3	1	2	1	1	5	20	12	5	9	34	20	9	1	3	2
Total City Centre											341	1800	1276	644	51	269	191	96	10	55	39	20	100	525	373	188	165	871	618	312	15	79	56

						Trip Rate		Total People Trips								Total Vehicle Trips								Total Vehicle Occupant Trips								Total Public Transport Trips								Total Walking Trips								Total Cycling Trips							
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)																			
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT																		
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																																																	
West	5	34	Broomhouse Terrace		4 Medium low density - (60-100)	320		0.1810	0.5570	0.4340	0.2300	58	178	139	74	25	78	61	32	5	16	12	6	15	45	35	18	11	35	27	14	1	4	3	2																				
West	6	35	Murrayburn Gate		0.6 High density - (175-275)	135		0.1840	0.7980	0.5730	0.2700	25	108	77	36	11	47	34	16	2	9	7	3	6	27	19	9	5	21	15	7	1	3	2	1																				
West	7	37	Murrayburn Road		4.8 Medium low density - (60-100)	384		0.1810	0.5570	0.4340	0.2300	70	214	167	86	31	94	73	39	6	19	15	8	17	54	42	22	14	42	33	17	2	5	4	2																				
West	8	38	Dumbryden Drive		0.8 Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	11	43	31	15	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1																				
West	9	58	Gorgie Park Close		0.8 Medium High density - (100-175)	110		0.2050	0.7880	0.5520	0.2930	23	87	61	32	10	38	27	14	2	8	5	3	6	22	15	8	4	17	12	6	1	2	1	1																				
West	10	61	Stevenson Road		2.1 Medium High density - (100-175)	290		0.2050	0.7880	0.5520	0.2930	59	229	160	85	26	100	70	37	5	20	14	7	15	57	40	21	12	45	32	17	1	6	4	2																				
West	11	62	Gorgie Road (east)		3.4 Medium High density - (100-175)	469		0.2050	0.7880	0.5520	0.2930	96	370	259	137	42	162	114	60	8	32	23	12	24	93	65	35	19	73	51	27	2	9	6	3																				
West	14	85	Falcon Road West		0.2 Medium High density - (100-175)	28		0.1870	0.8220	0.5930	0.2850	5	23	17	8	2	10	7	4	0	2	1	1	1	6	4	2	1	5	3	2	0	1	0	0																				
West	20	99	Murieston Lane		0.5 Medium High density - (100-175)	69		0.2050	0.7880	0.5520	0.2930	14	54	38	20	6	24	17	9	1	5	3	2	4	14	10	5	3	11	8	4	0	1	1	0																				
West	42	191	Craiglockhart Avenue		0.3 Medium low density - (60-100)	24		0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	5	4	2	0	1	1	0	1	3	2	1	0	2	2	1	0	0	0	0																				
West	43	192	Inglis Green Road		1.9 Medium low density - (60-100)	152		0.0950	0.4820	0.3390	0.1630	14	73	52	25	6	32	23	11	1	6	5	2	4	18	13	6	3	14	10	5	0	2	1	1																				
West	44	193	Lnark Road (A)		0.9 Medium low density - (60-100)	72		0.1560	0.5830	0.4850	0.2250	11	42	35	16	5	18	15	7	1	4	3	1	3	11	9	4	2	8	7	3	0	1	1	0																				
West	50	238	Calder Estate (H)		0.2 Medium High density - (100-175)	28		0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	10	7	3	0	2	1	1	1	6	4	2	1	4	3	2	0	1	0	0																				
West	52	253	Westfield Road (A)		0.2 Medium High density - (100-175)	28		0.2130	0.8350	0.4880	0.2260	6	23	14	6	3	10	6	3	1	2	1	1	1	6	3	2	1	5	3	1	0	1	0	0																				
West	58	280	Clovenstone House		0.7 Medium High density - (100-175)	97		0.2010	0.7910	0.5620	0.2730	19	77	55	26	9	34	24	12	2	7	5	2	5	19	14	7	4	15	11	5	0	2	1	1																				
West	60	290	Balgreen		1.1 Medium High density - (100-175)	152		0.2130	0.8350	0.4880	0.2260	32	127	74	34	14	56	33	15	3	11	7	3	8	32	19	9	6	25	15	7	1	3	2	1																				
West	62	320	Old Liston Road		1.3 Medium low density - (60-100)	104		0.1810	0.5570	0.4340	0.2300	19	58	45	24	8	25	20	11	2	5	4	2	5	15	11	6	4	11	9	5	0	1	1	1																				
West	70	342	St John's Road (A)		0.1 Medium High density - (100-175)	14		0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	5	3	2	0	1	1	0	1	3	2	1	1	2	2	1	0	0	0	0																				
West	71	345	Corstorphine Road (A)		0.2 Medium low density - (60-100)	16		0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	0	0	0	0	2	1	1	0	2	1	1	0	0	0																				
West	72	346	Corstorphine Road (B)		0.1 Medium low density - (60-100)	8		0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	2	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0																				
West	79	363	West Gorgie Park		0.8 Medium High density - (100-175)	110		0.2130	0.8350	0.4880	0.2260	23	92	54	25	10	40	24	11	2	8	5	2	6	23	13	6	5	18	11	5	1	2	1	1																				
West	82	368	Peatville Gardens		0.2	10		0.1810	0.5570	0.4340	0.2300	2	6	4	2	1	2	2	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0																				
West	86	379	Lnark Road (D)		1 Medium low density - (60-100)	80		0.1810	0.5570	0.4340	0.2300	14	45	35	18	6	20	15	8	1	4	3	2	4	11	9	5	3	9	7	4	0	1	1	0																				
West	91	391	St John's Road (B)		0.9 Medium low density - (60-100)	72		0.1810	0.5570	0.4340	0.2300	13	40	31	17	6	18	14	7	1	4	3	1	3	10	8	4	3	8	6	3	0	1	1	0																				
West	94	396	Gylemuir Road		0.9 Medium High density - (100-175)	124		0.2010	0.7910	0.5620	0.2730	25	98	70	34	11	43	31	15	2	9	6	3	6	25	18	9	5	19	14	7	1	2	2	1																				
West	95	397	Kirk Loan		0.2 Medium low density - (60-100)	16		0.2010	0.7910	0.5620	0.2730	3	13	9	4	1	6	4	2	0	1	1	0	1	3	2	1	1	2	2	1	0	0	0																					
West	98	401	Gorgie Road (Caledonian Packaging)		1 Medium high density - (100-175)	138		0.2130	0.8350	0.4880	0.2260	29	115	67	31	13	51	30	14	3	10	6	3	7	29	17	8	6	23	13	6	1	3	2	1																				
International Business Gateway Phase 2						sqm	22297.00	1.8510	0.2440	0.1430	1.3440	413	54	32	300	43	6	3	31	21	3	2	16	307	40	24	223	0	0	0	0	41	5	3	30																				
Class 5 Industrial						sqm	3716.00	0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	1	0	0	0	0	5	3	1	4	0	0	0	0	1	0	0	1																				
Residential units						units	7000.00	0.0790	0.3930	0.3330	0.1380	553	2751	2331	966	277	1376	1166	483	0	0	0	0	194	963	816	338	30	147	125	52	53	265	225	93																				
Edinburgh Park Southern (Parabola)						Office	35756.00	1.8510	0.2440	0.1430	1.3440	662	87	51	481	238	31	18	173	53	7	4	38	278	37	21	202	33	4	3	24	60	8	5	43																				
RHASS Showground						New/extended showground	13370.00	0.3560	0.1110	0.3110	1.4440	48	15	42	193	21	7	19	87	4	1	4	17	15	5	13	60	2	1	2	10	5	1	4	19																				
Extension to existing on-site hotel						rooms	124.00	0.1810	0.3630	0.3570	0.1970	22	45	44	24	10	20	20	11	2	4	4	2	7	14	14	8	1	2	2	1	2	5	4	2																				
Office						sqm	29000.00	1.9180	0.1120	0.1040	1.6700	556	32	30	484	250	15	14	218	50	3	3	44	172	10	9	150	28	2	2	24	56	3	3	48																				
Food centre of excellence (retail)						sqm	2475.00	0.3450	0.0000	1.7240	1.3790	9	0	43	34	4	0	19	15	1	0	4	3	3	0	13	11	0	0	2	2	1	0	4	3																				
Elements Edinburgh (Crosswinds)						Office	45000.00	1.9590	0.1890	0.1360	1.7510	882	85	61	788	103	10	7	92	0	0	0	0	646	62	45	578	47	5	3	42	85	8	6	76																				
Class 5 Industrial						sqm	13500.00	0.173	0.101	0.029	0.144	23	14	4	19	3	2	0	2	0	0	0	0	17	10	3	14	1	1	0	1	2	1	0	2																				
Residential						units	2500.00	0.0790	0.3930	0.3330	0.1380	198	983	833	345	99	491	416	173	0	0	0	0	69	344	291	121	11	53	45	18	19	95	80	33																				
Strategic Sites		Saico (Land at Turnhouse Road)		Assumed Medium High density - (100-175)	1000 units	0.2130	0.8350	0.4880	0.2260	213	835	488	226	94	367	214	99	19	73	43	20	54	210	123	57	42	164	96	45	5	21	12	6	8																					
Strategic Sites		Garden District		Assumed Medium High density - (100-175)	1350 units	0.2130	0.8350	0.4880	0.2260	288	1127	659	305	126	495	290	134	25	99	58	27	72	283	165	77	57	222	130	60	7	28	16	8	34																					
Total West Edinburgh							4472	8257	6189	4969	1533	3798	2877	1870	228	385	258	237	1989	2539	1933	2041	370	1039	719	436	352	496	402	384																									

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips									
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)											
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT										
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																																		
SE		12	75 Duddingston Park South		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0						
SE		13	78 Peffer Bank		1	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	8	25	20	10	2	7	5	3	7	21	16	9	4	12	10	5	0	1	1	1						
SE		39	187 Gilmerton Dykes Street		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0						
SE		40	188 Rae's Crescent		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0						
SE		41	190 Alnwickhill Road		1.2 Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	17	53	42	22	7	20	16	8	2	6	4	2	5	17	13	7	3	10	8	4	0	1	1	0						
SE		56	266 Niddrie Mains Road (A)		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	7	22	17	9	2	6	5	2	6	18	14	8	3	11	8	4	0	1	1	1						
SE		59	289 Liberton Hospital		4.5 Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	8	25	20	10	2	7	5	3	7	21	16	9	4	12	10	5	0	1	1	1						
SE		76	352 Niddrie Mains Road (B)		1.1	136	0.1810	0.5570	0.4340	0.2300	25	76	59	31	9	28	22	12	3	8	6	3	8	24	19	10	5	14	11	6	1	2	1	1						
SE		77	353 Peffermill Road		0.2 Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	1	0	0	2	2	1	0	1	1	0	0	0	0	0						
SE		80	364 Old Dalkeith Road		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0						
SE		84	374 Moredun Park Loan		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0						
SE		85	375 Moredun Park View		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	2	5	4	2	0	1	1	1	1	4	3	2	1	2	2	1	0	0	0	0						
SE		103	503 Morrisons at Gilmerton Road		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	7	5	3	1	2	1	1	2	6	4	2	1	3	3	1	0	0	0	0						
SE		106	513 Land at The Wisp		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	21	63	49	26	6	18	14	7	17	53	42	22	10	31	24	13	1	4	3	2						
SE		107	515 Gilmerton Gateway		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	21	63	49	26	6	18	14	7	17	53	42	22	10	31	24	13	1	4	3	2						
Strategic Sites							Assumed Medium low density - (60-100)				2500 units	0.1810	0.5570	0.4340	0.2300	453	1393	1085	575	170	522	407	215	47	145	113	60	143	440	343	182	83	255	199	105	10	30	24	13	
							Commercial / Life Sciences				240000 sqm	0.5930	0.1130	0.0600	0.3870	1423	271	144	929	533	102	54	348	148	28	15	97	450	86	45	293	261	50	26	170	31	6	3	20	
Strategic Sites							Land South East of Gilmerton				Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	339	1044	813	431	94	290	226	120	286	880	685	363	166	511	398	211	20	61	47	25
Total South East Edinburgh											3031	5223	4002	2973	1136	1957	1500	1114	316	544	417	310	957	1650	1264	939	556	958	734	545	66	114	87	65						

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																													
East		75	350 Willowbrae Road		0.3 Medium low density - (60-100)	24	0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	4	3	1	0	1	1	0	1	4	3	1	0	2	1	1	0	0	0	0	
SW		81	367 Redford Barracks		31.1	800	0.1810	0.5570	0.4340	0.2300	145	446	347	184	64	196	153	81	13	39	30	16	36	112	87	46	29	88	68	36	4	11	9	5	
East		97	400 Sir Harry Lauder Road		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	7	22	17	9	2	6	5	2	6	18	14	8	3	11	8	4	0	1	1	1	
East		102	502 Craigentinny Depot		5 Medium low density - (60-100)	400	0.1810	0.5570	0.4340	0.2300	72	223	174	92	27	83	65	34	8	23	18	10	23	70	55	29	13	41	32	17	2	5	4	2	
NW		105	509 Land at Ferrymuir		1.1 Medium low density - (60-100)	88	0.1810	0.5570	0.4340	0.2300	16	49	38	20	7	22	17	9	1	4	3	2	4	12	10	5	3	10	8	4	0	1	1	0	
Strategic Site																																			
							5000	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	398	1224	954	505	79	244	190	101	227	700	545	289	178	549	427	226	22	69	54	28
Total Other												1159	3572	2782	1474	503	1551	1208	640	103	318	248	131	297	916	714	378	227	700	545	289	28	87	68	36

Location						Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips					
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)			
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT		
Leith	FID	Site_no	Site_name	Area	Density_1	Capacity																													
			7 West Bowling Green Street		0.6 Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	16	62	44	21	5	19	13	6	1	4	3	1	5	18	13	6	4	16	11	5	1	4	3	1	
Leith	1	8.300000191	Newhaven Road (C)		1.4 Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	37	144	103	50	11	43	31	15	2	8	6	3	11	42	30	14	9	37	26	13	2	9	7	3	
Leith	2	9	Bonnington Road		0.7 Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	30	23	12	3	9	7	4	1	2	1	1	3	9	7	4	2	8	6	3	1	2	1	1	
Leith	3	10	Bangor Road (Swanfield Industrial Estate)		2.1 Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	55	217	154	75	17	65	46	23	3	12	9	4	16	63	45	22	14	55	39	19	4	14	10	5	
Leith	4	12	St Clair Street		2.7 Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	71	279	198	96	21	84	60	29	4	16	11	6	20	81	57	28	18	71	51	25	5	18	13	6	
Leith	24	112	Albert Street		0.2 Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	5	21	15	7	2	6	4	2	0	1	1	0	2	6	4	2	1	5	4	2	0	1	1	0	
Leith	25	115.1999969	London Road (B)		0.5 High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	23	89	52	24	7	27	16	7	1	5	3	1	7	26	15	7	6	23	13	6	1	6	3	2	
Leith	30	134	South Fort Street		3 Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	79	310	220	107	24	93	66	32	5	18	13	6	23	89	64	31	20	79	56	27	5	20	14	7	
Leith	31	136	Coburg Street		1.1 Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	29	114	81	39	9	34	24	12	2	7	5	2	8	33	23	11	7	29	21	10	2	7	5	3	
Leith	32	138	Bangor Road (James Pringle)		1 Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	24	104	75	35	7	31	22	11	1	6	4	2	7	30	22	10	6	27	19	9	2	7	5	2	
Leith	33	142	Iona Street		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	14	63	45	21	4	19	14	6	1	4	3	1	4	18	13	6	4	16	12	5	1	4	3	1	
Leith	36	157	North Fort Street		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	
Leith	37	158	Pitt Street		0.6 Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	8	25	20	10	2	8	6	3	0	1	1	1	2	7	6	3	2	6	5	3	1	2	1	1	
Leith	38	161	Leith Walk /Halmyre Street		1.7 Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	41	177	127	60	12	53	38	18	2	10	7	3	12	51	37	17	10	45	33	15	3	11	8	4	
Leith	45	210	Joppa Road		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	
Leith	46	225	Eastfield		0.5 Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	21	16	9	2	6	5	3	0	1	1	0	2	6	5	3	2	5	4	2	0	1	1	1	
Leith	47	226	Royston Terrace		0.2 Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	21	15	7	1	6	5	2	0	1	1	0	1	6	4	2	1	5	4	2	0	1	1	0	
Leith	48	230	Broughton Road		0.1 High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	17	10	4	1	5	3	1	0	1	1	0	1	5	3	1	1	4	2	1	0	1	1	0	
Leith	53	255	McDonald Road (B)		0.7 High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	32	120	66	31	9	36	20	9	2	7	4	2	9	35	19	9	8	31	17	8	2	8	4	2	
Leith	63	326	Baltic Street (B)		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	3	2	1	0	1	0	0	1	3	2	1	1	3	2	1	0	1	0	0	
Leith	64	329	Stewartfield		1.5 Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	36	156	112	53	11	47	34	16	2	9	6	3	10	45	32	15	9	40	29	14	2	10	7	3	
Leith	65	330	Ferry Road		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	3	2	1	0	1	0	0	1	3	2	1	1	3	2	1	0	1	0	0	
Leith	66	332	Beaverhall Road		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	14	63	45	21	4	19	14	6	1	4	3	1	4	18	13	6	4	16	12	5	1	4	3	1	
Leith	67	334	Westbank Street		1.8 Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	25	76	59	31	7	23	18	9	1	4	3	2	7	22	17	9	6	19	15	8	2	5	4	2	
Leith	68	335	Portobello Road		0.3 Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	31	22	11	2	9	7	3	0	2	1	1	2	9	6	3	2	8	6	3	0	2	1	1	
Leith	69	336	Norton Park		0.5 Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	13	52	37	18	4	16	11	5	1	3	2	1	4	15	11	5	3	13	9	5	1	3	2	1	
Leith	87	384	Jane Street		4.2 Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	101	438	314	148	30	132	94	45	6	25	18	8	29	126	91	43	26	112	80	38	6	28	20	9	
Leith	88	385	Corunna Place		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	0	1	1	0	1	1	0	1	4	3	2	1	3	3	1	0	1	1	0	
Leith	89	386	Commercial Street		0.2 High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	34	24	11	2	10	7	3	0	2	1	1	2	10	7	3	2	9	6	3	0	2	2	1	
Leith	92	393	Salamander Place		0.5 High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	20	85	61	29	6	26	18	9	1	5	4	2	6	25	18	8	5	22	16	7	1	5	4	2	
Leith	93	382	Steads Place		1.4 Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	34	146	105	49	10	44	31	15	2	8	6	3	10	42	30	14	9	37	27	13	2	9	7	3	
Leith	100	8.199999809	Newhaven Road (B)		0.4 High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	18	68	38	17	5	20	11	5	1	4	2	1	5	20	11	5	17	10	4	1	4	2	1	1	
Leith	101	328	Broughton Road		1.9 Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	50	196	139	68	15	59	42	20	3	11	8	4	14	57	40	20	13	50	36	17	3	13	9	4	
Strategic Sites			Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	139	604	434	204	42	181	130	61	8	35	25	12	40	174	125	59	36	154	111	52	9	39	28	13	
			Leith Docks	Office		92068 sqm	0.9000	0.1000	0.3000	0.7000	2553	284	851	1986	768	85	256	597	146	16	49	114	737	82	246	573	653	73	218	508	163	18	54	127	
			(Forth Properties)	Port Activities		12120 rooms	0.6000	0.2000	0.1400	0.4600	224	75	52	172	67	22	16	52	13	4	3	10	65	22	15	50	57	19	13	44	14	5	3	11	
				Ocean Terminal Extension		64900 sqm	0.1200	0.0100	0.6200	0.6800	240	20	1240	1360	72	6	373	409	14	1	71	78	69	6	358	393	61	5	317	348	15	1	79	87	
				Retail - Local shops		18844 sqm																													
				Bars/Restaurants		6750 sqm	0.0000	0.0000	3.3900	2.0900	0	0	705	435	0	0	212	131	0	0	40	25	0	0	204	125	0	0	180	111	0	0	45	28	
				Leisure		9913 sqm	0.3900	0.1900	1.0100	0.7700	119	58	309	235	36	17	93	71	7	3	18	13	34	17	89	68	30	15	79	60	8	4	20	15	
				Education		5620 sqm	1.4600	0.8000	0.2300	0.5100	253	139	40	88	76	42	12	27	15	8	2	5	73	40	11	25	65	35	10	23	16	9	3	6	
Total Leith Scenario 2							4326	4380	5883	5563	1301	1316	1769	1673	248	251	337	319	1249	1264	1698	1606	1106	1120	1504	1423	276	280	375	355					
Leith Scenario 2 - Leith Scenario 1							-247	-250	-336	-318	-103	-104	-140	-132	-20	-20	-27	-25	-416	-421	-566	-535	53	53	72	68	92	93	125	118					
% Difference							-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%	50%	50%	50%

						Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips				
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																												
Granton	19		95 Crewe Road South		4 Medium low density - (60-100)	320		0.1810	0.5570	0.4340	0.2300	55	169	131	70	16	51	39	21	3	10	8	4	16	49	38	20	14	43	34	18	3	11	8
Granton	49		233 West Pilton Grove		0.5 Medium low density - (60-100)	40		0.1560	0.5830	0.4850	0.2250	6	22	18	9	2	7	6	3	0	1	1	0	2	6	5	2	2	6	5	2	0	1	1
Granton	57		277 Silverlea		1.5 Medium low density - (60-100)	120		0.1560	0.5830	0.4850	0.2250	18	66	55	26	5	20	17	8	1	4	3	1	5	19	16	7	5	17	14	7	1	4	4
Total Granton Scenario 2								78	257	205	104	24	77	62	31	4	15	12	6	23	74	59	30	20	66	52	27	5	16	13				
Granton Scenario 2 - Granton Scenario 1								-4	-15	-12	-6	-2	-6	-5	-2	0	-1	-1	0	-8	-25	-20	-10	1	3	2	1	2	5	4				
% Difference								-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%				

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)					
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																												
Fountainbridge	15		88 Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	20	14	7	0	3	2	1	0	1	0	0	1	5	3	2	2	11	8	4	0	1	1	
Fountainbridge	16		89 Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0		
Fountainbridge	17		91 Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1	
Fountainbridge	18		94 Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	19	118	85	44	3	17	13	6	1	4	3	1	4	27	20	10	10	63	46	24	1	8	6	
Fountainbridge	21		100 Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1	
Fountainbridge	22		106 Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	39	28	15	1	6	4	2	0	1	1	0	1	9	7	3	3	21	15	8	0	3	2	
Fountainbridge	23		107 Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	69	50	26	2	10	7	4	0	2	1	1	3	16	12	6	6	37	27	14	1	5	3	
EoCC	26		124 Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	69	50	26	2	10	7	4	0	2	1	1	3	16	12	6	6	37	27	14	1	5	3	
EoCC	27		126 St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	1	2	1	1	0	0	0	1	3	2	1	2	7	5	3	0	1	1		
EoCC	28		128 Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	27	174	126	65	4	26	18	10	1	5	4	2	6	40	29	15	15	94	68	35	2	12	9	
EoCC	29		130 India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	1	1	0	1	2	2	1	0	0	0		
EoCC	34		144 McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	17	108	78	41	2	16	11	6	1	3	2	1	4	25	18	9	9	58	42	22	1	8	5	
EoCC	35		151 Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	49	35	18	1	7	5	3	0	1	1	1	2	11	8	4	4	26	19	10	1	3	2	
EoCC	51		249 Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	11	38	29	15	2	6	4	2	0	1	1	0	3	9	7	3	6	20	16	8	1	3	2	
Fountainbridge	54		257 Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	54	31	15	2	8	5	2	0	2	1	0	3	12	7	3	7	29	17	8	1	4	2	
EoCC	55		259 Astley Ainslie Hospital	18.8		500	0.1180	0.7520	0.5430	0.2820	56	356	257	133	8	52	38	20	2	11	8	4	13	82	59	31	30	191	138	72	4	25	18	
EoCC	61		302 Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	32	164	115	56	5	24	17	8	1	5	3	2	7	38	27	13	17	88	62	30	2	11	8	
EoCC	73		348 Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	22	97	75	37	3	14	11	5	1	3	2	1	5	22	17	9	12	52	40	20	2	7	5	
EoCC	74		349 Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	10	44	34	17	1	6	5	2	0	1	1	1	2	10	8	4	5	24	18	9	1	3	2	
Fountainbridge	78		356 Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	9	36	21	10	1	5	3	1	0	1	1	0	2	8	5	2	5	19	11	5	1	2	1	
EoCC	83		371 Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	35	27	14	1	5	4	2	0	1	1	0	2	8	6	3	4	19	15	7	1	2	2	
CC	90		390 Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	18	14	7	1	3	2	1	0	1	0	0	1	4	3	2	2	10	7	4	0	1	1	
EoCC	96		399 Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	26	20	10	1	4	3	1	0	1	1	0	1	6	5	2	3	14	11	5	0	2	1	
EoCC	99		404 East London Street		0.3 Medium high density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	8	32	19	9	1	5	3	1	0	1	1	0	2	7	4	2	4	17	10	5	1	2	1	
EoCC	104		505 Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	17	66	38	18	2	10	6	3	0	2	1	1	4	15	9	4	9	35	21	10	1	5	3	
Total City Centre Scenario 2							323	1703	1207	609	47	250	177	89	10	51	36	18	75	394	279	141	174	915	649	327	22	118	84					
CC Scenario 2 - CC Scenario 1							-18	-97	-69	-35	-4	-20	-14	-7	-1	-4	-3	-1	-25	-131	-93	-47	8	44	31	16	7	39	28					
% Difference							-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%			

Location	FID	Site_no	Site_name	Area	Density_1	Capacity	Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
West		5	34 Broomhouse Terrace		4 Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	55	169	131	70	24	73	57	30	5	14	11	6	11	34	26	14	12	37	29	15	2	7	5	3
West		6	35 Murrayburn Gate		0.6 High density - (175-275)	135	0.1840	0.7980	0.5730	0.2700	23	102	73	34	10	44	32	15	2	9	6	3	5	20	15	7	5	22	16	8	1	4	3	1
West		7	37 Murrayburn Road		4.8 Medium low density - (60-100)	384	0.1810	0.5570	0.4340	0.2300	66	202	158	84	28	87	68	36	6	17	14	7	13	40	31	17	14	44	34	18	3	8	6	3
West		8	38 Dumbryden Drive		0.8 Medium High density - (100-175)	124	0.2010	0.7910	0.5620	0.2730	24	93	66	32	10	40	28	14	2	8	6	3	5	18	13	6	5	20	14	7	1	4	3	1
West		9	58 Gorgie Park Close		0.8 Medium High density - (100-175)	110	0.2050	0.7880	0.5520	0.2930	21	82	57	30	9	35	25	13	2	7	5	3	4	16	11	6	5	18	13	7	1	3	2	1
West		10	61 Stevenson Road		2.1 Medium High density - (100-175)	290	0.2050	0.7880	0.5520	0.2930	56	216	151	80	24	93	65	35	5	19	13	7	11	43	30	16	12	47	33	18	2	8	6	3
West		11	62 Gorgie Road (east)		3.4 Medium High density - (100-175)	469	0.2050	0.7880	0.5520	0.2930	91	350	245	130	39	151	105	56	8	30	21	11	18	70	49	26	20	76	54	28	4	14	10	5
West		14	85 Falcon Road West		0.2 Medium High density - (100-175)	28	0.1870	0.8220	0.5930	0.2850	5	22	16	8	2	9	7	3	0	2	1	1	1	4	3	2	1	5	3	2	0	1	1	0
West		20	99 Murieston Lane		0.5 Medium High density - (100-175)	69	0.2050	0.7880	0.5520	0.2930	13	51	36	19	6	22	16	8	1	4	3	2	3	10	7	4	3	11	8	4	1	2	1	1
West		42	191 Craiglockhart Avenue		0.3 Medium low density - (60-100)	24	0.0950	0.4820	0.3390	0.1630	2	11	8	4	1	5	3	2	0	1	1	0	0	2	2	1	0	2	2	1	0	0	0	0
West		43	192 Inglis Green Road		1.9 Medium low density - (60-100)	152	0.0950	0.4820	0.3390	0.1630	14	69	49	23	6	30	21	10	1	6	4	2	3	14	10	5	3	15	11	5	1	3	2	1
West		44	193 Lanark Road (A)		0.9 Medium low density - (60-100)	72	0.1560	0.5830	0.4850	0.2250	11	40	33	15	5	17	14	7	1	3	3	1	2	8	7	3	2	9	7	3	0	2	1	1
West		50	238 Calder Estate (H)		0.2 Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	5	21	15	7	2	9	6	3	0	2	1	1	1	4	3	1	1	5	3	2	0	1	1	0
West		52	253 Westfield Road (A)		0.2 Medium High density - (100-175)	28	0.2130	0.8350	0.4880	0.2260	6	22	13	6	2	10	6	3	0	2	1	1	1	4	3	1	1	5	3	1	0	1	1	0
West		58	280 Clovenstone House		0.7 Medium High density - (100-175)	97	0.2010	0.7910	0.5620	0.2730	18	73	52	25	8	31	22	11	2	6	4	2	4	14	10	5	4	16	11	5	1	3	2	1
West		60	290 Balgreen		1.1 Medium High density - (100-175)	152	0.2130	0.8350	0.4880	0.2260	31	120	70	32	13	52	30	14	3	10	6	3	6	24	14	6	7	26	15	7	1	5	3	1
West		62	320 Old Liston Road		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	18	55	43	23	8	24	18	10	2	5	4	2	4	11	9	5	4	12	9	5	1	2	2	1
West		70	342 St John's Road (A)		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	10	7	4	1	5	3	2	0	1	1	0	1	2	1	1	1	2	2	1	0	0	0	0
West		71	345 Corstorphine Road (A)		0.2 Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	1	7	5	2	1	3	2	1	0	1	0	0	0	1	1	0	0	2	1	1	0	0	0	0
West		72	346 Corstorphine Road (B)		0.1 Medium low density - (60-100)	8	0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	2	1	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West		79	363 West Gorgie Park		0.8 Medium High density - (100-175)	110	0.2130	0.8350	0.4880	0.2260	22	87	51	24	10	37	22	10	2	7	4	2	4	17	10	5	5	19	11	5	1	3	2	1
West		82	368 Peatville Gardens		0.2	10	0.1810	0.5570	0.4340	0.2300	2	5	4	2	1	2	2	1	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0
West		86	379 Lanark Road (D)		1 Medium low density - (60-100)	80	0.1810	0.5570	0.4340	0.2300	14	42	33	17	6	18	14	7	1	4	3	1	3	8	7	3	3	9	7	4	1	2	1	1
West		91	391 St John's Road (B)		0.9 Medium low density - (60-100)	72	0.1810	0.5570	0.4340	0.2300	12	38	30	16	5	16	13	7	1	3	3	1	2	8	6	3	3	8	6	3	0	1	1	1
West		94	396 Gylemuir Road		0.9 Medium High density - (100-175)	124	0.2010	0.7910	0.5620	0.2730	24	93	66	32	10	40	28	14	2	8	6	3	5	18	13	6	5	20	14	7	1	4	3	1
West		95	397 Kirk Loan		0.2 Medium low density - (60-100)	16	0.2010	0.7910	0.5620	0.2730	3	12	9	4	1	5	4	2	0	1	1	0	1	2	2	1	1	3	2	1	0	0	0	0
West		98	401 Gorgie Road (Caledonian Packaging)		1 Medium high density - (100-175)	138	0.2130	0.8350	0.4880	0.2260	28	109	64	30	12	47	27	13	2	9	5	3	6	22	13	6	6	24	14	6	1	4	2	1
		International Business Gateway Phase 2	Office		sqm	22297.00	1.8510	0.2440	0.1430	1.3440	390	51	30	283	40	5	3	29	20	3	2	14	230	30	18	167	0	0	0	0	62	8	5	45
			Class 5 Industrial		sqm	3716.00	0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	1	0	0	0	0	4	2	1	3	0	0	0	0	1	1	0	1
			Residential units		units	7000.00	-	-	-	-	523	2602	2205	914	256	1275	1080	448	0	0	0	0	145	722	612	254	31	155	131	54	80	398	337	140
		Edinburgh Park Southern (Parabola)	Office		sqm	35756.00	1.8510	0.2440	0.1430	1.3440	626	83	48	455	221	29	17	160	49	6	4	36	208	27	16	151	35	5	3	25	89	12	7	65
			New/extended showground		sqm	13370.00	0.3560	0.1110	0.3110	1.4440	45	14	39	183	20	6	17	81	4	1	3	16	11	3	10	45	2	1	2	10	7	2	6	29
			Extension to existing on-site hotel		rooms	124.00	0.1810	0.3630	0.3570	0.1970	21	43	42	23	9	19	18	10	2	4	4	2	5	10	10	6	1	2	2	1	3	7	7	4
			Office		sqm	29000.00	1.9180	0.1120	0.1040	1.6700	526	31	29	458	232	14	13	202	46	3	3	40	129	8	7	113	29	2	2	25	83	5	5	73
			Food centre of excellence (retail)		sqm	2475.00	0.3450	0.0000	1.7240	1.3790	8	0	40	32	4	0	18	14	1	0	4	3	2	0	10	8	0	0	2	2	1	0	6	5
		Elements Edinburgh (Crosswinds)	Office		sqm	45000.00	1.9590	0.1890	0.1360	1.7510	834	80	58	745	96	9	7	85	0	0	0	0	485	47	34	433	50	5	3	44	128	12	9	114
			Class 5 Industrial		sqm	13500.00	0.173	0.101	0.029	0.144	22	13	4	18	3	1	0	2	0	0	0	0	13	7	2	11	1	1	0	1	3	2	1	3
			Residential		units	2500.00	0.0790	0.3930	0.3330	0.1380	187	929	788	326	92	455	386	160	0	0	0	0	52	258	219	91	11	55	47	19	29	142	120	50
Strategic Sites			Saico (Land at Turnhouse Road)		Assumed Medium High density - (100-175)	1000 units	0.2130	0.8350	0.4880	0.2260	201	790	462	214	87	340	199	92	17	68	40	18	40	157	92	43	44	173	101	47	8	31	18	8
Strategic Sites			Garden District		Assumed Medium High density - (100-175)	1350 units	0.2130	0.8350	0.4880	0.2260	272	1066	623	289	117	459	268	124	23	92	54	25	54	212	124	57	59	233	136	63	11	42	24	11
Total West Edinburgh Scenario 2											4231	7811	5855	4701	1421	3520	2667	1733	212	357	239	220	1492	1904	1450	1531	389	1091	755	458	528	744	603	577
WE Scenario 2 - WE Scenario 1											-241	-446	-334	-268	-112	-278	-211	-137	-17	-28	-19	-17	-497	-635	-483	-510	19	52	36	22	176	248	201	192

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips									
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)											
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT										
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																																		
SE		12	75 Duddingston Park South		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0							
SE		13	78 Pepper Bank		1	120	0.1810	0.5570	0.4340	0.2300	21	63	49	26	8	23	18	10	2	6	5	3	5	16	12	7	4	13	10	5	1	2	2	1						
SE		39	187 Gilmerton Dykes Street		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0						
SE		40	188 Rae's Crescent		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0						
SE		41	190 Alnwickhill Road		1.2 Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	16	51	39	21	6	19	14	8	2	5	4	2	4	13	10	5	3	10	8	4	1	2	1	1						
SE		56	266 Niddrie Mains Road (A)		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	18	55	43	23	7	20	16	8	2	6	4	2	4	14	11	6	4	11	9	5	1	2	1	1						
SE		59	289 Liberton Hospital		4.5 Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	21	63	49	26	8	23	18	10	2	6	5	3	5	16	12	7	4	13	10	5	1	2	2	1						
SE		76	352 Niddrie Mains Road (B)		1.1	136	0.1810	0.5570	0.4340	0.2300	23	72	56	30	9	26	21	11	2	7	6	3	6	18	14	7	5	15	11	6	1	2	2	1						
SE		77	353 Peffermill Road		0.2 Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	1	7	5	2	1	3	2	1	0	1	1	0	0	2	1	1	0	1	1	1	0	0	0	0						
SE		80	364 Old Dalkeith Road		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0						
SE		84	374 Moredun Park Loan		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0						
SE		85	375 Moredun Park View		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	5	2	5	4	2	0	1	1	1	1	3	2	1	1	3	2	1	0	0	0	0						
SE		103	503 Morrisons at Gilmerton Road		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	5	17	13	7	2	6	5	3	1	2	1	1	1	4	3	2	1	3	3	1	0	1	0	0						
SE		106	513 Land at The Wisp		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	52	160	125	66	19	59	46	24	5	16	13	7	13	40	31	17	11	33	25	13	2	6	4	2						
SE		107	515 Gilmerton Gateway		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	52	160	125	66	19	59	46	24	5	16	13	7	13	40	31	17	11	33	25	13	2	6	4	2						
Strategic Sites							Assumed Medium low density - (60-100)				2500 units	0.1810	0.5570	0.4340	0.2300	428	1317	1026	544	157	484	377	200	44	135	105	56	107	330	257	136	87	268	209	111	15	45	35	19	
							Commercial / Life Sciences				240000 sqm	0.5930	0.1130	0.0600	0.3870	1346	257	136	879	494	94	50	323	137	26	14	90	337	64	34	220	274	52	28	179	46	9	5	30	
Strategic Sites							Land South East of Gilmerton				Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	856	2635	2053	1088	314	967	754	399	87	269	210	111	214	660	514	272	174	536	418	221	30	91	71	38
Total South East Edinburgh Scenario 2											2868	4941	3786	2812	1053	1814	1390	1033	293	504	387	287	718	1237	948	704	584	1006	771	573	99	170	131	97						
SE Scenario 2 - SE Scenario 1											-164	-282	-216	-161	-83	-143	-110	-82	-23	-40	-31	-23	-239	-412	-316	-235	28	48	37	27	33	57	44	32						
% difference											-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%						

										Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
										AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	Market	Affordable		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
East		75	350 Willowbrae Road		0.3 Medium low density - (60-100)	24	16	8		0.0950	0.4820	0.3390	0.1630	2	11	8	4	1	4	3	1	0	1	1	0	1	3	2	1	0	2	2	1	0	0	0	0
SW		81	367 Redford Barracks		31.1	800	520	280		0.1810	0.5570	0.4340	0.2300	137	422	328	174	59	182	141	75	12	36	28	15	27	84	65	35	30	92	72	38	5	16	13	7
East		97	400 Sir Harry Lauder Road		1.3 Medium low density - (60-100)	104	68	36		0.1810	0.5570	0.4340	0.2300	18	55	43	23	7	20	16	8	2	6	4	2	4	14	11	6	4	11	9	5	1	2	1	1
East		102	502 Craigentinny Depot		5 Medium low density - (60-100)	400	260	140		0.1810	0.5570	0.4340	0.2300	68	211	164	87	25	77	60	32	7	22	17	9	17	53	41	22	14	43	33	18	2	7	6	3
NW		105	509 Land at Ferrymuir		1.1 Medium low density - (60-100)	88	57	31		0.1810	0.5570	0.4340	0.2300	15	46	36	19	6	20	16	8	1	4	3	2	3	9	7	4	3	10	8	4	1	2	1	1
Strategic Site																																					
														856.13	2634.61	2052.82	1087.9	369	1134	884	468	74	226	176	93	170	525	409	217	187	576	449	238	33	103	80	43
										Total Other Scenario 2				1097	3379	2632	1394	467	1437	1120	593	96	295	230	122	223	687	535	284	238	735	572	303	42	131	102	54
										Other Scenario 2 - Other Scenario 1				-63	-193	-150	-80	-37	-113	-88	-47	-8	-23	-18	-10	-74	-229	-178	-95	11	35	27	14	14	44	34	18
										% difference				-5%	-5%	-5%	-5%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-7%	-25%	-25%	-25%	-25%	5%	5%	5%	5%	50%	50%	50%	50%

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																												
Leith			7 West Bowling Green Street		0.6 Medium High density - (100-175)	83	0.2010	0.7910	0.5620	0.2730	17	66	47	23	4	15	11	5	1	3	2	1	6	24	17	8	4	17	12	6	1	5	3	2
Leith	1	8.300000191	Newhaven Road (C)		1.4 Medium High density - (100-175)	193	0.2010	0.7910	0.5620	0.2730	39	153	108	53	9	36	25	12	2	7	5	2	14	56	39	19	10	40	29	14	3	11	8	4
Leith	2		9 Bonnington Road		0.7 Medium low density - (60-100)	56	0.1810	0.5570	0.4340	0.2300	10	31	24	13	2	7	6	3	0	1	1	1	4	11	9	5	3	8	6	3	1	2	2	1
Leith	3		10 Bangor Road (Swanfield Industrial Estate)		2.1 Medium High density - (100-175)	290	0.2010	0.7910	0.5620	0.2730	58	229	163	79	14	54	38	19	3	10	7	4	21	84	59	29	15	61	43	21	4	16	11	6
Leith	4		12 St Clair Street		2.7 Medium High density - (100-175)	373	0.2010	0.7910	0.5620	0.2730	75	295	210	102	18	69	49	24	3	13	9	5	27	107	76	37	20	78	56	27	5	21	15	7
Leith	24		112 Albert Street		0.2 Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	6	22	16	8	1	5	4	2	0	1	1	0	2	8	6	3	1	6	4	2	0	2	1	1
Leith	25	115.1999969	London Road (B)		0.5 High density - (175-275)	113	0.2130	0.8350	0.4880	0.2260	24	94	55	26	6	22	13	6	1	4	2	1	9	34	20	9	6	25	15	7	2	7	4	2
Leith	30		134 South Fort Street		3 Medium High density - (100-175)	414	0.2010	0.7910	0.5620	0.2730	83	327	233	113	20	77	55	27	4	15	10	5	30	119	85	41	22	87	62	30	6	23	16	8
Leith	31		136 Coburg Street		1.1 Medium High density - (100-175)	152	0.2010	0.7910	0.5620	0.2730	31	120	85	41	7	28	20	10	1	5	4	2	11	44	31	15	8	32	23	11	2	8	6	3
Leith	32		138 Bangor Road (James Pringle)		1 Medium High density - (100-175)	138	0.1840	0.7980	0.5730	0.2700	25	110	79	37	6	26	19	9	1	5	4	2	9	40	29	14	7	29	21	10	2	8	6	3
Leith	33		142 Iona Street		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	4	16	11	5	1	3	2	1	6	24	17	8	4	18	13	6	1	5	3	2
Leith	36		157 North Fort Street		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	37		158 Pitt Street		0.6 Medium low density - (60-100)	48	0.1810	0.5570	0.4340	0.2300	9	27	21	11	2	6	5	3	0	1	1	0	3	10	8	4	2	7	6	3	1	2	1	1
Leith	38		161 Leith Walk /Halmyre Street		1.7 Medium High density - (100-175)	235	0.1840	0.7980	0.5730	0.2700	43	188	135	63	10	44	32	15	2	8	6	3	16	68	49	23	11	50	36	17	3	13	9	4
Leith	45		210 Joppa Road		0.1 Medium low density - (60-100)	8	0.1810	0.5570	0.4340	0.2300	1	4	3	2	0	1	1	0	0	0	0	0	1	2	1	1	0	1	1	0	0	0	0	0
Leith	46		225 Eastfield		0.5 Medium low density - (60-100)	40	0.1810	0.5570	0.4340	0.2300	7	22	17	9	2	5	4	2	0	1	1	0	3	8	6	3	2	6	5	2	1	2	1	1
Leith	47		226 Royston Terrace		0.2 Medium High density - (100-175)	28	0.1840	0.7980	0.5730	0.2700	5	22	16	8	1	5	4	2	0	1	1	0	2	8	6	3	1	6	4	2	0	2	1	1
Leith	48		230 Broughton Road		0.1 High density - (175-275)	23	0.2110	0.8000	0.4430	0.2050	5	18	10	5	1	4	2	1	0	1	0	0	2	7	4	2	1	5	3	1	0	1	1	0
Leith	53		255 McDonald Road (B)		0.7 High density - (175-275)	158	0.2110	0.8000	0.4430	0.2050	33	126	70	32	8	30	16	8	1	6	3	1	12	46	25	12	9	33	19	9	2	9	5	2
Leith	63		326 Baltic Street (B)		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	0	0	0	1	4	3	1	1	3	2	1	0	1	1	0
Leith	64		329 Stewartfield		1.5 Medium High density - (100-175)	207	0.1840	0.7980	0.5730	0.2700	38	165	119	56	9	39	28	13	2	7	5	3	14	60	43	20	10	44	31	15	3	12	8	4
Leith	65		330 Ferry Road		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	3	2	1	0	0	0	0	1	4	3	1	1	3	2	1	0	1	1	0
Leith	66		332 Beaverhall Road		0.6 Medium High density - (100-175)	83	0.1840	0.7980	0.5730	0.2700	15	66	48	22	4	16	11	5	1	3	2	1	6	24	17	8	4	18	13	6	1	5	3	2
Leith	67		334 Westbank Street		1.8 Medium low density - (60-100)	144	0.1810	0.5570	0.4340	0.2300	26	80	62	33	6	19	15	8	1	4	3	1	9	29	23	12	7	21	17	9	2	6	4	2
Leith	68		335 Portobello Road		0.3 Medium High density - (100-175)	41	0.2010	0.7910	0.5620	0.2730	8	32	23	11	2	8	5	3	0	1	1	1	3	12	8	4	2	9	6	3	1	2	2	1
Leith	69		336 Norton Park		0.5 Medium High density - (100-175)	69	0.2010	0.7910	0.5620	0.2730	14	55	39	19	3	13	9	4	1	2	2	1	5	20	14	7	4	14	10	5	1	4	3	1
Leith	87		384 Jane Street		4.2 Medium High density - (100-175)	580	0.1840	0.7980	0.5730	0.2700	107	463	332	157	25	109	78	37	5	21	15	7	39	169	121	57	28	123	88	41	8	33	23	11
Leith	88		385 Corunna Place		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	3	2	1	0	1	0	0	2	5	4	2	1	4	3	1	0	1	1	0
Leith	89		386 Commercial Street		0.2 High density - (175-275)	45	0.1840	0.7980	0.5730	0.2700	8	36	26	12	2	8	6	3	0	2	1	1	3	13	9	4	2	10	7	3	1	3	2	1
Leith	92		393 Salamander Place		0.5 High density - (175-275)	113	0.1840	0.7980	0.5730	0.2700	21	90	65	31	5	21	15	7	1	4	3	1	8	33	24	11	6	24	17	8	1	6	5	2
Leith	93		382 Steads Place		1.4 Medium High density - (100-175)	193	0.1840	0.7980	0.5730	0.2700	36	154	111	52	8	36	26	12	2	7	5	2	13	56	40	19	9	41	29	14	3	11	8	4
Leith	100	8.199999809	Newhaven Road (B)		0.4 High density - (175-275)	90	0.2110	0.8000	0.4430	0.2050	19	72	40	18	4	17	9	4	1	3	2	1	7	26	15	7	5	19	11	5	1	5	3	1
Leith	101		328 Broughton Road		1.9 Medium High density - (100-175)	262	0.2010	0.7910	0.5620	0.2730	53	207	147	72	12	49	35	17	2	9	7	3	19	75	54	26	14	55	39	19	4	15	10	5
Strategic Sites			Seafield		Assumed Medium High density - (100-175)	800	0.1840	0.7980	0.5730	0.2700	147	638	458	216	35	150	108	51	7	29	21	10	54	232	167	79	39	169	121	57	10	45	32	15
			Leith Docks	Office		92068 sqm	0.9000	0.1000	0.3000	0.7000	2699	300	900	2099	635	71	212	494	121	13	40	94	983	109	328	764	715	79	238	556	190	21	63	148
			(Forth Properties)	Port Activities		12120 rooms	0.6000	0.2000	0.1400	0.4600	237	79	55	182	56	19	13	43	11	4	2	8	86	29	20	66	63	21	15	48	17	6	4	13

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)	
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																												
Granton	19		95 Crewe Road South		4 Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	58	178	139	74	14	42	33	17	3	8	6	3	21	65	51	27	15	47	37	20	4	13	10	
Granton	49		233 West Pilton Grove		0.5 Medium low density - (60-100)	40	0.1560	0.5830	0.4850	0.2250	6	23	19	9	1	5	5	2	0	1	1	0	2	8	7	3	2	6	5	2	0	2	1	
Granton	57		277 Silverlea		1.5 Medium low density - (60-100)	120	0.1560	0.5830	0.4850	0.2250	19	70	58	27	4	16	14	6	1	3	3	1	7	25	21	10	5	19	15	7	1	5	4	
Total Granton Scenario 2							83	272	216	110	19	64	51	26	4	12	10	5	30	99	79	40	22	72	57	29	6	19	15					
Granton Scenario 2 - Granton Scenario 1							0	0	0	0	-6	-19	-16	-8	-1	-4	-3	-2	0	0	0	0	3	9	7	4	3	8	7					
% Difference							0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%					

						Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)					
						IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																											
Fountainbridge	15	88	Temple Park Crescent		0.2 Medium High density - (100-175)	28	0.1180	0.7520	0.5430	0.2820	3	21	15	8	0	2	2	1	0	0	0	0	1	6	4	2	2	12	8	4	0	2	1
Fountainbridge	16	89	Watson Crescent Lane		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	
Fountainbridge	17	91	Dundee Street		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
Fountainbridge	18	94	Gillspie Crescent		1.2 Medium High density - (100-175)	166	0.1180	0.7520	0.5430	0.2820	20	125	90	47	2	14	10	5	0	3	2	1	6	36	26	14	11	70	50	26	2	10	7
Fountainbridge	21	100	Dundee Terrace		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
Fountainbridge	22	106	Orchard Brae Avenue		0.3 Medium High density - (100-175)	55	0.1180	0.7520	0.5430	0.2820	6	41	30	16	1	5	3	2	0	1	1	0	2	12	9	5	4	23	17	9	0	3	2
Fountainbridge	23	107	Orchard Brae		0.9 Medium High density - (100-175)	124	0.1180	0.7520	0.5430	0.2820	11	73	53	27	1	8	6	3	0	2	1	1	3	21	15	8	6	41	29	15	1	6	4
EoCC	26	124	Ratcliffe Terrace		0.7 Medium High density - (100-175)	97	0.1180	0.7520	0.5430	0.2820	11	73	53	27	1	8	6	3	0	2	1	1	3	21	15	8	6	41	29	15	1	6	4
EoCC	27	126	St Leonard's Street (car park)		0.3 Medium low density - (60-100)	24	0.1660	0.5530	0.4330	0.2180	4	13	10	5	0	2	1	1	0	0	0	1	4	3	2	2	7	6	3	0	1	1	
EoCC	28	128	Eyre Terrace		2.5 Medium High density - (100-175)	245	0.1180	0.7520	0.5430	0.2820	29	184	133	69	3	21	15	8	1	4	3	2	8	54	39	20	16	103	74	38	2	14	10
EoCC	29	130	India Place		0.1 Medium low density - (60-100)	8	0.1660	0.5530	0.4330	0.2180	1	4	3	2	0	1	0	0	0	0	0	0	1	1	1	1	2	2	1	0	0	0	
EoCC	34	144	McDonald Place		1.1 Medium High density - (100-175)	152	0.1180	0.7520	0.5430	0.2820	18	114	83	43	2	13	9	5	0	3	2	1	5	33	24	13	10	64	46	24	1	9	6
EoCC	35	151	Eyre Place		0.5 Medium High density - (100-175)	69	0.1180	0.7520	0.5430	0.2820	8	52	37	19	1	6	4	2	0	1	1	0	2	15	11	6	5	29	21	11	1	4	3
EoCC	51	249	Watertoun Road		0.9 Medium low density - (60-100)	72	0.1660	0.5530	0.4330	0.2180	12	40	31	16	1	5	4	2	0	1	1	0	3	12	9	5	7	22	17	9	1	3	2
Fountainbridge	54	257	Chalmers Street (Eye Pavilion)		0.3 High density - (175-275)	68	0.2130	0.8350	0.4880	0.2260	14	57	33	15	2	7	4	2	0	1	1	0	4	17	10	4	8	32	18	9	1	4	3
EoCC	55	259	Astley Ainslie Hospital	18.8	0.5 Medium High density - (100-175)	500	0.1180	0.7520	0.5430	0.2820	59	376	272	141	7	43	31	16	1	9	6	3	17	110	79	41	33	209	151	79	5	29	21
EoCC	61	302	Royal Victoria Hospital		4.5 Medium low density - (60-100)	360	0.0950	0.4820	0.3390	0.1630	34	174	122	59	4	20	14	7	1	4	3	1	10	51	36	17	19	97	68	33	3	13	9
EoCC	73	348	Roseburn Street		1.1 Medium High density - (100-175)	152	0.1530	0.6720	0.5240	0.2600	23	102	80	40	3	12	9	5	1	2	2	1	7	30	23	12	13	57	44	22	2	8	6
EoCC	74	349	Russell Road (Royal Mail)		0.5 Medium High density - (100-175)	69	0.1530	0.6720	0.5240	0.2600	11	46	36	18	1	5	4	2	0	1	1	0	3	14	11	5	6	26	20	10	1	4	3
Fountainbridge	78	356	Dalry Road		0.2 High density - (175-275)	45	0.2130	0.8350	0.4880	0.2260	10	38	22	10	1	4	3	1	0	1	1	0	3	11	6	3	5	21	12	6	1	3	2
EoCC	83	371	Cowans Close		0.4 Medium High density - (100-175)	55	0.1530	0.6720	0.5240	0.2600	8	37	29	14	1	4	3	2	0	1	1	0	2	11	8	4	5	21	16	8	1	3	2
CC	90	390	Timberbush		0.2 Medium High density - (100-175)	28	0.1530	0.6720	0.5240	0.2600	4	19	15	7	0	2	2	1	0	0	0	0	1	5	4	2	2	10	8	4	0	1	1
EoCC	96	399	Broughton Market		0.3 Medium High density - (100-175)	41	0.1530	0.6720	0.5240	0.2600	6	28	21	11	1	3	2	1	0	1	0	0	2	8	6	3	3	15	12	6	0	2	2
EoCC	99	404	East London Street		0.3 Medium high density - (100-175)	41	0.2130	0.8350	0.4880	0.2260	9	34	20	9	1	4	2	1	0	1	0	0	3	10	6	3	5	19	11	5	1	3	2
EoCC	104	505	Glenogle Road		0.6 medium high density - (100-175)	83	0.2130	0.8350	0.4880	0.2260	18	69	41	19	2	8	5	2	0	2	1	0	5	20	12	5	10	39	23	10	1	5	3
Total City Centre Scenario 2							341	1800	1276	644	39	206	146	74	8	42	30	15	100	525	373	188	190	1002	710	359	26	138	98				
CC Scenario 2 - CC Scenario 1							0	0	0	0	-12	-63	-45	-23	-2	-13	-9	-5	0	0	0	0	25	131	93	47	11	59	42				
% Difference							0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%				

						Trip Rate		Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips								
						AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)								
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT						
West		5	34 Broomhouse Terrace		4 Medium low density - (60-100)	320	0.1810	0.5570	0.4340	0.2300	58	178	139	74	19	60	47	25	4	12	9	5	15	45	35	18	13	40	31	17	3	8	6	3		
West		6	35 Murrayburn Gate		0.6 High density - (175-275)	135	0.1840	0.7980	0.5730	0.2700	25	108	77	36	8	36	26	12	2	7	5	2	6	27	19	9	6	24	18	8	1	5	3	2		
West		7	37 Murrayburn Road		4.8 Medium low density - (60-100)	384	0.1810	0.5570	0.4340	0.2300	70	214	167	88	23	72	56	30	5	14	11	6	17	54	42	22	16	48	38	20	3	9	7	4		
West		8	38 Dumbryden Drive		0.8 Medium High density - (100-175)	124	0.2010	0.7910	0.5620	0.2730	25	98	70	34	8	33	23	11	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	1		
West		9	58 Gorgie Park Close		0.8 Medium High density - (100-175)	110	0.2050	0.7880	0.5520	0.2930	23	87	61	32	8	29	20	11	2	6	4	2	6	22	15	8	5	20	14	7	1	4	3	1		
West		10	61 Stevenson Road		2.1 Medium High density - (100-175)	290	0.2050	0.7880	0.5520	0.2930	59	229	160	85	20	77	54	29	4	15	11	6	15	57	40	21	13	52	36	19	3	10	7	4		
West		11	62 Gorgie Road (east)		3.4 Medium High density - (100-175)	469	0.2050	0.7880	0.5520	0.2930	96	370	259	137	32	124	87	46	6	25	17	9	24	93	65	35	22	84	59	31	4	16	11	6		
West		14	85 Falcon Road West		0.2 Medium High density - (100-175)	28	0.1870	0.8220	0.5930	0.2850	5	23	17	8	2	8	6	3	0	2	1	1	1	6	4	2	1	5	4	2	0	1	1	0		
West		20	99 Murieston Lane		0.5 Medium High density - (100-175)	69	0.2050	0.7880	0.5520	0.2930	14	54	38	20	5	18	13	7	1	4	3	1	4	14	10	5	3	12	9	5	1	2	2	1		
West		42	191 Craiglockhart Avenue		0.3 Medium low density - (60-100)	24	0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0		
West		43	192 Inglis Green Road		1.9 Medium low density - (60-100)	152	0.0950	0.4820	0.3390	0.1630	14	73	52	25	5	25	17	8	1	5	3	2	4	18	13	6	3	17	12	6	1	3	2	1		
West		44	193 Lanark Road (A)		0.9 Medium low density - (60-100)	72	0.1560	0.5830	0.4850	0.2250	11	42	35	16	4	14	12	5	1	3	2	1	3	11	9	4	3	10	8	4	0	2	2	1		
West		50	238 Calder Estate (H)		0.2 Medium High density - (100-175)	28	0.2010	0.7910	0.5620	0.2730	6	22	16	8	2	7	5	3	0	1	1	1	1	6	4	2	1	5	4	2	0	1	1	0		
West		52	253 Westfield Road (A)		0.2 Medium High density - (100-175)	28	0.2130	0.8350	0.4880	0.2260	6	23	14	6	2	8	5	2	0	2	1	0	1	6	3	2	1	5	3	1	0	1	1	0		
West		58	280 Clovenstone House		0.7 Medium High density - (100-175)	97	0.2010	0.7910	0.5620	0.2730	19	77	55	26	7	26	18	9	1	5	4	2	5	19	14	7	4	17	12	6	1	3	2	1		
West		60	290 Balgreen		1.1 Medium High density - (100-175)	152	0.2130	0.8350	0.4880	0.2260	32	127	74	34	11	43	25	12	2	9	5	2	8	32	19	9	7	29	17	8	1	5	3	1		
West		62	320 Old Liston Road		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	6	19	15	8	1	4	3	2	5	15	11	6	4	13	10	5	1	3	2	1		
West		70	342 St John's Road (A)		0.1 Medium High density - (100-175)	14	0.2010	0.7910	0.5620	0.2730	3	11	8	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	0	0	0		
West		71	345 Corstorphine Road (A)		0.2 Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	2	8	5	3	1	3	2	1	0	1	0	0	0	2	1	1	0	2	1	1	0	0	0	0		
West		72	346 Corstorphine Road (B)		0.1 Medium low density - (60-100)	8	0.0950	0.4820	0.3390	0.1630	1	4	3	1	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0		
West		79	363 West Gorgie Park		0.8 Medium High density - (100-175)	110	0.2130	0.8350	0.4880	0.2260	23	92	54	25	8	31	18	8	2	6	4	2	6	23	13	6	5	21	12	6	1	4	2	1		
West		82	368 Peatville Gardens		0.2	10	0.1810	0.5570	0.4340	0.2300	2	6	4	2	1	2	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0		
West		86	379 Lanark Road (D)		1 Medium low density - (60-100)	80	0.1810	0.5570	0.4340	0.2300	14	45	35	18	5	15	12	6	1	3	2	1	4	11	9	5	3	10	8	4	1	2	1	1		
West		91	391 St John's Road (B)		0.9 Medium low density - (60-100)	72	0.1810	0.5570	0.4340	0.2300	13	40	31	17	4	13	11	6	1	3	2	1	3	10	8	4	3	9	7	4	1	2	1	1		
West		94	396 Gylemuir Road		0.9 Medium High density - (100-175)	124	0.2010	0.7910	0.5620	0.2730	25	98	70	34	8	33	23	11	2	7	5	2	6	25	18	9	6	22	16	8	1	4	3	1		
West		95	397 Kirk Loan		0.2 Medium low density - (60-100)	16	0.2010	0.7910	0.5620	0.2730	3	13	9	4	1	4	3	1	0	1	1	0	1	3	2	1	1	3	2	1	0	1	0	0		
West		98	401 Gorgie Road (Caledonian Packaging)		1 Medium high density - (100-175)	138	0.2130	0.8350	0.4880	0.2260	29	115	67	31	10	39	23	10	2	8	5	2	7	29	17	8	7	26	15	7	1	5	3	1		
Strategic Sites	International Business Gateway Phase 2		Office		22297.00	sqm	1.8510	0.2440	0.1430	1.3440	413	54	32	300	33	4	3	24	16	2	1	12	307	40	24	223	0	0	0	0	72	10	6	52		
							0.173	0.101	0.029	0.144	6	4	1	5	1	0	0	0	0	0	0	5	3	1	4	0	0	0	0	1	1	0	1			
							7000.00	units	-	-	-	-	553	2751	2331	966	212	1053	893	370	0	0	0	0	194	963	816	338	34	169	144	60	93	464	393	163
							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Edinburgh Park Southern (Parabola)		Office		35756.00	sqm	1.8510	0.2440	0.1430	1.3440	662	87	51	481	182	24	14	132	41	5	3	29	278	37	21	202	38	5	3	28	104	14	8	76		
							0.3560	0.1110	0.3110	1.4440	48	15	42	193	16	5	14	67	3	1	3	13	15	5	13	60	3	1	2	11	8	3	7	34		
							124.00	rooms	0.1810	0.3630	0.3570	0.1970	22	45	44	24	8	16	15	8	2	3	3	2	7	14	14	8	1	3	3	1	4	8	8	4
							29000.00	sqm	1.9180	0.1120	0.1040	1.6700	556	32	30	484	192	11	10	167	38	2	2	33	172	10	9	150	32	2	2	28	97	6	5	85
	RHASS Showground		Office		2475.00	sqm	0.3450	0.0000	1.7240	1.3790	9	0	43	34	3	0	15	12	1	0	3	2	3	0	13	11	0	0	2	2	2	1	0	7	6	
							0.1810	0.5570	0.4340	0.2300	14	45	35	18	5	15	12	6	1	3	2	1	4	11	9	5	3	10	8	4	1	2	1	1		
							124.00	rooms	0.1810	0.3630	0.3570	0.1970	22	45	44	24	8	16	15	8	2	3	3	2	7	14	14	8	1	3	3	1	4	8	8	4
							29000.00	sqm	1.9180	0.1120	0.1040	1.6700	556	32	30	484	192	11	10	167	38	2	2	33	172	10	9	150	32	2	2	28	97	6	5	85
	Elements Edinburgh (Crosswinds)		Office		45000.00	sqm	1.9590	0.1890	0.1360	1.7510	882	85	61	788	79	8	5	71	0	0	0	0	646	62	45	578	54	5	4	49	149	14	10	133		
							13500.00	sqm	0.173	0.101	0.029	0.144																								

							Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips									
							AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)											
							IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT										
Location	FID	Site_no	Site_name	Area	Density_1	Capacity																																		
SE		12	75 Duddingston Park South		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	0	0							
SE		13	78 Peffer Bank		1	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	6	19	15	8	2	5	4	2	7	21	16	9	5	14	11	6	1	3	2	1						
SE		39	187 Gilmerton Dykes Street		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0						
SE		40	188 Rae's Crescent		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0						
SE		41	190 Alnwickhill Road		1.2 Medium low density - (60-100)	96	0.1810	0.5570	0.4340	0.2300	17	53	42	22	5	15	12	6	1	4	3	2	5	17	13	7	4	11	9	5	1	2	2	1						
SE		56	266 Niddrie Mains Road (A)		1.3 Medium low density - (60-100)	104	0.1810	0.5570	0.4340	0.2300	19	58	45	24	5	17	13	7	2	5	4	2	6	18	14	8	4	12	10	5	1	2	2	1						
SE		59	289 Liberton Hospital		4.5 Medium low density - (60-100)	120	0.1810	0.5570	0.4340	0.2300	22	67	52	28	6	19	15	8	2	5	4	2	7	21	16	9	5	14	11	6	1	3	2	1						
SE		76	352 Niddrie Mains Road (B)		1.1	136	0.1810	0.5570	0.4340	0.2300	25	76	59	31	7	22	17	9	2	6	5	2	8	24	19	10	5	16	12	7	1	3	2	1						
SE		77	353 Peffermill Road		0.2 Medium low density - (60-100)	16	0.0950	0.4820	0.3390	0.1630	2	8	5	3	0	2	2	1	0	1	0	0	0	2	2	1	0	2	1	1	0	0	0	0						
SE		80	364 Old Dalkeith Road		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0						
SE		84	374 Moredun Park Loan		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0						
SE		85	375 Moredun Park View		0.3 Medium low density - (60-100)	24	0.1810	0.5570	0.4340	0.2300	4	13	10	6	1	4	3	2	0	1	1	0	1	4	3	2	1	3	2	1	0	1	0	0						
SE		103	503 Morrisons at Gilmerton Road		0.4 Medium low density - (60-100)	32	0.1810	0.5570	0.4340	0.2300	6	18	14	7	2	5	4	2	0	1	1	1	2	6	4	2	1	4	3	2	0	1	1	0	0					
SE		106	513 Land at The Wisp		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	16	49	38	20	4	14	11	6	17	53	42	22	12	36	28	15	2	6	5	3						
SE		107	515 Gilmerton Gateway		3.8 Medium low density - (60-100)	304	0.1810	0.5570	0.4340	0.2300	55	169	132	70	16	49	38	20	4	14	11	6	17	53	42	22	12	36	28	15	2	6	5	3						
Strategic Sites							Assumed Medium low density - (60-100)				2500 units	0.1810	0.5570	0.4340	0.2300	453	1393	1085	575	130	400	311	165	36	111	87	46	143	440	343	182	95	294	229	121	17	53	41	22	
							Commercial / Life Sciences				240000 sqm	0.5930	0.1130	0.0600	0.3870	1423	271	144	929	408	78	41	267	114	22	11	74	450	86	45	293	300	57	30	196	54	10	5	35	
Strategic Sites							Land South East of Gilmerton				Assumed Medium low density - (60-100)	5000 units	0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	260	799	623	330	72	222	173	92	286	880	685	363	191	587	458	243	34	106	83	44
Total South East Edinburgh Scenario 2							3031	5223	4002	2973	870	1499	1148	853	242	417	319	237	957	1650	1264	939	639	1102	844	627	115	199	152	113										
SE Scenario 2 - SE Scenario 1							0	0	0	0	-266	-458	-351	-261	-74	-127	-98	-73	0	0	0	0	0	83	144	110	82	49	85	65	49									
% difference							0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%									

										Trip Rate				Total People Trips				Total Vehicle Trips				Total Vehicle Occupant Trips				Total Public Transport Trips				Total Walking Trips				Total Cycling Trips			
										AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)		AM (08:00-09:00)		PM (17:00 - 18:00)					
										IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT				
Location	FID	Site_no	Site_name	Area	Density_1	Capacity	Market	Affordable																													
East		75	350 Willowbrae Road		0.3 Medium low density - (60-100)	24	16	8		0.0950	0.4820	0.3390	0.1630	2	12	8	4	1	3	2	1	0	1	1	0	1	4	3	1	0	2	2	1	0			
SW		81	367 Redford Barracks		31.1	800	520	280		0.1810	0.5570	0.4340	0.2300	145	446	347	184	49	150	117	62	10	30	23	12	36	112	87	46	33	101	79	42	6			
East		97	400 Sir Harry Lauder Road		1.3 Medium low density - (60-100)	104	68	36		0.1810	0.5570	0.4340	0.2300	19	58	45	24	5	17	13	7	2	5	4	2	6	18	14	8	4	12	10	5	1			
East		102	502 Craigentinny Depot		5 Medium low density - (60-100)	400	260	140		0.1810	0.5570	0.4340	0.2300	72	223	174	92	21	64	50	26	6	18	14	7	23	70	55	29	15	47	37	19	3			
NW		105	509 Land at Ferrymuir		1.1 Medium low density - (60-100)	88	57	31		0.1810	0.5570	0.4340	0.2300	16	49	38	20	5	16	13	7	1	3	3	1	4	12	10	5	4	11	9	5	1			
Strategic Site		Land East of Riccarton				5000				0.1810	0.5570	0.4340	0.2300	905	2785	2170	1150	305	937	730	387	61	187	146	77	227	700	545	289	205	631	491	260	39			
Total Other Scenario 2														1159	3572	2782	1474	386	1188	925	490	79	244	190	101	297	916	714	378	261	804	627	332	50	153	119	63
Other Scenario 2 - Other Scenario 1														0	0	0	0	-118	-363	-283	-150	-24	-74	-58	-31	0	0	0	0	34	105	82	43	21	65	51	27
% difference														0%	0%	0%	0%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	-23%	0%	0%	0%	0%	15%	15%	15%	15%	75%	75%	75%	75%

Appendix C. Mode Share Estimation Methodology



City Plan Transport Appraisal

Appendix C: Mitigation measures - mode share estimation methodology

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6 August 2021

City of Edinburgh Council



City Plan Transport Appraisal

Project No: BESP0023
Document Title: Appendix C: Mitigation measures - mode share estimation methodology
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Client Name: City of Edinburgh Council
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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	15/1/21	Draft for Transport Scotland consideration	TJS	GD	GD	KG
2	17/2/21	Final with updated CMP content	TJS	GD	GD	KG
3	6/8/21	Final	TJS	GD	GD	KG

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1. Introduction

As part of the work to complete a Transport Appraisal of Edinburgh's proposed City Plan 2030, the impact on transport mode share of various mitigation measures is to be estimated. This note sets out the approach used to estimate the impact on mode share of the mitigation measures.

2. Required outputs

This methodology intends to predict the effects on mode share of the potential introduction of walking and cycling infrastructure and/or public transport infrastructure/services in the vicinity of proposed new developments. This infrastructure would be provided with the intention of mitigating transport problems that might otherwise occur as a result of the developments (e.g. of traffic congestion, pollution) and to support sustainable, healthy transport objectives.

Note that this methodology is applicable to the brownfield sites being considered in City Plan 2030, as these are sites largely within the extant urban area. It is not applicable to the larger edge-of-town greenfield sites that are under consideration. Work to understand the accessibility of the greenfield sites by sustainable modes has identified significant issues with each of them based only on the current transport network, hence that significant investment in active and sustainable travel measures is required before any can progress. Trip rate forecasts for these greenfield sites therefore largely assume that effective sustainable travel measures are in place.

The active travel and public transport mode share predictions will be used to amend the development trip rate forecasts (as described in Appendix B) in the event that these mitigation measures were implemented.

The impact of mitigation measures in terms of scale of change from the without-mitigation ('base case') trip generation forecasts will depend on a variety of factors, especially the availability of extant active travel routes and facilities, and public transport services and infrastructure: the mode share impacts of new facilities may be minimal if effective existing facilities are in place.

3. Evidence and assumptions

Active travel

Increases in active travel rates as a result of mitigation measures will depend on a wide variety of local circumstances, and the final design of those measures, which are not being considered in detail as part of this city-wide transport appraisal. We rely instead on evidence of the potential growth in active travel rates from similar measures elsewhere.

The most comprehensive network of newly-introduced active travel facilities in the UK is London's Cycle Superhighways. Installed in locations where high levels of traffic had often made cycling an intimidating choice, they represent arguably the maximum level of change that could be expected on any particular corridor. Evaluation of them showed increases in cycle usage of up to around 70%¹. We anticipate that this scale of change may be achievable long-term in Edinburgh, but that the likely effects of a new link to a single development/development cluster would be less. Similar schemes in Leeds and Manchester have delivered increases in the 30-80% range², and we therefore take a prudent approach that the maximum effect on trip rates that could be achieved by investment in active travel infrastructure linking to a development is a 30% increase.

¹ Transport for London, Update on the implementation of the Quietways and Cycle Superhighways programmes, 2016, <http://content.tfl.gov.uk/pic-161130-07-cycle-quietways.pdf>

² <https://www.transport.gov.scot/media/49052/stpr2-phase-1-a-st-project-1-active-freeways-3-feb-2021.pdf>

Evidence from recent years has shown that, across Edinburgh as a whole, rates of cycling remain much lower than of walking, but are growing faster. There is therefore seen to be a greater propensity to positively influence cycling mode choice (albeit from a lower base) than that of walking. As a result, we assume that the maximum impact achievable on walking mode share is 15% (half the estimated maximum for cycling).

From this data, we suggest it is reasonable to assume that:

- The maximum increase in cycling trips that could be achieved by mitigation measures (i.e. for a development for which base case trip rate assumptions assume that no mitigation measures are put in place, and which is in a location at which high-quality facilities could be provided in an area where there would otherwise be no such provision) is 30% greater than would otherwise be forecast;
- The maximum increase in walking trips is much lower: assumed to be at most half the maximum growth in cycling trips;
- Where there is already some provision, or high-quality facilities are already assumed as part of the Transport Assessment, the potential for growth in active trips will be lower;
- Increased demand for active modes is assumed to come equally from reductions in demand for public transport and private car trips.

As a result, we predict that developments will fall into one of six broad situations, which will generate proportional increases in active travel mode shares of:

Situation	Active mode mitigation measure	Base case trip rate assumes active travel improvement	Increase in cycle mode share over base case forecast	Increase in walk mode share over base case forecast
1	High-quality active mode infrastructure introduced in an area where there is otherwise little provision	No	30%	15%
2	High-quality active mode infrastructure introduced in an area where there is otherwise some reasonable provision	No	15%	7.5%
3	High-quality active mode infrastructure introduced in an area where there is otherwise little provision	Yes	15%	7.5%
4	High-quality active mode infrastructure introduced in an area where there is otherwise some reasonable provision	Yes	7.5%	4%
5	Reasonable quality active mode infrastructure introduced in an area where there is otherwise little provision	No	17.5%	7.5%
6	High-quality active mode infrastructure already serves the site	No	0%	0%

Public transport

A similar approach is adopted to estimate the effects of potential increases in public transport demand as a result of mitigation measures.

Edinburgh already has an enviable local public transport network and the highest rates of public transport use in Scotland. That the city's public transport network is reasonably comprehensive means that the potential for mitigation measures for most brownfield sites to substantially influence public transport use is limited.

As a result, we see the maximum potential effect of mitigation measures at these sites on public transport demand to be lower than that for walking, so have assumed a maximum 10% increase in public transport mode share, with commensurately lesser impacts in some locations.

Situation	Public transport mitigation measure	Base case trip rate assumes public transport improvement	Increase in public transport mode share over base case forecast
1	High-quality public transport infrastructure and services introduced in an area where there is otherwise little provision	No	10%
2	High-quality public transport infrastructure and services introduced in an area where there is otherwise some reasonable provision	No	5%
3	High-quality public transport infrastructure and services introduced in an area where there is otherwise little provision	Yes	5%
4	High-quality public transport infrastructure and services introduced in an area where there is otherwise some reasonable provision	Yes	2.5%
5	Reasonable quality public transport infrastructure and services introduced in an area where there is otherwise little provision	No	5%
6	High-quality public transport infrastructure and services already serve the site	No	0%

4. Allocation of City Plan 2030 proposed sites to above situations

The Transport Appraisal work is considering mitigation measures for potential City Plan 2030 sites (or clusters of sites). These sites are described in our main report.

The table below shows which of the situations listed above are applicable to each site/cluster:

Site/cluster	Active travel situation	Public transport situation
Seafield	2	2
Leith Docks	2	4
Bioquarter	1	2
Astley Ainslie Hospital	4	1
Redford Barracks	1	2
Royal Victoria Hospital/Crewe Road South	4	2
Broomhouse	0	2
Leith/Bonnington cluster	2	2
East Edinburgh cluster	2	2
West Edinburgh cluster	1	3
South West Edinburgh cluster	2	2
South Edinburgh cluster	1	2

5. Effects of travel demand scenarios

The City Plan 2030 Transport Appraisal report sets out three plausible future scenarios for travel demand:

	Scenario 1: Pre-Covid Trends/No Covid	Scenario 2 Plausible post-Covid without policy	Scenario 3 Plausible post-Covid with policy
Brief scenario description	Covid restrictions are swiftly lifted and all travel demand reverts to pre-Covid levels and trends, and with no substantial change in transport or other related policies from those in place pre-Covid	This scenario sets out a plausible future for travel up to 2030, reflecting the potential transport demand impacts of societal changes post-Covid. It assumes no significant changes to the transport or related policy environment from those in place pre-Covid	Assumes the post-Covid societal changes of scenario 2 but adds proactive "with policy" sustainable transport and transport/land-use integration measures from City Mobility Plan plus the relevant policy drivers in City Plan itself and complementary policies ³ . These have the effect of both helping revitalise travel demand from what would otherwise happen post-Covid, and also significantly promote active and sustainable travel choices
Assumptions	All committed transport interventions are implemented No significant new policy enablers	All committed transport interventions are implemented No significant new policy enablers Some reduction in overall travel linked to the implications of Covid on the economy and particularly retail and hospitality in the city centre, but otherwise a relatively strong recovery towards previous travel patterns following introduction of effective vaccines. Outcome is only a gradual return towards previous levels of public transport use, although a modest increase in levels of active travel	All committed transport interventions are implemented Proactive and integrated transport and land-use policies have been implemented at city, regional and national levels. Significant city, regional and national transport interventions have been successful in promoting active and sustainable transport measures. This includes a robust sustainable development approach promoted strongly through City Plan (e.g. density of development, 20-minute neighbourhoods)
Overall travel demand (total journeys per person)	Parameters as per current model (based on pre-Covid data) and with TA assumptions for new sites (most of which were developed pre-Covid)	Peak time: 95% of scenario 1 volume ⁴ Interpeak: 100% of scenario 1 volume	Peak: 100% of scenario 1 volume ⁵ Interpeak: 100% of scenario 1 volume
Active travel demand		150% of scenario 1 volume for cycling ⁶ 105% of scenario 1 volume for walking ⁷	175% of scenario 1 volume for cycling ⁸ 115% of scenario 1 volume for walking
Bus demand		75% of scenario 1 volume ⁹	100% of scenario 1 volume ¹⁰
Tram demand		75% of scenario 1 volume	100% of scenario 1 volume
Rail demand		75% of scenario 1 volume	100% of scenario 1 volume
Private car demand		93% of scenario 1 volume ¹¹	77% of scenario 1 volume

³ Including City Centre Transformation, Low Emission Zone, SSTs, second Strategic Transport Projects Review and SEStran' Regional Transport Strategy.

⁴ Reflecting that Covid could lead to a long-term reduction in peak travel, especially for employment

⁵ Reflecting that strong economic recovery policies could bring total travel demand back to around pre-Covid levels

⁶ Noting that increases in cycling rates were on a significant upward trajectory in recent years, and will be further increased by Covid

⁷ Noting that increases in walking rates will not be sustained at the levels seen during 2020 lockdown, but would remain above pre-Covid levels

⁸ Reflecting that policies can significantly affect active travel levels, and that potential to increase cycling is probably greater than to increase walking, given the already relatively high modal share for walking in Edinburgh

⁹ Public transport demand fell to approx. 40% of pre-Covid levels during 2020 lockdown; this scenario assumes that demand without policy changes would recover most of that from that to pre-Covid levels, but would remain at approximately three-quarters of pre-Covid levels

¹⁰ Reflecting that policies will be able to help attract significantly more people to/back to public transport than scenario 2

¹¹ Private car mode shares for scenarios 2 and 3 are calculated from the assumptions given above and pre-Covid transport mode shares in Edinburgh taken from Scottish Household Survey travel diary results

The predictions made earlier in this note for the mode share effects of mitigation measures are based on scenario 1, for which the most robust evidence base is available.

The same proportional change in the usage of each mode is forecast in scenario 2 (as a 'without-policy' scenario, the mitigation measures would have a similar effect on demand for each of each mode, albeit from a different baseline.

In scenario 3, the mitigation measures implemented by individual development sites/clusters are anticipated to have relatively little influence on travel behaviours, as the 'with-policy' measures will have resulted in the wide-scale roll out of measures to encourage active and sustainable transport.

Appendix D. Accessibility Analysis Approach

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Subject	Public Transport and Active Travel Accessibility Modelling	Project Name	City Plan 2030 Transport Appraisal
From	Owen O'Reilly		
Date	January 2021		

Introduction

This Technical Note sets out the methodology for modelling and scoring public transport and active travel accessibility associated with Reference Case and City Plan 2030 development allocations as part of the City Plan 2030 Transport Appraisal. The Technical Note outlines:

1. Analysis Approach and Baseline Data;
2. Modelling Accessibility of Non-Residential Developments;
3. Modelling Accessibility of Residential Developments;
4. Accessibility Scoring;
5. Modelling Outputs; and
6. Further Analysis.

Definitions

- Reference Case – The land-use and transport changes that are anticipated to occur without City Plan 2030 (and to which the new transport demand arising from City Plan 2030 will be added).
- City Plan 2030 Allocations – Developments identified under City Plan 2030 additional to reference case sites.

1. Analysis Approach and Baseline Data

Modelling has been undertaken using GIS analysis tools to assess active travel and public transport accessibility for Reference Case and City Plan 2030 development sites, as identified within City of Edinburgh Council (CEC) datasets for the following development categories:

- Housing Land Audit (HLA) City Plan Sites, for those developments covered by the extant LDP;
- Strategic Sites;
- Brownfield Sites;
- Greenfield Sites; and
- Non-Residential Developments.

The analysis considers accessible locations within specific journey times to/from development site centroids (centre points). Journey time bands considered are 10 minute intervals up to 30 minutes (0 to 10, 0 to 20 and 0 to 30 minutes) for walking, cycling and public transport. These bands have been

determined through a site-by-site isochrone (accessible area) analysis undertaken using the TRACC¹ accessibility mapping GIS application.

The TRACC isochrone analysis is based on the existing road and paths network informed by the following datasets:

- Ordnance Survey Open Roads²;
- Sustrans cycle network³; and
- CEC Core Paths (Provided by CEC).

TRACC journey time isochrones for public transport accessibility are informed by stop locations extracted from the Department for Transport (DfT) National Public Transport Access Node (NaPTAN) database⁴, and service frequencies extracted from the Traveline National Dataset⁵ (TNDS) and Train Operating Companies (TOC) data⁶.

2. Modelling Accessibility for Non-Residential Developments

The methodology for assessing accessibility for non-residential developments has been developed to capture accessible commuting areas and differs from the assessment of residential developments. The analysis identifies the number of Census 2011 Output Area Population Weighted Centroids (origins) that can access each development (destinations) within each 10 minute journey time band, e.g. 0 to 10 minutes, 0 to 20 minutes and 0 to 30 minutes journey time bands.

For the purposes of this analysis, the journey time isochrone bands represent non-residential development catchment areas. Output Area Population Weighted Centroids identified within each isochrone band allows for broad estimates of the number of people who could access each non-residential development site from home within the specified journey times.

3. Modelling Accessibility for Residential Developments

In modelling accessibility for residential developments, TRACC journey time analysis identifies the number of attractor locations (destinations) accessible from each development (origins) within each 10 minute journey time band.

Attractor locations are groups of journey purpose destinations aligned to applicable categories identified in Transport Scotland's Transport and Travel in Scotland Table TD3 (% of journeys made by purpose of travel). These attractor locations have been compiled from:

- Ordnance Survey (OS) - OS Open Map Local⁷ Functional Sites;

¹ <https://www.basemap.co.uk/tracc/>

² <https://osdatahub.os.uk/downloads/open/OpenRoads>

³ <https://data-sustrans-uk.opendata.arcgis.com/>

⁴ <http://naptan.dft.gov.uk/naptan/>

⁵ <https://www.travelinedata.org.uk/traveline-open-data/traveline-national-dataset/>

⁶ <https://www.raildeliverygroup.com/our-services/rail-data/timetable-data.html>

⁷ <https://osdatahub.os.uk/downloads/open/OpenMapLocal>

- Census Zones - Census 2011 Workplace Zones Population Weighted Centroids⁸;
- CEC Site Data – Points of Interest Data, e.g. Shops, Restaurants etc (Provided by CEC); and
- OpenStreetMap (OSM) data⁹ – OSM Points of Interest data.

As several Travel in Scotland TD3 categories are not applicable in the context of this analysis or are unable to be mapped sufficiently due to data limitations, associated journey purpose percentages have been re-weighted. The categories considered in the accessibility analysis and the re-weightings applied are detailed as follows.

Table 1: Re-Weighting of Journey Purpose Themes

TD3 Category	TD3 Weighting (%)	Analysis Category	Re-Weighted (%)
Commuting and Business	27.0	Workplaces	36.8
Shopping	23.0	Food Shopping ¹⁰	31.3
Visiting Friends or Relatives	10.1	Excluded	-
Go Home	7.0	Excluded	-
Sport / Entertainment	6.3	Sport and Leisure	8.6
Education	6.0	Education ¹¹	8.2
Other personal business	5.3	Public Service, Banks and Religious	7.2
Go for a walk	5.2	Excluded	-
Eating / Drinking	3.3	Pubs, Bars and Dining	4.5
Visit Hospital or Other Health	2.5	Health ¹²	3.4
Escort	2.2	Excluded	-
Holiday / Daytrip	1.2	Excluded	-
Other Journey	1.1	Excluded	-

⁸ <https://www.nrscotland.gov.uk/statistics-and-data/geography/our-products/census-datasets/2011-census/2011-boundaries>

⁹ <https://www.geofabrik.de/data/download.html>

¹⁰ Sub-divided into 'Small Food Shops and Newsagents' and 'Large Food Shops, Shopping Centres and Retail Parks'

¹¹ Sub-divided into 'Primary & Secondary', 'Post-secondary education' and 'Other (Kindergarten, Special Needs)'

¹² Sub-divided into 'GPs and Hospitals' and 'Pharmacy, Optician and Dentist'

3.1 Applied Caps

In the context of this assessment it is considered that a small number of accessible locations is sufficient to achieve a maximum accessibility score for each theme. To account for this a cap on the maximum number of accessible locations has been applied. This represents the minimum accessible number of attractors under each category required for a development to receive the maximum scoring for that category. The assumed cap values are detailed as follows.

Table 2: Applied Cap Value

Analysis Category	Cap Value (Number of Sites)
Pubs, Bars and Dining	5
Sport and Leisure	10
Health	3
Primary & Secondary	2
Post-secondary education	2
Other (Kindergarten, Special Needs)	2
Public Service, Banks and Religious	10
Small Food Shops and Newsagents	3
Large Food Shops, Shopping Centres and Retail Parks	1
Workplaces	10

4. Accessibility Scoring

Outputs from the journey time analysis have been processed to determine accessibility scores for each development on a relative basis, with separate scores generated for each journey time band.

4.1 Residential Developments

The scoring method for residential developments is detailed as follows.

- The number of accessible sites under each journey purpose category (workplaces, health, etc) within each journey time band is compared against the assigned cap value for that category. In instances where the number of accessible sites is lower than the cap value the number accessible sites is divided by the cap. This provides a proportion of accessible location for any one development site relative to the minimum number of accessible locations required for maximum score as defined by the cap value. In cases where the number of accessible locations is equal to or greater than the specified cap a value of 1 is assigned to the proportion;

- The proportion of accessible locations for each development under each journey purpose theme and time band is multiplied by the re-weighted journey purpose theme value to provide a scoring; and
- For each development site the scores under each theme for a particular time band are summed to provide the Overall Accessibility Score. The lowest possible Overall Accessibility Score is 0 if a development does not have access to any sites within a particular time band, and the maximum available score is 100. The following table provides a worked example.

Table 3: Example of Accessibility Scoring Method

Journey Purpose Theme	Pubs, Bars and Dining	Sport and Leisure	Pharmacy, Optician and Dentist	GPs and Hospitals	Primary & Secondary	Post-secondary education	Other Education	Public Service, Banks and Religious	Small Food Shops and Newsagents	Large Food Shops, Shopping Centres and Retail Parks	Workplaces
Re-Weighting	4.5%	8.6%	3.4%	3.4%	8.2%	8.2%	8.2%	7.2%	31.3%	31.3%	36.6%
No. of Accessible Locations	29	3	4	1	1	1	1	7	17	1	10
Cap Values	5	10	3	3	2	2	2	10	3	1	50
Proportion (accessible locations / cap value)	1	0.3	1	0.3	0.5	0.5	0.5	0.7	1	1	0.2
Theme Accessibility Value	4.5	2.6	3.4	1.1	4.1	4.1	4.1	5	31.3	31.3	7.4
Weighted Theme Accessibility Value	4.5	2.6	1.7	0.6	1.4	1.4	1.4	5	31.3		7.4
Overall Accessibility Score	57										

The overall site accessibility scores have been aligned to the following Score Bands.

Table 4: Accessibility Scoring Bands

Score Bands	0 - 19	20 - 39	40 - 59	60 - 79	80 - 100
Accessibility Score	1	2	3	4	5

To account for different trip purposes under the themes of 'Health', 'Education' and 'Food Shopping', the following sub-themes have been identified and factored into the assessment:

- Health - 'GPs and Hospitals' and 'Pharmacy, Optician and Dentist';

- Education - 'Primary & Secondary', 'Post-secondary education' and 'Other (Kindergarten, Special Needs)'; and
- Food Shopping - 'Small Food Shops and Newsagents' and 'Large Food Shops, Shopping Centres and Retail Parks'.

The theme weighting for 'Health' and 'Education' categories is split equally between the sub-categories in calculating the associated accessibility scores. Therefore, maximum score for the 'Health' and 'Education' categories is only available for developments that meet or exceed the associated caps of all sub-categories.

For food shopping maximum score is available if either of the sub-category caps is met or exceeded.

4.2 Non-Residential Developments

A similar method has been applied to determine relative accessibility scores for Non-Residential Developments, but these are based on the number of Census 2011 Output Area¹³ Population Weighted Centroids^{14 15} that can access each Non-Residential Development site within a specific journey time band. The scoring steps are described as follows.

- Each Population Weighted Centroid represents the centre of a local area relative to population density of that area and has an associated population value. The populations for all settlements that can access a specific development site are summed to identify the total catchment area population; and
- The total catchment area population for each development site is divided by the maximum population accessible for any one site of all development sites assessed to provide an Accessibility Value. This Accessibility Value is aligned to the bands detailed in Table 4 to determine the Accessibility Score for each Non-Residential Development. A worked example of this scoring is provided in Table 5 below.

¹³ Output Areas are the smallest geographical area for which census results are published. They are created from groups of postcodes and are based on population (minimum of 50) and household (Minimum of 20) numbers.

¹⁴ The population weighted centroid is the point in the area where population density is the same all around the point, or put more simply, the population 'centre of gravity' of the area.

¹⁵ <https://www.nrscotland.gov.uk/statistics-and-data/geography/our-products/census-datasets/2011-census/2011-census-supporting-information>

Table 5: Non-Residential Developments Accessibility Scoring Calculations Example

Development Site	A	B	C	D	E
Number of Output Area Centroids	2	6	4	10	8
Total Catchment Area Population	102	300	220	540	408
Max Accessible Population	540	540	540	540	540
Accessibility Value	19	56	41	100	76
Accessibility Score	1	3	3	5	4

5. Modelling Outputs

The methodology applied in the scoring of both residential and non-residential developments provides the relative accessibility of any one development to all others considered in the assessment. This allows for the ranking of sites in the context of the factors considered in the assessment and identification of locations, areas, or site clusters where accessibility may require enhancement.

For residential developments, the identification of scores under each journey purpose theme provides for further analysis to be directed, e.g. where a site performs well under the theme of Health, but poorly under the theme of Education, further analysis can be focussed on identification of improvements which would enhance accessibility to Education.

The primary outputs from the analysis include accessibility maps and scoring summary sheets for 0 to 10, 0 to 20 and 0 to 30 Minutes Journey Time Bands as follows (Outputs for Residential Developments are split by HLACP2020, Brownfield, Greenfield and Strategic).

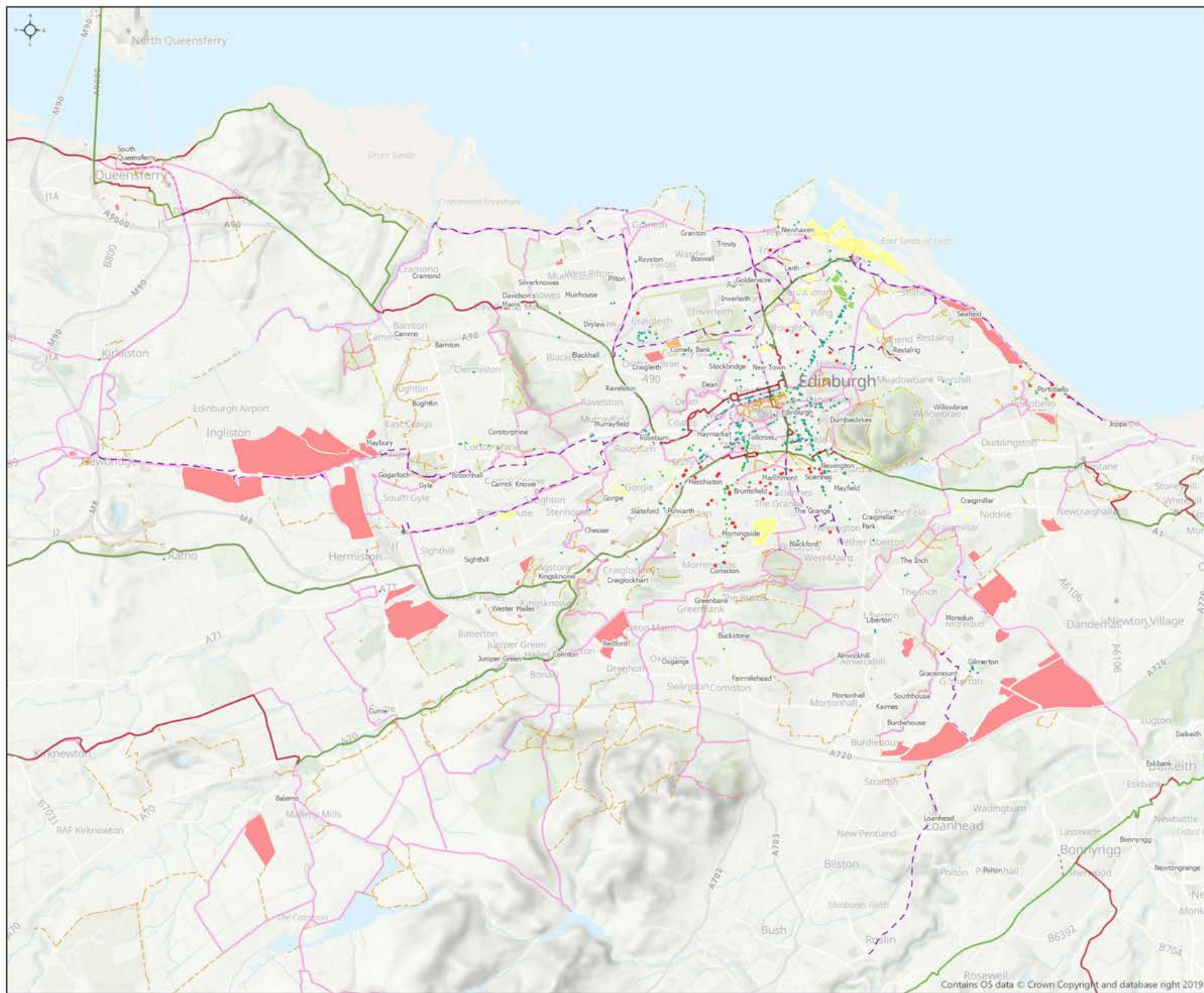
- Reference Case Residential Developments – Accessibility to Attractions Locations;
- City Plan 2030 Residential Developments – Accessibility to Attractions Locations;
- Reference Case Non-Residential Developments – Accessibility to Attractions Locations; and
- City Plan 2030 Non-Residential Developments – Accessibility to Attractions Locations.

5.1 Assessment Caveats

The following caveats should be noted in considering the outputs from the assessment:

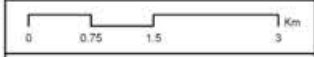
- At the time of writing no relevant research was identified to confirm or reject the assumed caps; and
- The time required to travel between a development to any attractor is measured from the centroid point of the development site. In reality different parts of the developments would have different journey times to an attractor. The use of centroids as a measuring points is considered to provide good balance between accuracy and complexity of the analysis.

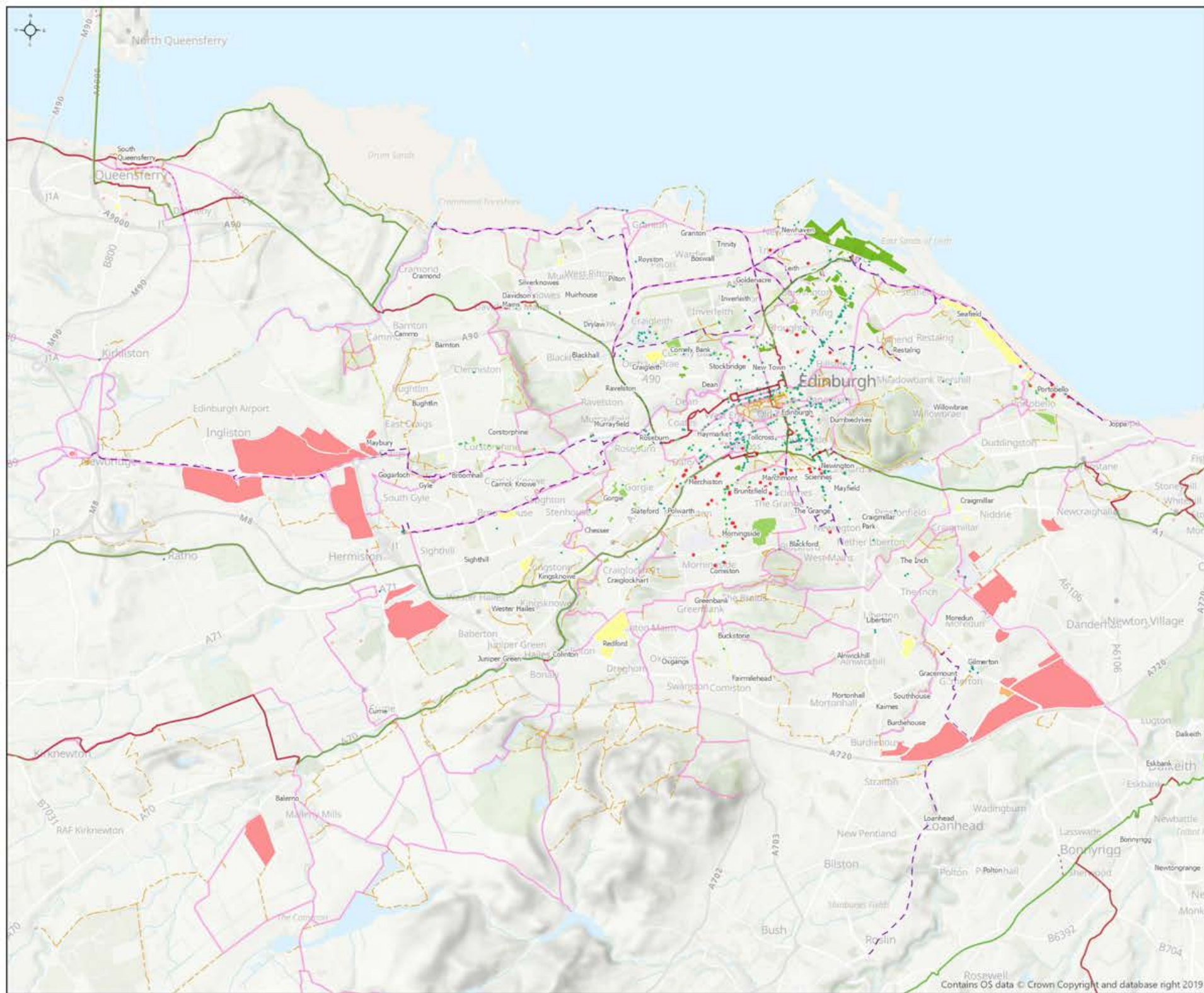
Appendix E. Accessibility Assessment Summary Outputs



CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

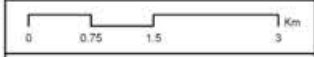
- Key**
- Accessibility Score - Walking - 0 to 10 Minutes
- ≤20
 - ≤40
 - ≤60
 - ≤80
 - ≤100
- CEC Active Travel Data
- Adopted Core Paths
 - Local Paths
 - Cycle Quiet Routes
 - Cycle Hire
 - Bike Hangars
 - Cycle Parking
- National Cycle Network (NCN)
- Traffic Free
 - On Road
- NCN Links
- Traffic Free
 - On Road
 - Ferry
 - Sustrans Space to Move Link

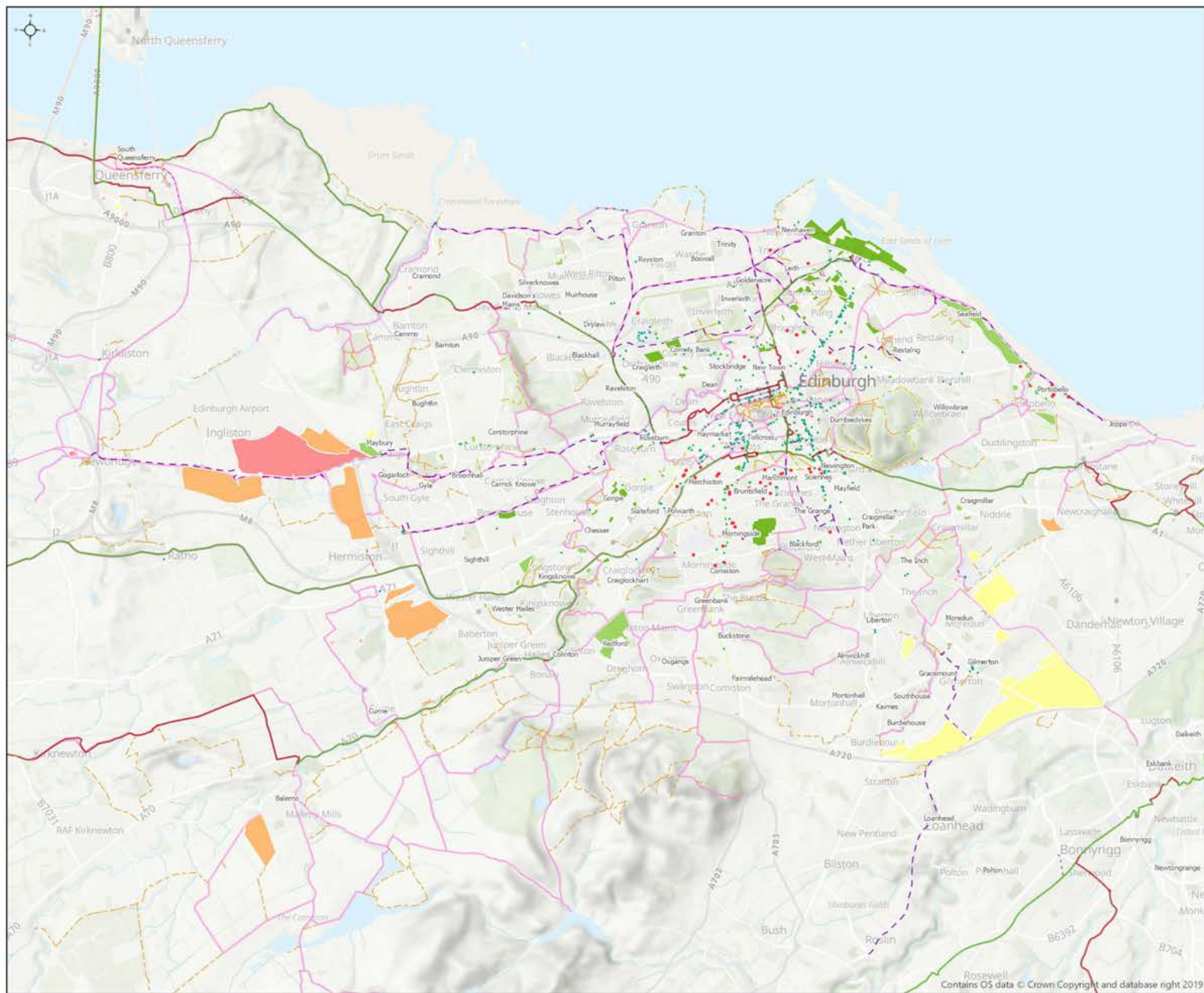




CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

- Key**
- Accessibility Score - Walking - 0 to 20 Minutes
- ≤20
 - ≤40
 - ≤60
 - ≤80
 - ≤100
- CEC Active Travel Data
- Adopted Core Paths
 - Local Paths
 - Cycle Quiet Routes
 - Cycle Hire
 - Bike Hangars
 - Cycle Parking
- National Cycle Network (NCN)
- Traffic Free
 - On Road
- NCN Links
- Traffic Free
 - On Road
 - Ferry
 - Sustrans Space to Move Link





CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

Key

Accessibility Score - Walking - 0 to 30 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

- Adopted Core Paths
- Local Paths
- Cycle Quiet Routes
- Cycle Hire
- Bike Hangars
- Cycle Parking

National Cycle Network (NCN)

- Traffic Free
- On Road

NCN Links

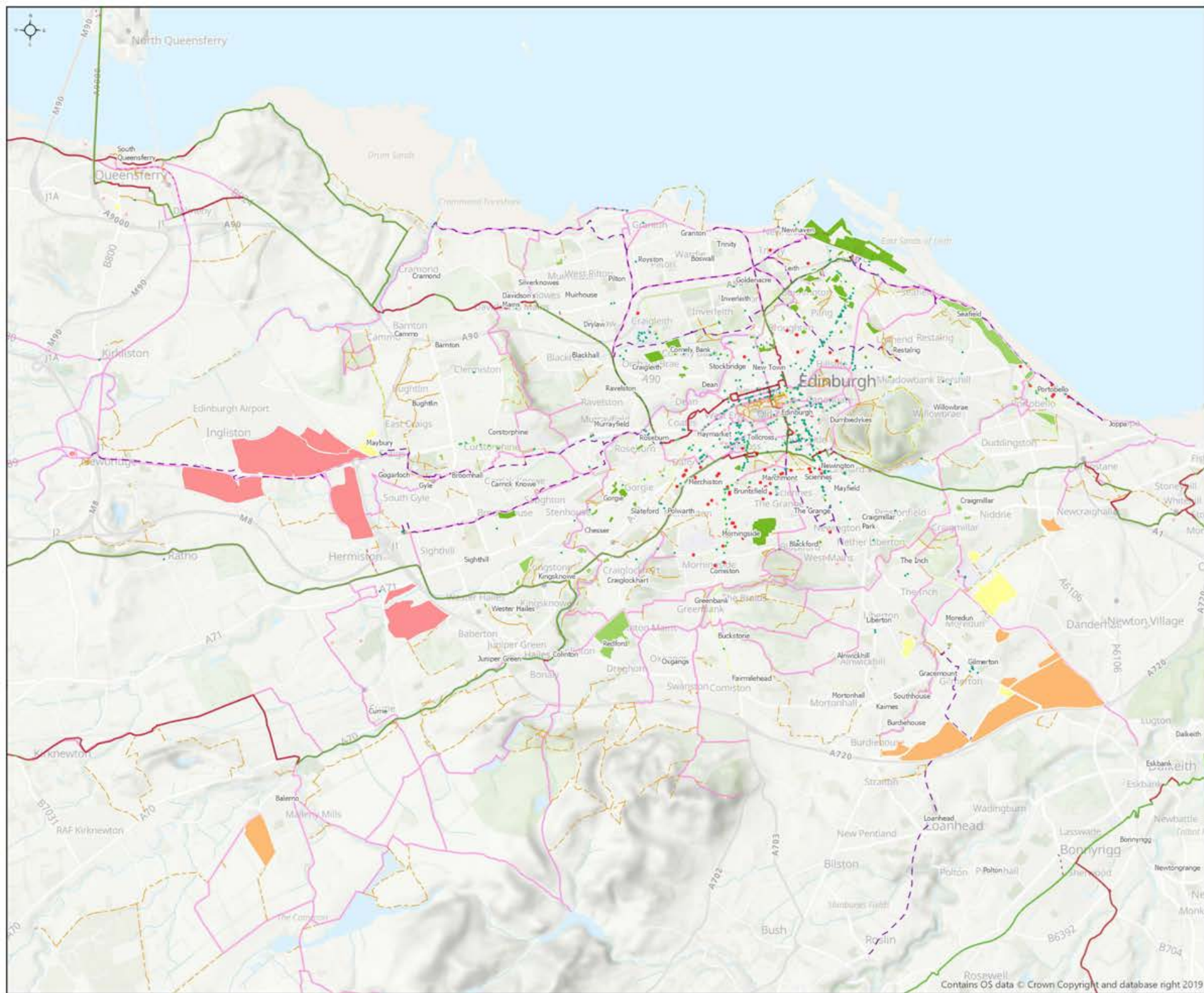
- Traffic Free
- On Road
- Ferry
- Sustrans Space to Move Link

0 0.75 1.5 3 Km

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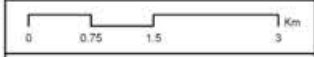
Jacobs

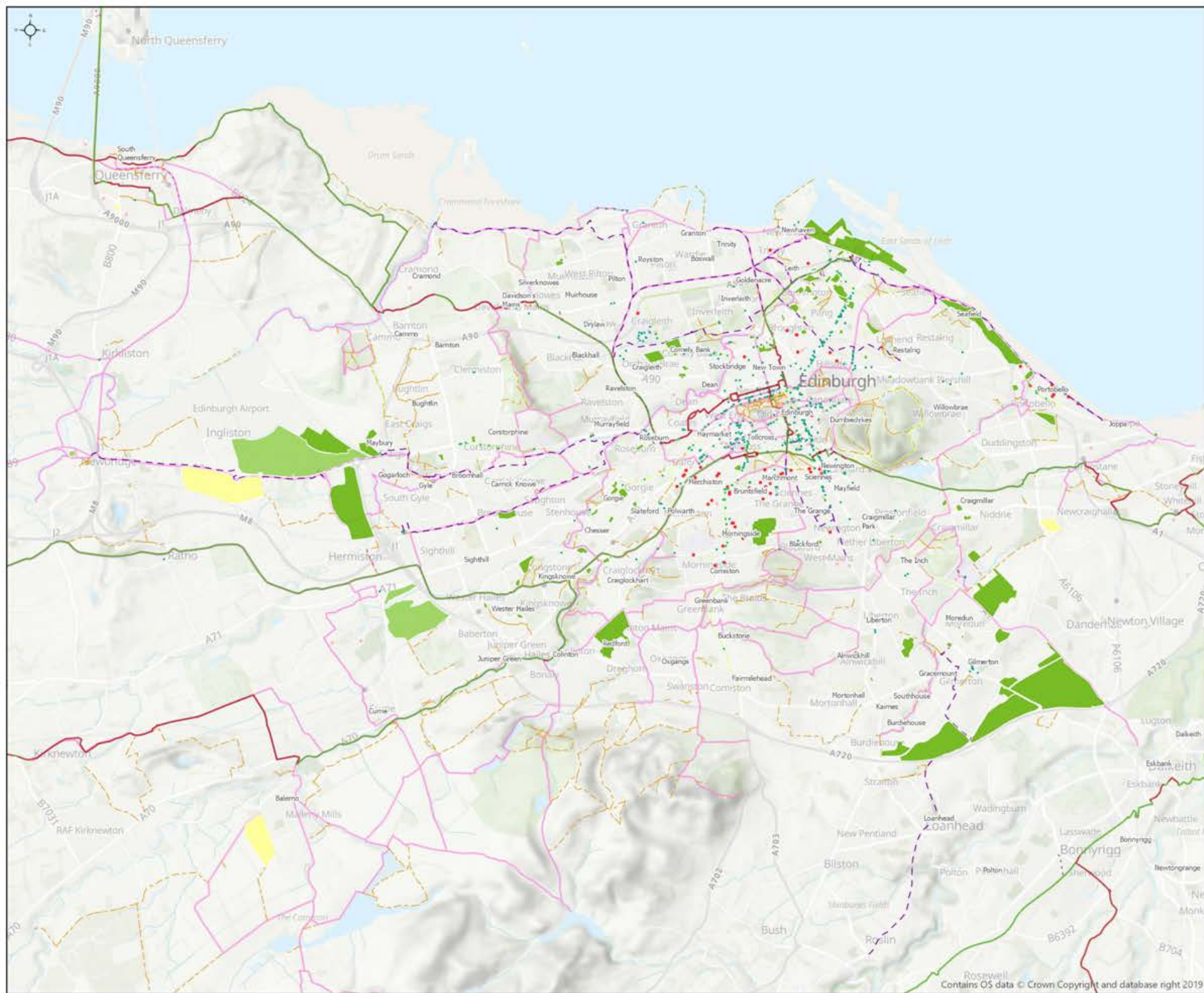
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CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

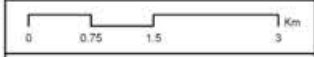
- Key**
- Accessibility Score - Cycling - 0 to 10 Minutes
- ≤20
 - ≤40
 - ≤60
 - ≤80
 - ≤100
- CEC Active Travel Data
- Adopted Core Paths
 - Local Paths
 - Cycle Quiet Routes
 - Cycle Hire
 - Bike Hangars
 - Cycle Parking
- National Cycle Network (NCN)
- Traffic Free
 - On Road
- NCN Links
- Traffic Free
 - On Road
 - Ferry
 - Sustrans Space to Move Link

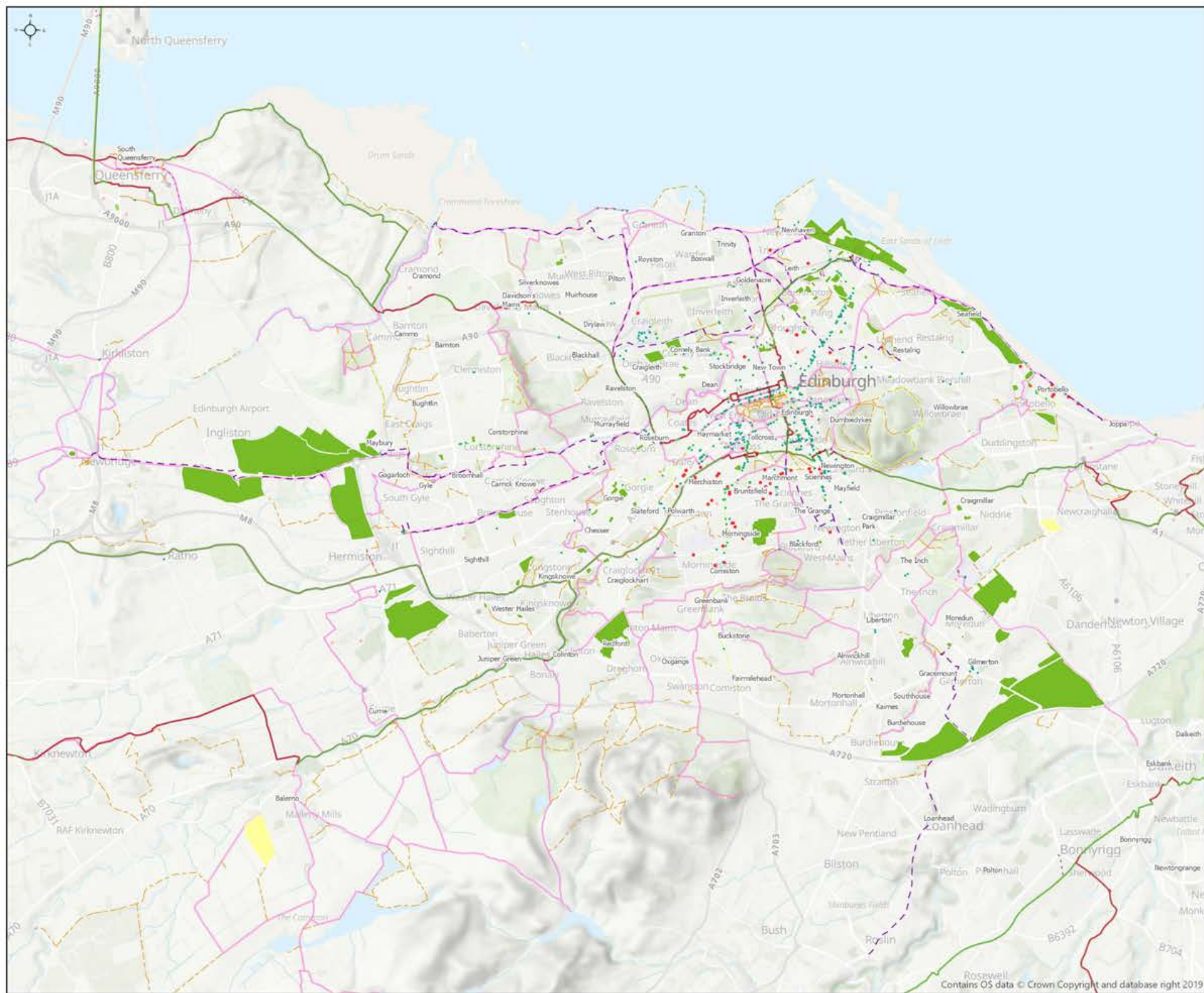




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Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

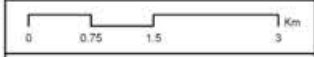
- Key**
- Accessibility Score - Cycling - 0 to 20 Minutes
- ≤20
 - ≤40
 - ≤60
 - ≤80
 - ≤100
- CEC Active Travel Data
- Adopted Core Paths
 - Local Paths
 - Cycle Quiet Routes
 - Cycle Hire
 - Bike Hangars
 - Cycle Parking
- National Cycle Network (NCN)
- Traffic Free
 - On Road
- NCN Links
- Traffic Free
 - On Road
 - Ferry
 - Sustrans Space to Move Link



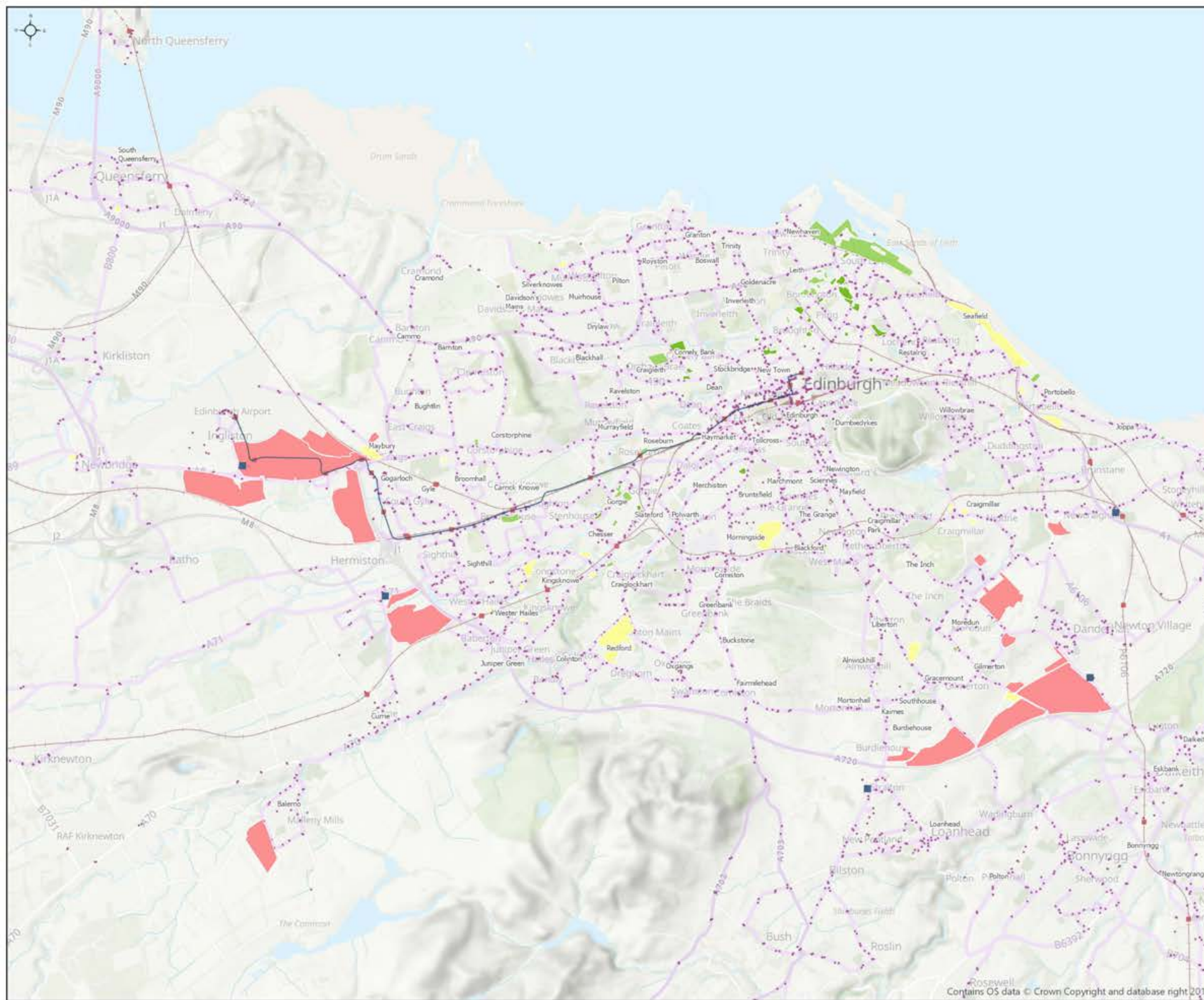


CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

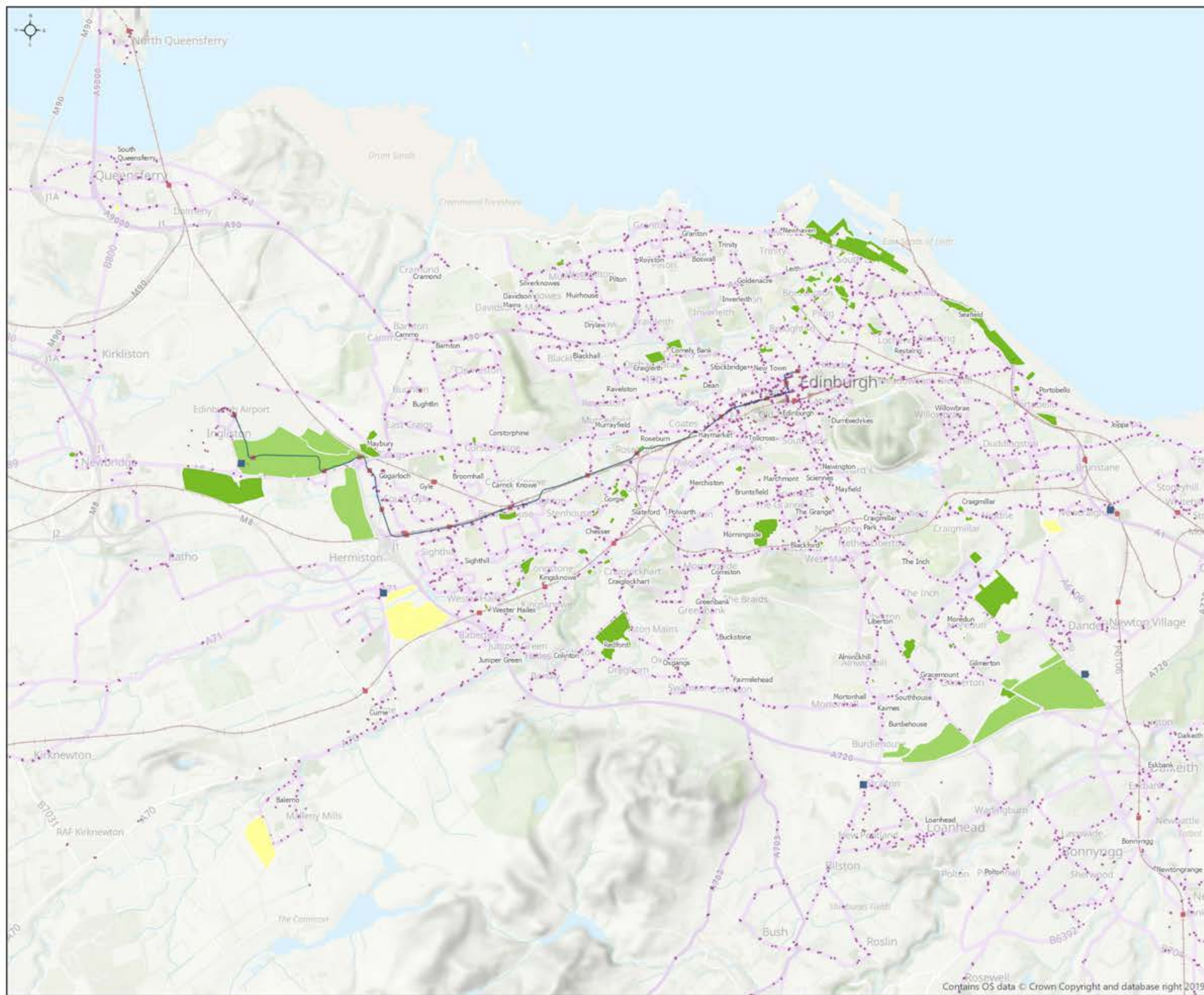
- Key**
- Accessibility Score - Cycling - 0 to 30 Minutes
- ≤20
 - ≤40
 - ≤60
 - ≤80
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- CEC Active Travel Data
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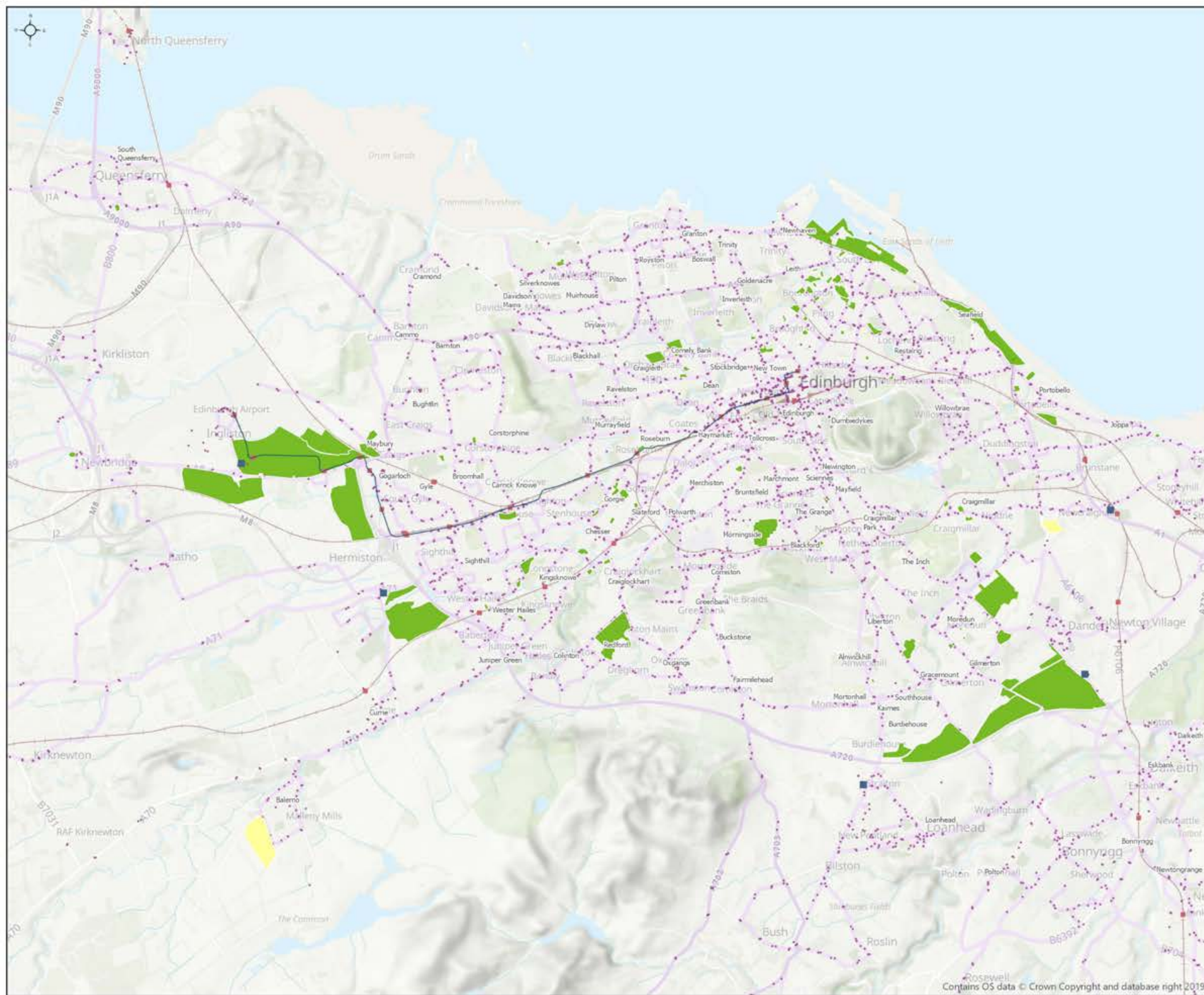
CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations

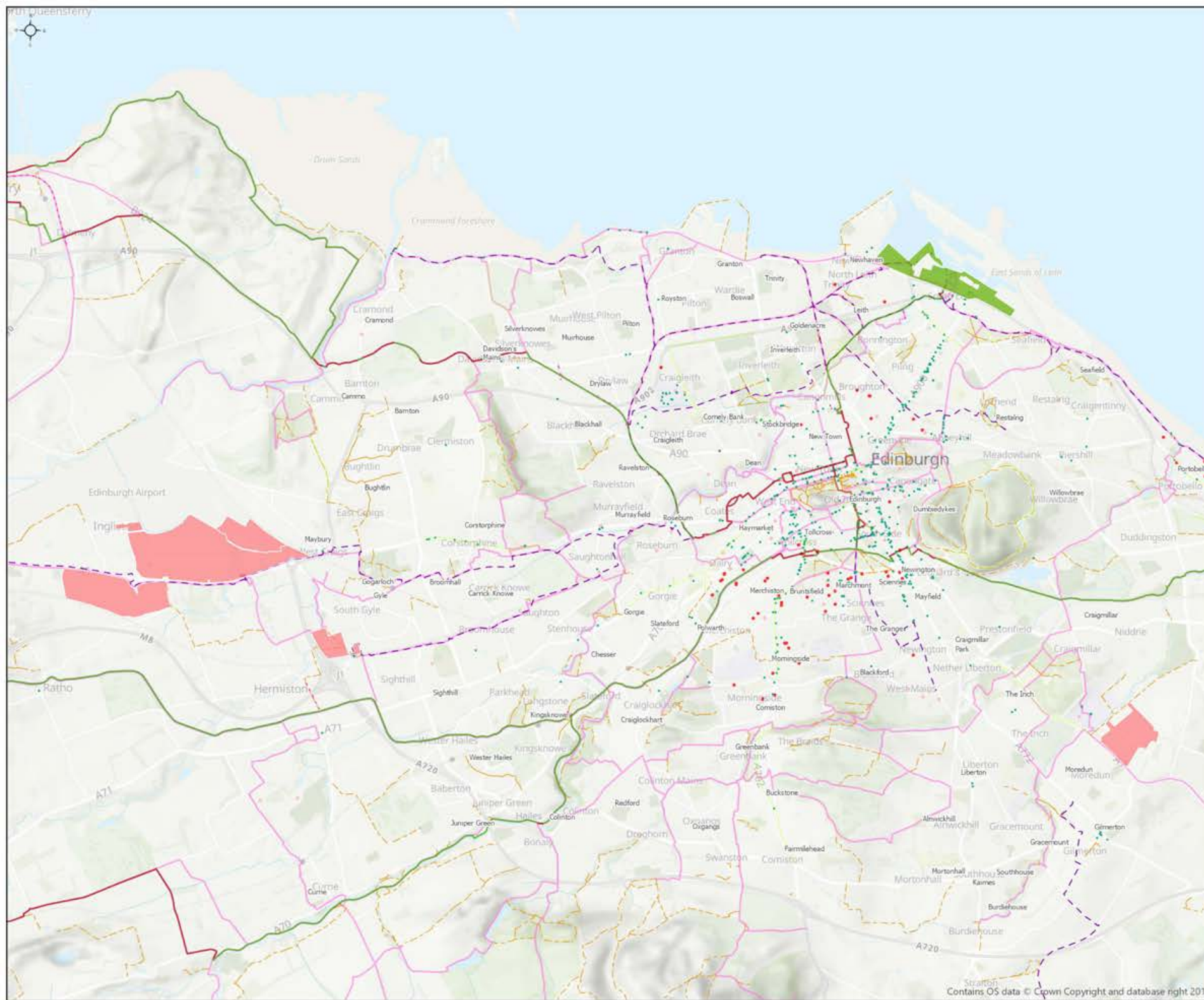


CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations



CP2030
Accessibility Analysis Scoring:
Residential Developments -
Attractions Locations





Key
Accessibility Score - Walking - 0 to 10 Minutes

≤20
≤40
≤60
≤80
≤100

CEC Active Travel Data

Adopted Core Paths

Local Paths

Cycle Quiet Routes

Cycle Hire

Bike Hangars

Cycle Parking

National Cycle Network (NCN)

Traffic Free

On Road

NCN Links

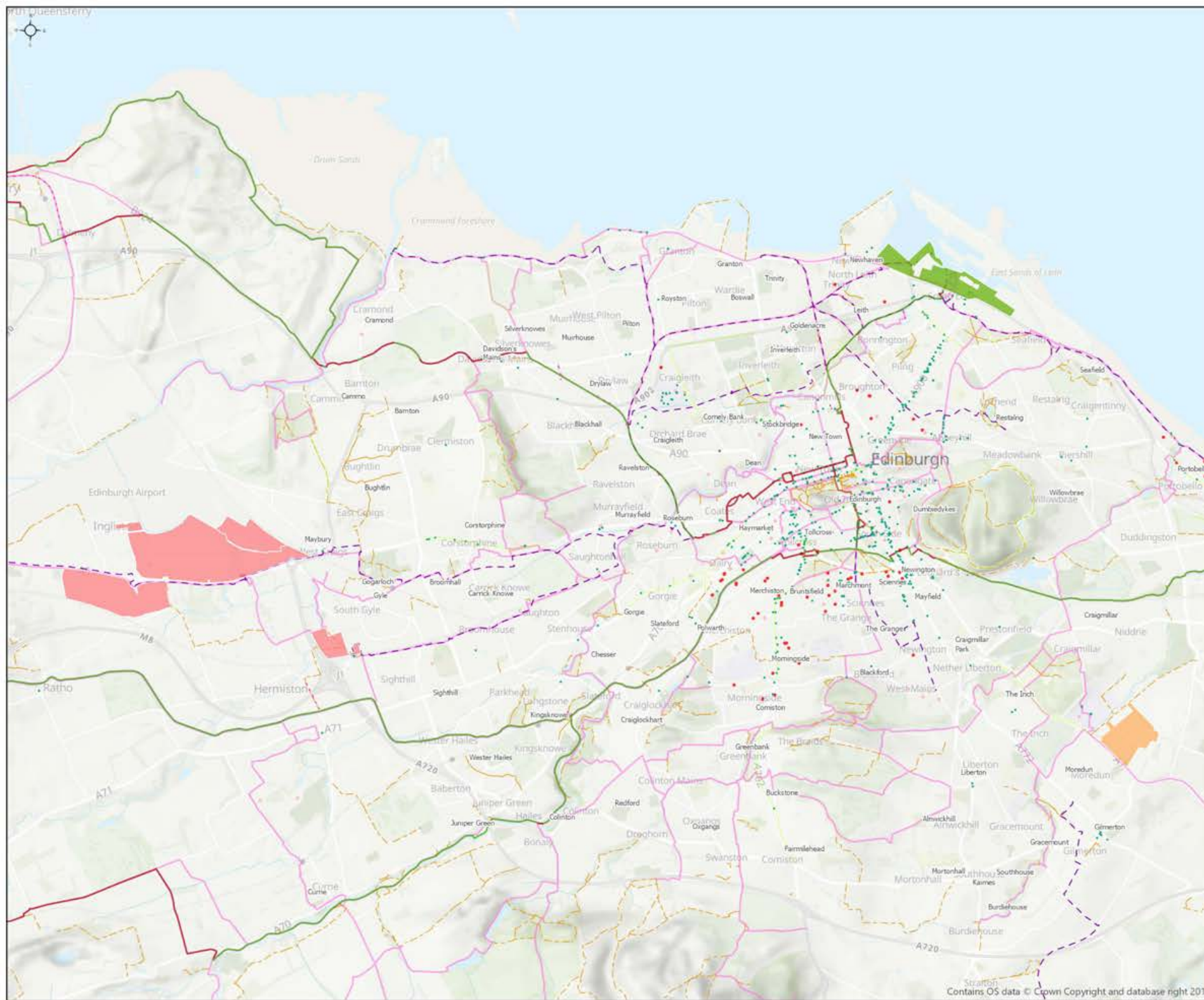
Traffic Free

On Road

Ferry

Sustrans Space to Move Link

0 0.5 1 2 Km



Key
Accessibility Score - Walking - 0 to 20 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

CEC Active Travel Data

Adopted Core Paths

Local Paths

Cycle Quiet Routes

Cycle Hire

Bike Hangars

Cycle Parking

National Cycle Network (NCN)

Traffic Free

On Road

NCN Links

Traffic Free

On Road

Ferry

Sustrans Space to Move Link





Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key
Accessibility Score - Cycling - 0 to 10 Minutes



CEC Active Travel Data

Adopted Core Paths

Local Paths

Cycle Quiet Routes

Cycle Hire

Bike Hangars

Cycle Parking

National Cycle Network (NCN)

Traffic Free

On Road

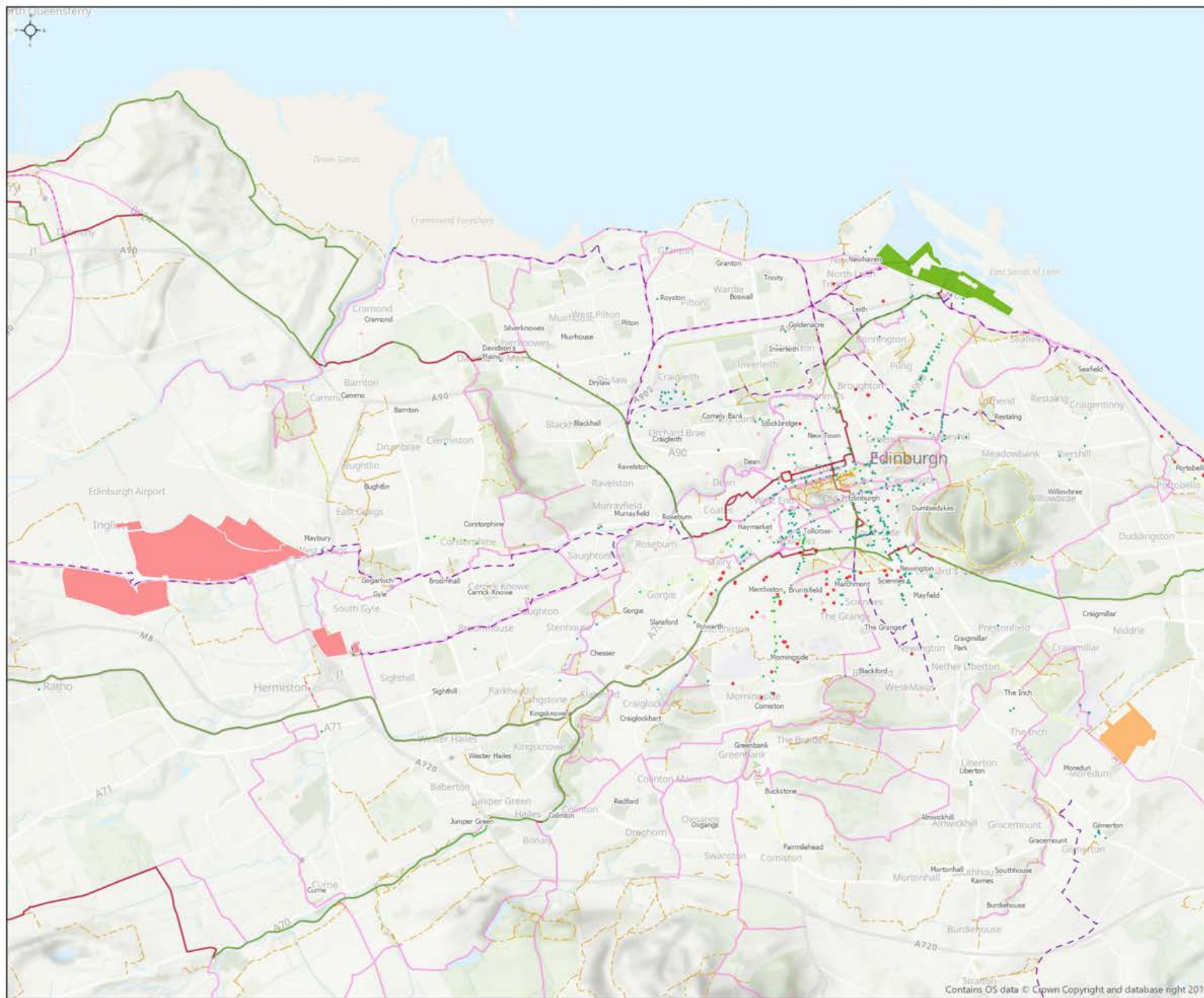
NCN Links

Traffic Free

On Road

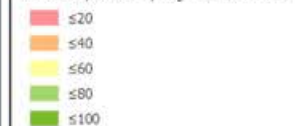
Ferry

Sustrans Space to Move Link



Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key
Accessibility Score - Cycling - 0 to 20 Minutes



CEC Active Travel Data

Adopted Core Paths

Local Paths

Cycle Quiet Routes

Cycle Hire

Bike Hangars

Cycle Parking

National Cycle Network (NCN)

Traffic Free

On Road

NCN Links

Traffic Free

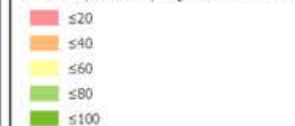
On Road

Ferry

Sustrans Space to Move Link

Accessibility Analysis Scoring: Non-Residential Developments - Output Areas Population Weighted Centroids

Key
Accessibility Score - Cycling - 0 to 30 Minutes



CEC Active Travel Data

Adopted Core Paths

Local Paths

Cycle Quiet Routes

Cycle Hire

Bike Hangars

Cycle Parking

National Cycle Network (NCN)

Traffic Free

On Road

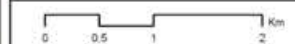
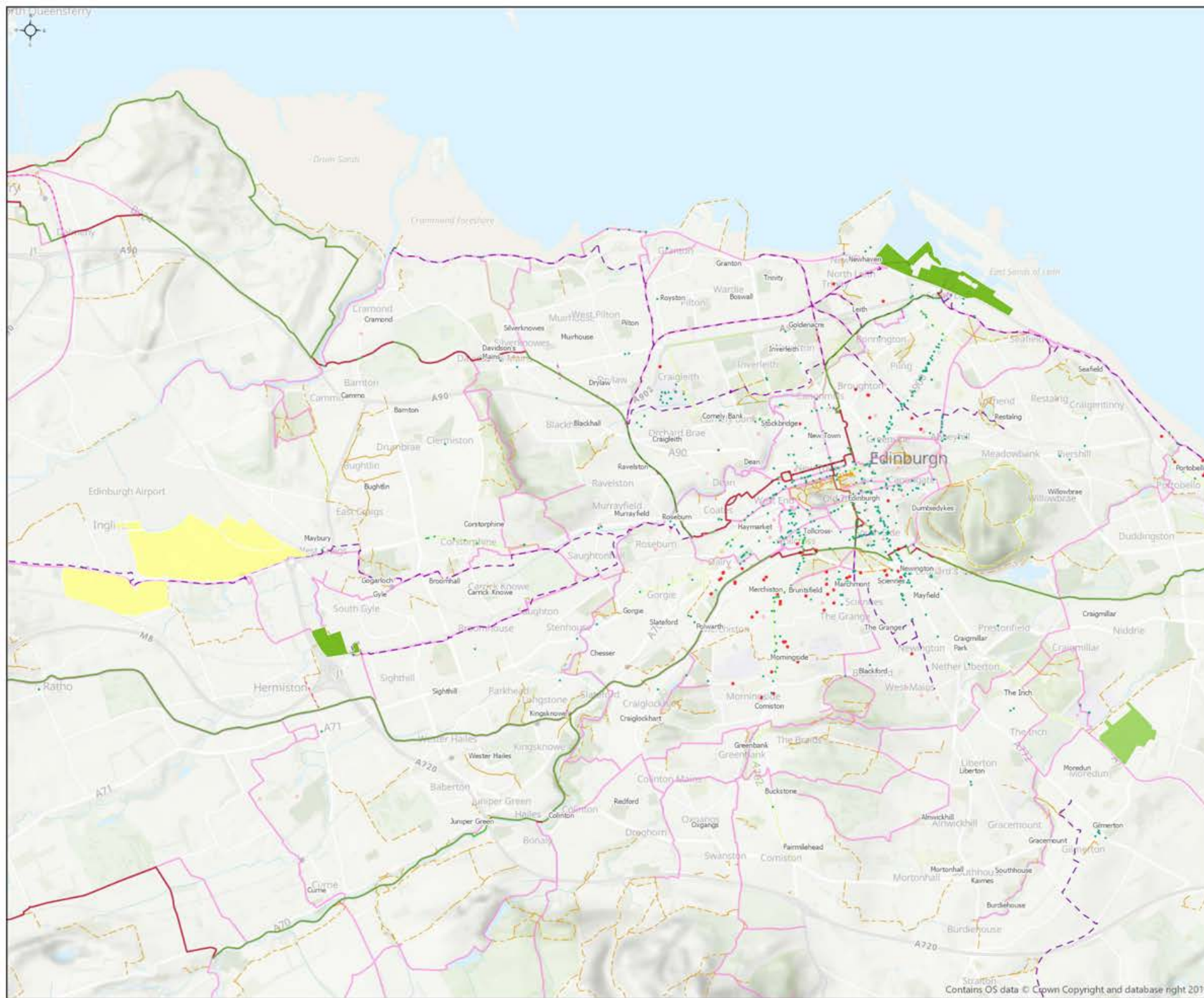
NCN Links

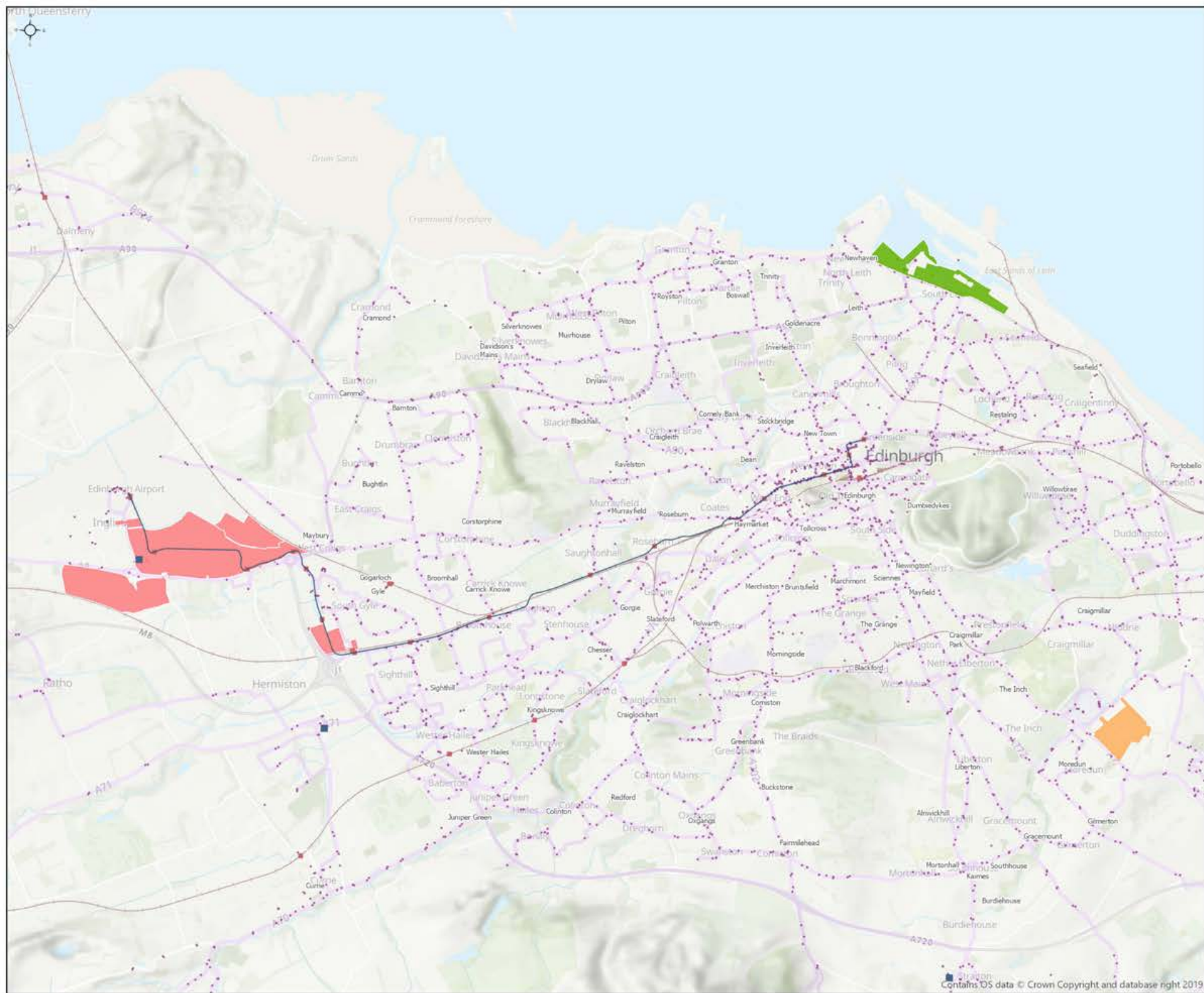
Traffic Free

On Road

Ferry

Sustrans Space to Move Link





CP2030

Accessibility Analysis Scoring:
Non-Residential Developments -
Output Areas Population Weighted
Centroids

Key

Accessibility Score - Public Transport - 0 to 10 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

Bus Routes

Rail Line

Rail Line (Tunnel)

Tram Line

Train / Tram Station

Park and Ride

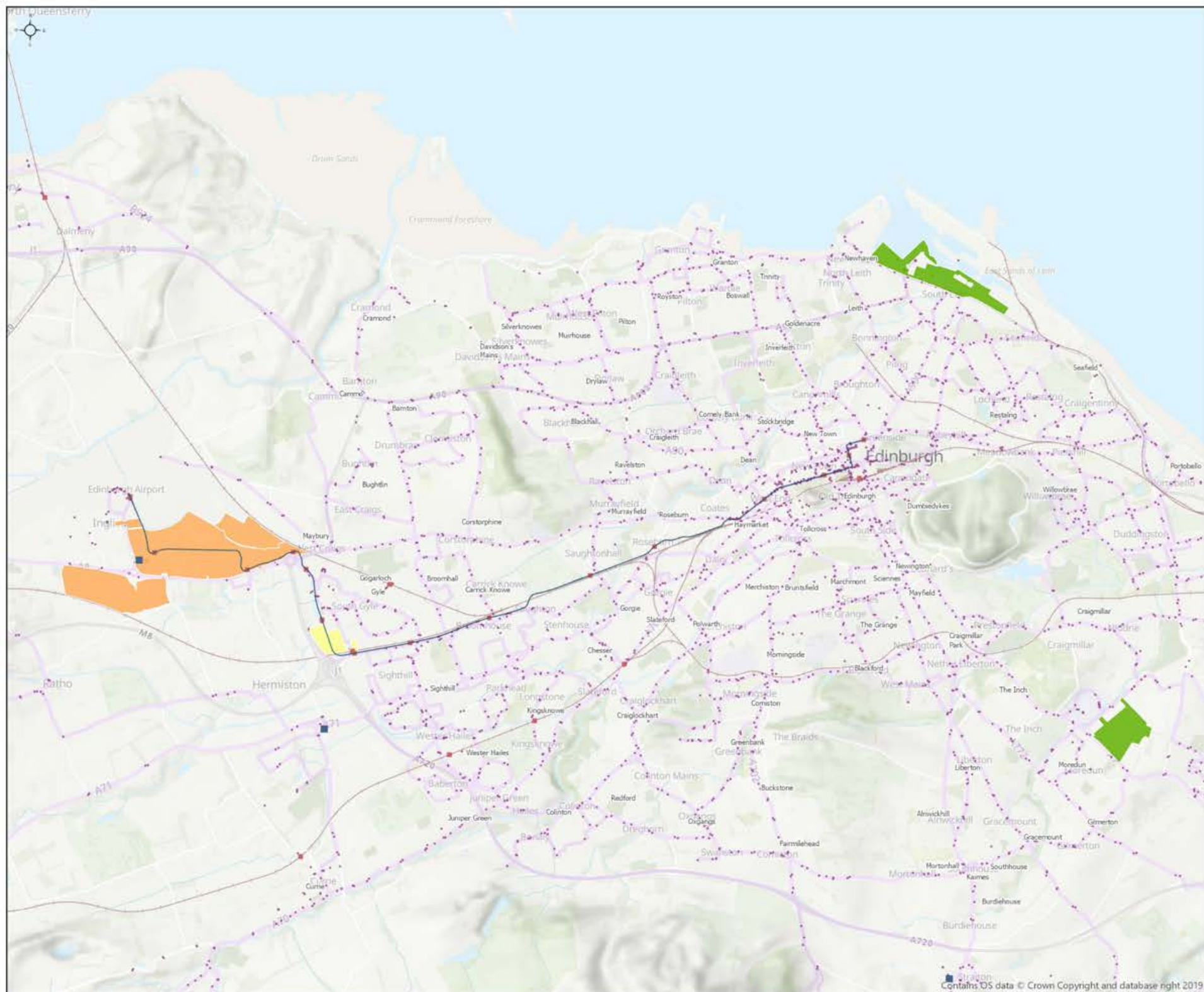
0 0.5 1 2 Km

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CP2030

Accessibility Analysis Scoring:
Non-Residential Developments -
Output Areas Population Weighted
Centroids

Key

Accessibility Score - Public Transport - 0 to 30 Minutes

- ≤20
- ≤40
- ≤60
- ≤80
- ≤100

Bus Routes

Rail Line

Rail Line (Tunnel)

Tram Line

Train / Tram Station

Park and Ride

0 0.5 1 2 Km

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Appendix F. Derivation of Transport Planning Objectives



City Plan Transport Appraisal

Appendix F: Development of Transport Planning Objectives

1 | 2

5 August 2021

City of Edinburgh Council



City Plan Transport Appraisal

Project No: BESP0023
Document Title: Appendix F: Development of Transport Planning Objectives
Document No.: 1
Revision: 2
Date: 5 August 2021
Client Name: City of Edinburgh Council
Project Manager: Tim Steiner
Author: Tim Steiner

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	15/1/21	Draft for Transport Scotland consideration	TJS	GD	GD	KG
2	17/2/21	Final with updated CMP content	TJS	GD	GD	KG
3	5/8/21	Final	TJS	GD	GD	KG

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2.2 City Mobility Plan and Delivery Strategy 2

2.3 Edinburgh City Centre Transformation 2

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2.9 Second Strategic Transport Projects Review 6

3. Proposed TPOs for Edinburgh City Plan 2030 TA..... 8

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1. Introduction

It is imperative for the success of the Edinburgh City Plan 2030 Transport Appraisal (TA) that a robust set of transport planning objectives is defined. These need to be aligned with established policy objectives and will serve to determine whether appropriate solutions are being identified.

This document outlines a set of SMART transport planning objectives (TPOs) for City Plan TA and aims to demonstrate and summarise the key linkages and interfaces between the TPOs and the wider policy context.

2. Relevant background documents

In this section, we outline key themes, objectives and vision statements from the main policy documents and plans which should influence the City Plan 2030 Transport Appraisal.

2.1 Choices for City Plan 2030

<https://www.edinburgh.gov.uk/downloads/file/26927/choices-for-city-plan-2030>

Themes

- Affordability, carbon neutral, economic success, make Edinburgh a sustainable city

Key Issues

- Increasing levels of poverty and health inequalities
- Rising house prices
- Traffic congestion and poor air quality

Objectives

- Be carbon neutral by 2030
- Create a network of greenspaces that protects green settings and helps people make sustainable travel choices
- Provide new homes, jobs and services in accessible locations with good access to walking and cycling routes and to public transport
- Provide space for freight and distribution hubs
- Create affordable homes for citizens and reduce the amount of homes being lost to other uses
- Provide land for all types of businesses and redevelop former sites

Vision

To make Edinburgh

- A sustainable city which supports everyone's physical and mental wellbeing
- A city where everyone lives in a home they can afford
- A city where you don't need to own a car to move around
- A city where everyone shares in its economic success

2.2 City Mobility Plan and Delivery Strategy

<https://democracy.edinburgh.gov.uk/documents/s31421/City%20Mobility%20Plan%20-%20Combined%20v2.pdf>

Themes

- Improve health, wellbeing, equality and inclusion
- Protect the environment and respond to climate change
- Support inclusive and sustainable growth

Key Issues

- Climate emergency
- Poverty
- Sustainable economic growth
- Safety
- Inclusion
- Health and wellbeing
- Congestion

Objectives

- People: To improve health, wellbeing, equality and inclusion:
 - Encourage behaviour change to support the use of sustainable travel modes
 - Ensure that transport options in the city are inclusive and affordable
- Movement: To support inclusive and sustainable economic growth and respond to climate change:
 - Increase the proportion of trips people make by active and sustainable travel modes
 - Improve sustainable travel choices for all travelling into, out of and across the city
 - Reduce harmful emissions from road transport
 - Improve the safety for all travelling within our city
 - Maximise the efficiency of our streets to better move people and goods
- Place: To protect and enhance our environment:
 - Reduce the need to travel and distances travelled
 - Reduce vehicular dominance and improve the quality of our streets

Vision

- Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents

2.3 Edinburgh City Centre Transformation

<https://www.connectingedinburgh.com/citycentre>

Themes

- Inclusive design and accessible, better environment for residents, enhanced open spaces

Key Issues

- Climate change and the city's plan to be carbon neutral by 2030
- Rising health concerns from inactive lifestyles and poor air quality
- A growing and ageing population, alongside high numbers of visitors
- Keeping the city centre liveable for residents
- Making it easier for older people, children and those with physical and sensory impairments to move around
- Supporting the economy and heritage through sustainable transport and high quality public spaces

Objectives

- A walkable city centre with pedestrian priority zones
- High quality streets and public places
- New segregated and safe cycle routes
- Improved public transport journey times, a free city centre hopper bus and public transport interchanges
- Accessible city centre where people of all ages and abilities can explore with lifts, shop mobility and wayfinding
- Reallocation of space in the city centre through a significant reduction of on-street parking, with greater priority given to residents and blue badge parking

Vision

- An exceptional city centre that is for all, a place for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past

2.4 West Edinburgh Transport Appraisal

<https://www.edinburgh.gov.uk/downloads/file/25278/west-edinburgh-transport-appraisal-refresh-report-december-2016>

Themes

- Enabling sustainable development
- Sustainable forms of travel
- Better health through the encouragement of physical activity
- Regeneration (social and economic benefits)

Key Issues

- The Plan identifies local access issues and provides focus for future paths management delivered locally

Objectives

- To support West Edinburgh Planning Framework growth through:
 - At a local and strategic level, reduce the variability of journey times and improve overall journey times for public transport
 - To minimise and mitigate environmental impacts on local communities – local air quality; road noise; severance (physical/speed)

- To maximise mode share by walking, cycling and public transport (minimum 50% mode share to non-airport development)
- To improve accessibility to; through and within the area
- To ensure the transport system has the resilience to handle foreseeable major events and incidents
- To protect and enhance the natural and built environment of the West Edinburgh area as set out in relevant documents

2.5 Edinburgh Core Paths Plan

<https://www.edinburgh.gov.uk/downloads/file/22554/edinburgh-s-core-path-plan>

Themes

- Sustainable forms of travel, improved transport accessibility

Key Issues

- Multiple areas of deprivation in West Edinburgh that will benefit from transport improvements
- Significant scale of development proposed in West Edinburgh
 - Significant forecasted passenger increases at Edinburgh Airport and the development International Business Gateway site

Objectives

- Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects
- Reduce journey times for public transport

2.6 Edinburgh Strategic Sustainable Transport Study

<https://www.edinburgh.gov.uk/downloads/file/26872/edinburgh-strategic-sustainable-transport-study>

Themes

- Sustainable economic growth, reduce carbon, promote equality, health and wellbeing

Key Issues

- Continued success and growth requires the development and implementation of a coordinated approach to economic development, spatial planning and transport

Objectives

- Sustainable economic growth and development
- Improved equity & social inclusion
- Reduce transport related carbon emissions
- Improved built & natural environment
- Improved health, wellbeing & safety

2.7 SEStran Regional Transport Strategy

<https://sestran.gov.uk/publications/regional-transport-strategy-2015-2025-refresh/>

Themes

- Sustainable development, less car dependence, widening of access

Key Issues

- Population level and number of households are projected to increase in the SEStran area by 2024
- Road traffic in the SEStran area has increased by 20% in the last decade
- Strong growth in employment
- 1/3 of households have no access to a car

Objectives

- 'Economy' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:
 - widening labour markets;
 - improving connectivity;
 - supporting other strategies; and
 - tackling congestion.
- 'Accessibility' – to improve accessibility for those with limited transport choice or no access to a car, particularly those who live in rural areas:
 - targeting improvements in access to employment, health and other services/opportunities; and
 - addressing barriers to the use of public transport, including cost.
- 'Environment' – to ensure that development is achieved in an environmentally sustainable manner:
 - reducing greenhouse gas emissions and other pollutants; and
 - enabling sustainable travel/reduce car dependency.
- 'Safety and Health' – to promote a healthier and more active SEStran area population:
 - reducing transport related injuries and deaths;
 - improving the health of the population; and
 - tackling local air quality and transport related noise.

Vision

- South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health

2.8 Second National Transport Strategy

<https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

Themes

- Sets out a long-term strategy for development of the transport network in Scotland

Key Issues

- Reducing inequalities, taking climate action, delivering inclusive economic growth, improving health & wellbeing

Objectives

- Reduces inequalities
 - Will provide fair access to the services we need
 - Will be easy to use for all
 - Will be affordable for all
- Takes climate action
 - Will help deliver our net-zero target
 - Will adapt to the effects of climate change
 - Will promote greener, cleaner choices
- Helps deliver inclusive economic growth
 - Will get people and goods where they need to get to
 - Will be reliable, efficient and high quality
 - Will use beneficial innovation
- Improves our health and wellbeing
 - Will be safe and secure for all
 - Will enable us to make healthy travel choices
 - Will help make our communities great places to live

2.9 Second Strategic Transport Projects Review

<https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

Themes

- Support NTS2, better connectivity, economic growth, cleaner transport

Key Issues

- Inequality, climate change, health and wellbeing, sustainable economic growth

Objectives

- A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target
- An inclusive strategic transport system that improves the affordability and accessibility of public transport

- A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing
- An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
- A reliable and resilient strategic transport system that is safe and secure for users

3. Proposed TPOs for Edinburgh City Plan 2030 TA

Based on the policy context outlined above, proposed TPOs for City Plan 2030 TA are:

TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices

- Targets:
 - Deliver all City Plan 2030 development aspirations in a manner that supports sustainable transport and meets the other TPOs
 - For new developments to support growth in public transport patronage and active travel
- KPIs:
 - Total number of residential units that can be delivered whilst meeting TPOs 2, 3 and 4
 - Total quantum of floorspace of other development classes that can be delivered whilst meeting TPOs 2, 3 and 4
 - Forecast public transport patronage
 - Forecast number of active journeys

TPO2: Minimise the need to travel to and from new developments, especially by car

- Target:
 - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
- KPIs:
 - Forecast mode share of journeys to/from new developments

TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes

- Targets:
 - For new developments to support a higher proportion of journeys by active and sustainable modes than equivalent extant developments in Edinburgh
 - For air pollution levels in hotspot locations to be reduced or no worse than in the reference case
- KPIs:
 - Forecast proportion of active journeys
 - Forecast air pollution levels at hotspot locations

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks

- Targets:
 - For new developments to support a lower proportion of journeys by car than equivalent extant developments in Edinburgh
 - For traffic congestion to be reduced or no worse as a result of development proposals
- KPIs:
 - Forecast mode share of journeys to/from new developments
 - Forecast average peak-time vehicle journey times on key strategic road corridors

4. Objective mapping

Choices for City Plan 2030 identifies 16 main outcomes, derived from the four main themes of the plan. The diagram below demonstrates alignment of the four TPOs to the 16 outcomes.

Aligns with TPOs		Aligns with TPOs	
A sustainable city which supports everyone's physical and mental wellbeing		A city where you don't need to own a car to move around	
1. Making Edinburgh a sustainable, active and connected city	TPO1, 2, 3 & 4	5. Delivering community infrastructure	TPO1, 2
2. Improving the quality, density and accessibility of new development	TPO1, 2 & 4	6. Creating places that focus on people, not cars	TPO1, 2, 3 & 4
3. Delivering carbon neutral buildings		7. Supporting the reduction in car use in Edinburgh	TPO1, 2, 3 & 4
4. Creating place briefs and supporting the use of Local Place Plans in our communities		8. Delivering new walking and cycle routes	TPO3
A city in which everyone lives in a home which they can afford		A city where everyone shares in its economic success	
9. Protecting against the loss of Edinburgh's homes to other uses		13. Supporting inclusive growth, innovation, universities and culture	TPO1
10. Creating sustainable communities	TPO1	14. Delivering West Edinburgh	TPO1
11. Delivering more affordable homes		15. Protecting our city centre, town and local centres	TPO1, 2, 3 & 4

Objective mapping with other key studies and policies is demonstrated in the diagram below. Between that diagram and the assessment above, we demonstrate that the City Plan TA TPOs complement the needs of extant policies and the aspirations of City Plan 2030 well.

Appendix F: Development of Transport Planning Objectives

Proposed TPO	City Mobility Plan	Edinburgh City Centre Transformation	West Edinburgh Transport Appraisal	Edinburgh Core Paths Plan	Edinburgh Strategic Sustainable Transport Study	SEStran Regional Transport Strategy	NTS2	STPR2
TPO1: Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices	To support inclusive and sustainable economic growth and respond to climate change	Reallocation of space in the city centre through a significant reduction of on-street parking, with greater priority given to residents and blue badge parking	To support West Edinburgh Planning Framework growth		Sustainable economic growth and development	'Economy' – to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner:	Will get people and goods where they need to get to Will be reliable, efficient and high quality	An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
TPO2: Minimise the need to travel to and from new developments, especially by car	To improve health, wellbeing, equality and inclusion To protect and enhance our environment		To maximise mode share by walking, cycling and public transport (minimum 50% mode share to non-airport development)	Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects	Reduce transport related carbon emissions	'Environment' – to ensure that development is achieved in an environmentally sustainable manner:	Will help deliver our net-zero target Will adapt to the effects of climate change Will promote greener, cleaner choices	A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target
TPO3: Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes	To improve health, wellbeing, equality and inclusion	High quality streets and public places A walkable city centre with pedestrian priority zones New segregated and safe cycle routes	To minimise and mitigate environmental impacts on local communities – local air quality; road noise; severance (physical/speed)	Prioritise sustainable modes of travel through configuration of cycling, walking and public transport projects	Improved health, wellbeing & safety	'Safety and Health' – to promote a healthier and more active SEStran area population:	Will enable us to make healthy travel choices Will help make our communities great places to live	A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing

TPO4: Mitigate the adverse impacts of transport demand from new developments on existing networks	To protect and enhance our environment To support inclusive and sustainable economic growth and respond to climate change	Improved public transport journey times, a free city centre hopper bus and public transport interchanges	At a local and strategic level, reduce the variability of journey times and improve overall journey times for public transport	Reduce journey times for public transport		'Environment' – to ensure that development is achieved in an environmentally sustainable manner:	Will help deliver our net-zero target Will be reliable, efficient and high quality Will help make our communities great places to live	A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target
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Appendix G. Development Traffic Impacts



City Plan 2030 Transport Appraisal

Appendix G: summary of development traffic demand changes

1 3

9 September 2021

City of Edinburgh Council

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1. Introduction

This working note presents additional analysis, complementing that presented to date in our work for the City of Edinburgh Council to prepare a Transport Appraisal of the proposed City Plan 2030, of the anticipated transport impacts of potential new developments.

More detail on the junctions that are of most interest to Transport Scotland (Sheriffhall, Newbridge and Hermiston Gait) is provided in Appendix H.

2. Additional Modelling Analysis

Plots are provided in this note to help understand the cumulative impact of City Plan developments compared to Reference Case in the areas surrounding the strategic road network. The additional analysis focuses on the West Edinburgh area for the Brownfield with IBG2 development scenario, and on the South East Edinburgh area for the Brownfield with Drum development scenario (though information is also provided on the impacts throughout the most congested parts of the Trunk Road network for both development scenarios).

The plots later in this section show the modelled baseline demand. Figure 2.1 and Figure 2.2 show the link volume: capacity ratio for the Reference Case (i.e. forecast travel demand without development) in the morning and evening peaks respectively. We present the volume:capacity plots, rather than those for queue lengths, as the former are a more reliable indicator of traffic capacity issues from what is, in both morning and evening peaks, a 2-hour strategic model.

The figures highlight the significant capacity issues already on many key links in the Reference Case Model, especially on the City Bypass and western approaches to the city. Demand on several sections of the M8 and City of Edinburgh Bypass are close to or above the link capacity. This has an impact on the distribution of trips in the model as further demand associated with City Plan 2030 development is added, as the model distributes trips between zones based on the number of households and employment areas within each zone. As the number of housing units increases, the model distributes journeys between them and areas of employment. The high number of additional City Plan housing units and limited additional employment floor space, combined with network capacity issues, has an impact on the distribution of the additional trips. Some trips from the development areas may therefore not follow the typical morning pattern where a higher proportion of trips may be expected to travel towards the city and expected to come from the city in the evening peak.

Sections 3 and 4 of this note provide model outputs for the Brownfield+IBG2 and Brownfield+Drum development scenarios respectively. These development options are outlined in the Transport Appraisal report. Plots show the predicted impacts of the development on demand for road travel and, separately, on traffic flow. Proportional change in flow can differ from proportional change in demand if congestion is suppressing the forecast number of trips to be made.

The plots highlight that the model predicts that the overall volume of traffic coming from outside of the western city boundary in the morning peak does not change significantly between the Reference Case and the City Plan scenarios, due to the trip redistribution effect. The same pattern can be seen in the evening peak.

Note that grade separation of Sheriffhall is included within all model networks. All forecasts assume transport demand levels are as stated in plausible future 1 (i.e. no Covid, highest levels of road traffic) of those considered in the Transport Appraisal (section 2.4 of the Transport Appraisal report outlines this and the other plausible futures).

Figure 2.1: AM Ref Case Link Demand to Capacity Ratio (%)



Figure 2.2: PM Ref Case Link Demand to Capacity Ratio (%)



3. City Plan Brownfield with IBG2

The plots in this section present the potential cumulative impact on link flow of all Brownfield and IBG2 development trips relative to the total flow on each link in the Reference Case.

Figure 3.1 provides the with-development volume:capacity plot for the AM peak, then Figure 3.2 and show the proportional changes of traffic flow and traffic demand respectively around West Edinburgh, in comparison with the reference case. Figure 3.4 and Figure 3.5 present the same analysis covering the area to the south east of the city for this development scenario. Figure 3.11 to Figure 3.14 shows how trips generated from the IBG2 development (only) are predicted to be distributed through the network. The other figures in this section provide equivalent forecasts for the PM peak.

It is seen that the most notable changes in forecast demand in the morning peak is heading westbound on the A8 towards Newbridge, eastbound towards the city via Glasgow Rd and towards the south west of the city via Gogar Roundabout. Significant city-bound traffic growth from beyond the west of the city is not forecast, as the model predicts that the origins of some of these journeys will move to the new developments.

Additional demand on Gogar Station Rd is largely associated with the Garden District Development while the Edinburgh Park South development results in some increases in the South Gyle area. Note that percentages may seem high on some minor roads, but this is largely due to low reference case vehicle flow values. The reduced flow on the A8 between Gogar and the Airport Dumbbells junctions is due the new airport link road.

The actual flow plot (Figure 3.2) highlights in the AM that there is no increase in westbound flow on the city bypass however this is due to these sections of the bypass being at capacity in the reference case. The link demand plot shows (Figure 3.3) that there is 7% additional demand on this westbound section between Baberton and Calder Junctions.

Predicted flows on some other key sections of the Trunk Road are predicted to fall slightly in the AM peak (e.g. M8 approach to Hermiston Gait and M9 southbound off slip to Newbridge) as a result of trip redistribution. Traffic is however forecast to increase on the M9 northbound off slip to Newbridge (demand and flow increased by 12% and 11% respectively).

Figure 3.1: AM City Plan 2030 (Brownfield with IBG2) Link Demand to Capacity Ratio (%)



Figure 3.2: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.3: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.4: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.5: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.6: PM City Plan 2030 (Brownfield with IBG2) Link Demand to Capacity Ratio (%)



Figure 3.7: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

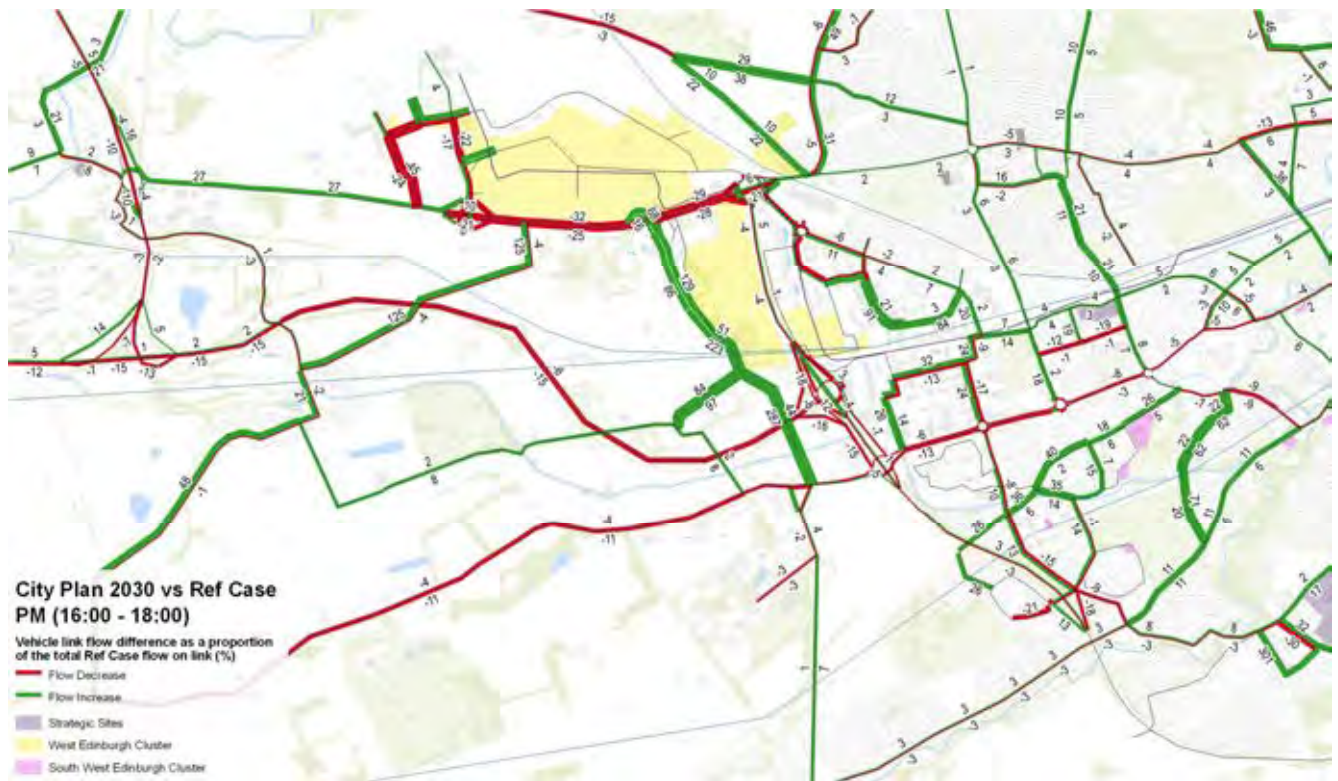


Figure 3.8: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.9: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.10: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



**City Plan 2030
AM (07:00 - 09:00)**

IBG2 Trip Distribution

- Development trips as a proportion of total Ref Case demand on link (%)
- Strategic Sites
- West Edinburgh Cluster
- South West Edinburgh Cluster

City Plan 2030
AM (07:00 - 09:00)
IBG2 Trip Distribution

Development trips as a proportion of total Ref Case demand on link (%)

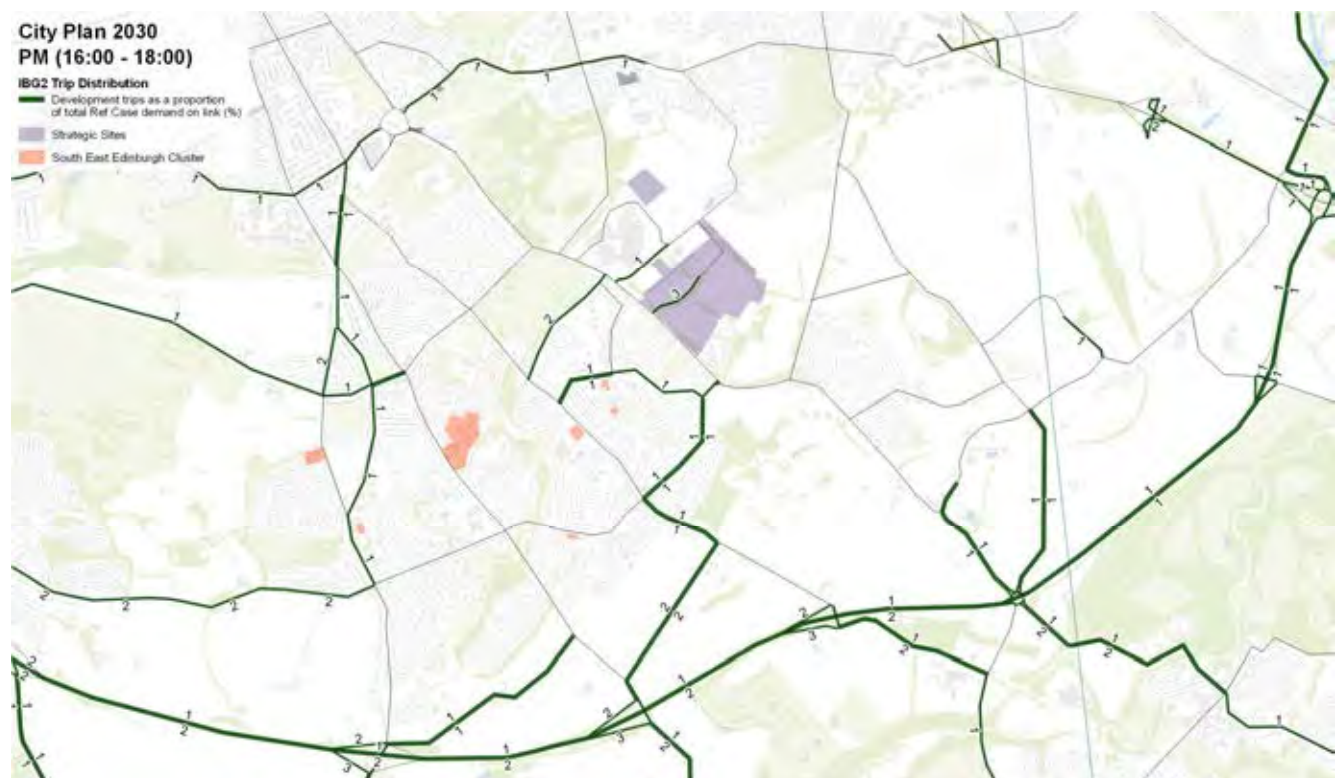
Strategic Sites

South East Edinburgh Cluster

Figure 3.13: PM distribution of IBG2 only trips relative to Ref Case link demand



Figure 3.14: PM distribution of IBG2 only trips relative to Ref Case link demand



4. City Plan Brownfield with Drum

To the south east of the city, the analysis is based on the outputs from City Plan Brownfield with Drum development model run. Most additional trips in this area are associated with the Drum greenfield development and the Edinburgh bioQuarter development.

The volume:capacity plot in Figure 4.1 for the AM peak is very similar to the Brownfield with IBG2 volume:capacity plot with some additional ratio increases on sections of the Bypass around Straiton Junction.

The proportional difference between Reference Case and City Plan link flows (Figure 4.2) relative to the total Reference Case link flow on each link while the change in link demand relative to the total Reference Case link demand is shown in Figure 4.3 for the AM peak. Figure 4.4 and

Figure 4.5 provide the same information for this development scenario for the network around West Edinburgh.

Demand from the Drum development loads onto the network to the west of the site via Gilmerton Road and Gilmerton Station Road roundabout and via the A7 Old Dalkeith Road and Shawfair Avenue roundabout to the east of the site. Increased flows on Old Dalkeith Road result in some rerouting away from Kingston Road, Craigmillar Castle Road and Moredunvale Road as it becomes more difficult to exit onto Old Dalkeith Road at these priority junctions.

Similarly, the increased flows from the development via Gilmerton Road result in a reduction in traffic on Gilmerton Road south of Gilmerton Station Road as some vehicles previously travelling north/ south take some alternative routes. The full impact of development demand on sections of the bypass is represented by the demand flow plot.

A similar level of increase is seen in the AM Brownfield with Drum (8% increase) and the AM Brownfield with IBG 2 (7% increase) westbound on the bypass between Baberton and Calder Junctions relative to the Ref Case link demand.

The PM analysis is presented in Figure 4.6 to Figure 4.10. Figure 4.11 to Figure 4.14 shows how trips generated from the Drum development (only) are predicted to be distributed through the local network.

Figure 4.1: AM City Plan 2030 (Brownfield with Drum) Link Demand to Capacity Ratio (%)



Figure 4.2: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 4.3: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 4.4: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 4.5: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 4.6: PM City Plan 2030 (Brownfield with Drum) Link Demand to Capacity Ratio (%)



Figure 4.7: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 4.8: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 4.9: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 4.10: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 4.11: AM distribution of Drum only trips relative to Ref Case link demand



Figure 4.12: AM distribution of Drum only trips relative to Ref Case link demand



Figure 4.13: PM distribution of Drum only trips relative to Ref Case link demand



Figure 4.14: PM distribution of Drum only trips relative to Ref Case link demand



5. Additional Modelling Plots: Brownfield with Drum Scenario

The following section provides the plots for the alternative development scenario to those presented with Section 5.4 to 5.6 of the main report.

North, North West and East Edinburgh (City Plan 2030 Brownfield with Drum)

Figure 5.1: City Plan 2030 Brownfield with Drum Vehicle Model Flows – North Edinburgh

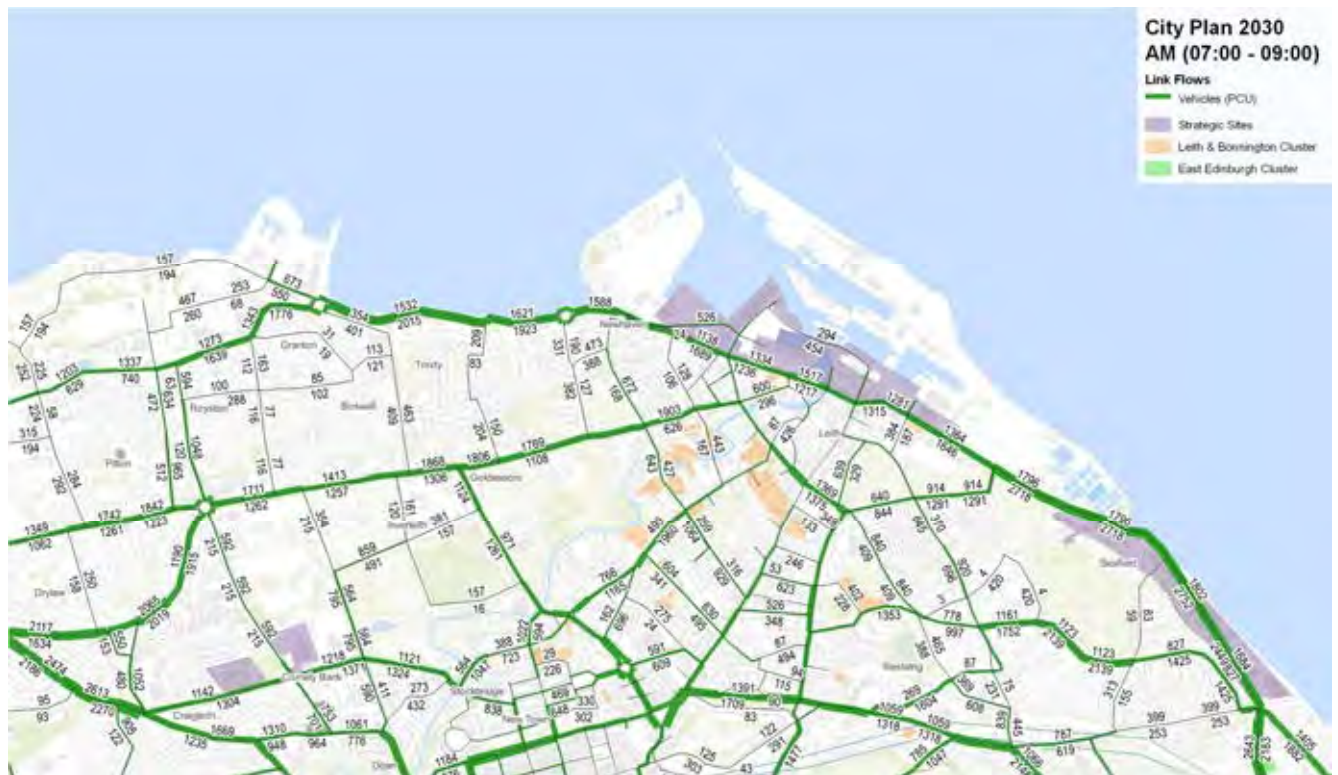


Figure 5.2: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot – North Edinburgh



Figure 5.3 City Plan 2030 Brownfield with Drum Public Transport Model Flows – North Edinburgh



Figure 5.4: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – North Edinburgh



South East Edinburgh (City Plan 2030 Brownfield with IBG2)

Figure 5.5: City Plan 2030 Brownfield with IBG2 Vehicle Model Flows – South East Edinburgh



Figure 5.6: City Plan 2030 Brownfield with IBG2 vs Reference Case Vehicle Model Flow Difference Plot – South East Edinburgh



Figure 5.7 City Plan 2030 Brownfield with IBG2 Public Transport Model Flows – South East Edinburgh



Figure 5.8: City Plan 2030 Brownfield with IBG2 vs Reference Case Public Transport Model Flow Difference Plot – South East Edinburgh



West Edinburgh (City Plan 2030 Brownfield with Drum)

Figure 5.9: City Plan 2030 Brownfield with Drum Vehicle Model Flows – West Edinburgh

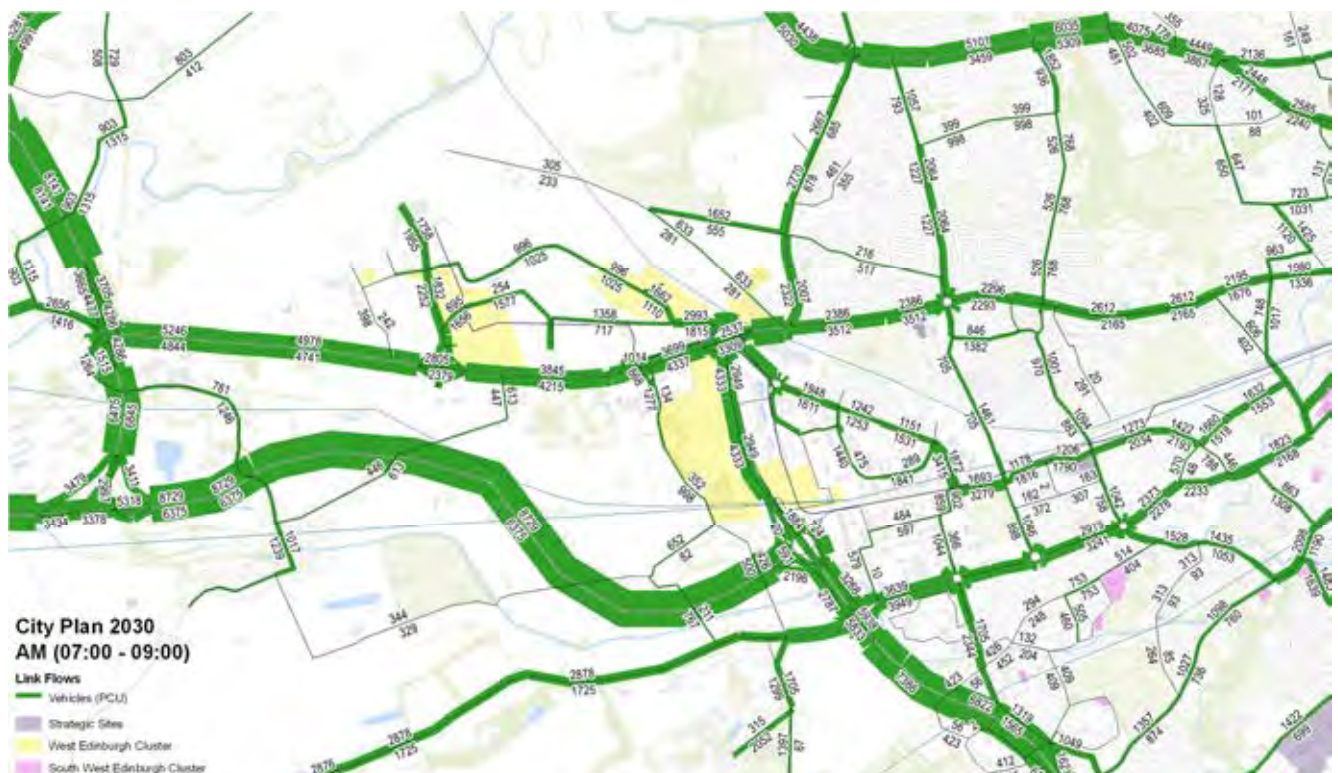


Figure 5.10: City Plan 2030 Brownfield with Drum vs Reference Case Vehicle Model Flow Difference Plot – West Edinburgh



Figure 5.11 City Plan 2030 Brownfield with Drum Public Transport Model Flows – West Edinburgh



Figure 5.12: City Plan 2030 Brownfield with Drum vs Reference Case Public Transport Model Flow Difference Plot – West Edinburgh



Appendix H. Impacts on Newbridge, Hermiston, Sheriffhall Junctions



City Plan 2030 Transport Appraisal

Appendix H: summary of development traffic demand changes at key Trunk Road junctions

1 2

3 September 2021

City of Edinburgh Council

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1. Introduction

This note provides information on the predicted effects on traffic flow of potential developments that could be brought forward by Edinburgh's City Plan 2030 on three key Trunk Road junctions: Newbridge, Hermiston Gait and Sheriffhall. Note that all modelling work assumes that the proposed grade separation of the Sheriffhall junction has been completed.

It follows the same methodology as the information set out in Appendix G, but with more detail provided for those junctions. Appendix G provides information on the approach adopted and on the development scenarios modelled, and should be read alongside this note.

2. City Plan Brownfield with IBG2

2.1 Newbridge

Table 2.1: AM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
M9 Northbound On Slip	2,902	3,665	763 (26.3%)	2,903	3,665	762 (26.3%)
M9 Southbound Off Slip	3,711	3,705	-6 (-0.2%)	4,057	3,933	-124 (-3.1%)
A8 Glasgow Rd Eastbound	5,187	5,246	59 (1.1%)	5,525	5,466	-59 (-1.1%)
A8 Glasgow Rd Westbound	3,323	4,844	1521 (45.8%)	3,324	4,844	1520 (45.7%)
M9 Southbound On Slip	1,705	2,559	854 (50.1%)	1,705	2,559	854 (50.1%)
M9 Northbound Off Slip	1,967	1,999	32 (1.6%)	2,093	2,097	4 (0.2%)
A89 Westbound	1,661	1,640	-21 (-1.3%)	1,741	1,715	-26 (-1.5%)
A89 Eastbound	2,864	2,829	-35 (-1.2%)	2,864	2,829	-35 (-1.2%)

Figure 2.1: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

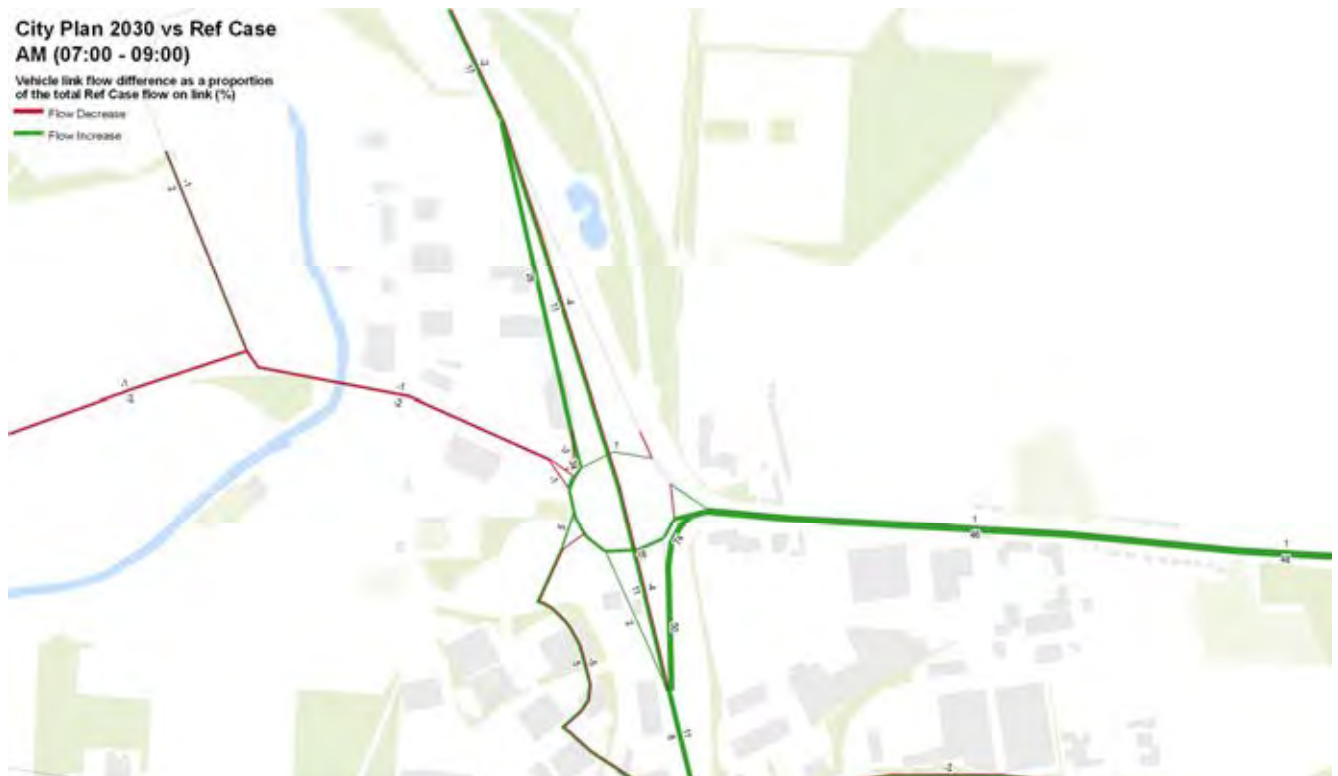


Figure 2.2: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.3: AM distribution of IBG2 only trips relative to Ref Case link demand



Table 2.2: PM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
M9 Northbound On Slip	4,110	4,114	4 (0.1%)	4,110	4,115	5 (0.1%)
M9 Southbound Off Slip	3,136	3,650	514 (16.4%)	3,414	4,067	653 (19.1%)
A8 Glasgow Rd Eastbound	3,413	4,318	905 (26.5%)	3,579	4,626	1047 (29.3%)
A8 Glasgow Rd Westbound	5,428	5,447	19 (0.4%)	5,429	5,447	18 (0.3%)
M9 Southbound On Slip	2,124	2,167	43 (2.0%)	2,124	2,168	44 (2.1%)
M9 Northbound Off Slip	1,056	1,376	320 (30.3%)	1,108	1,442	334 (30.1%)
A89 Westbound	1,572	1,430	-142 (-9.0%)	1,635	1,508	-127 (-7.8%)
A89 Eastbound	1,650	1,678	28 (1.7%)	1,650	1,678	28 (1.7%)

Figure 2.4: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

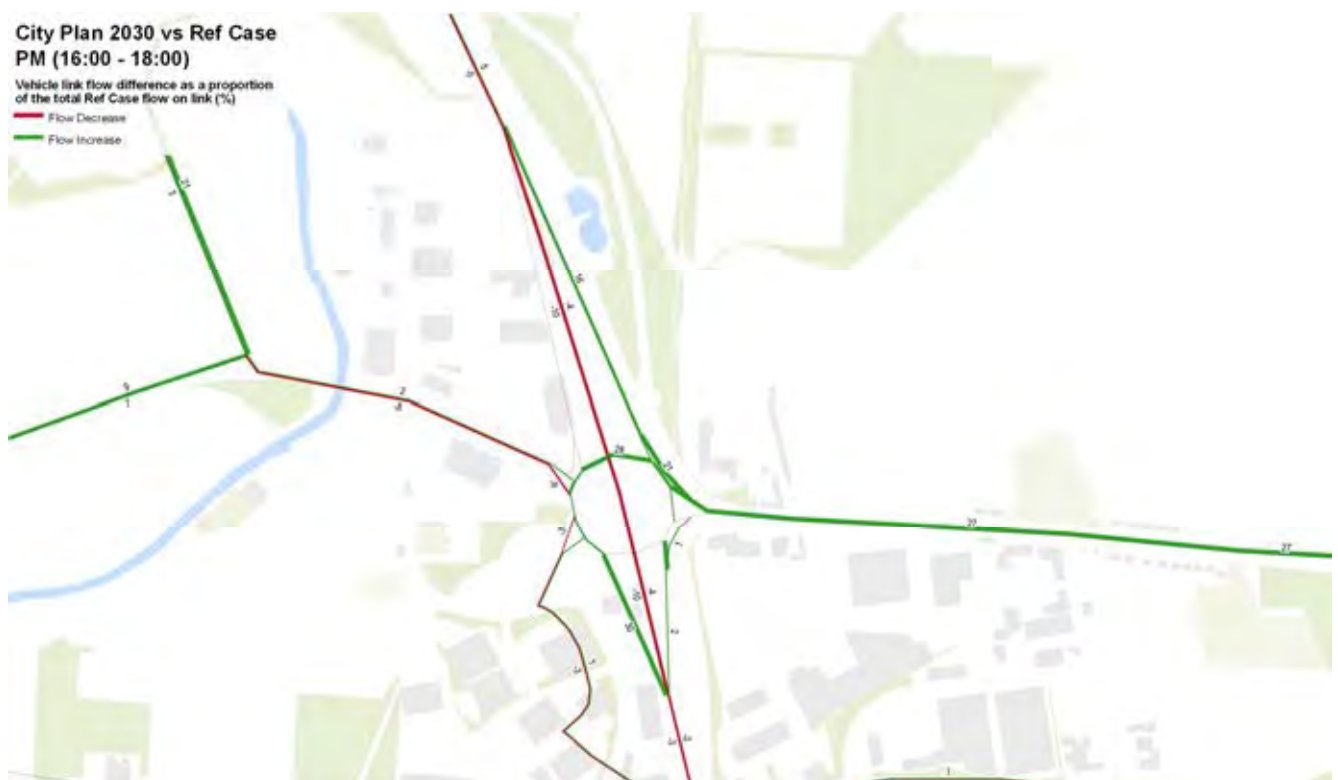


Figure 2.5: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.6: PM distribution of IBG2 only trips relative to Ref Case link demand



2.2 Hermiston

Table 2.3: AM Hermiston Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	510	724	214 (42.0%)	510	724	214 (42.0%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	703	591	-112 (-15.9%)	704	591	-113 (-16.0%)
A720 City of Edinburgh Bypass exit from Hermiston	4,062	4,054	-8 (-0.2%)	4,352	4,170	-182 (-4.2%)
A720 City of Edinburgh Bypass entry to Hermiston	3,936	3,934	-2 (0.0%)	4,849	5,167	318 (6.6%)
M8 to A720 City of Edinburgh Bypass Northbound	1,867	1,824	-43 (-2.3%)	2,000	1,838	-162 (-8.1%)
Calder Junction slip to M8	1,787	2,196	409 (22.9%)	1,800	2,223	423 (23.5%)
Hermiston to Calder Junction	2,559	2,545	-14 (-0.6%)	2,765	2,617	-148 (-5.3%)
M8 entry to Hermiston	6,930	6,905	-25 (-0.4%)	7,447	7,099	-348 (-4.7%)
M8 exit from Hermiston	4,061	4,179	118 (2.9%)	4,962	5,389	427 (8.6%)

Figure 2.7: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 2.8: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.9: AM distribution of IBG2 only trips relative to Ref Case link demand



Table 2.4: PM Hermiston Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	443	455	12 (2.7%)	449	506	57 (12.6%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	652	597	-55 (-8.4%)	653	640	-13 (-2.0%)
A720 City of Edinburgh Bypass exit from Hermiston	3,998	3,896	-102 (-2.6%)	4,496	4,780	284 (6.3%)
A720 City of Edinburgh Bypass entry to Hermiston	3,716	3,330	-386 (-10.4%)	4,453	4,023	-430 (-9.7%)
M8 to A720 City of Edinburgh Bypass Northbound	1,529	1,305	-224 (-14.7%)	1,565	1,492	-73 (-4.7%)
Calder Junction slip to M8	4,277	3,607	-670 (-15.7%)	4,563	4,150	-413 (-9.1%)
Hermiston to Calder Junction	2,144	1,940	-204 (-9.5%)	2,348	2,373	25 (1.1%)
M8 entry to Hermiston	6,342	6,059	-283 (-4.5%)	6,782	7,111	329 (4.9%)
M8 exit from Hermiston	4,165	3,604	-561 (-13.5%)	4,892	4,325	-567 (-11.6%)

Figure 2.10: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 2.11: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.12: PM distribution of IBG2 only trips relative to Ref Case link demand



2.3 Sheriffhall

Table 2.5: AM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	2,460	2,651	191 (7.8%)	2,537	2,767	230 (9.1%)
A7 Old Dalkeith Rd North entry to Sheriffhall	710	896	186 (26.2%)	710	896	186 (26.1%)
A6106 Millerhill Rd exit from Sheriffhall	813	783	-30 (-3.7%)	894	873	-21 (-2.3%)
A6106 Millerhill Rd entry to Sheriffhall	1,552	1,592	40 (2.6%)	1,552	1,592	40 (2.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	1,459	1,436	-23 (-1.6%)	1,642	1,626	-16 (-1.0%)
A720 City of Edinburgh Bypass Westbound Off Slip	760	926	166 (21.9%)	760	926	166 (21.9%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,441	1,452	11 (0.8%)	1,457	1,508	51 (3.5%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	1,415	1,404	-11 (-0.8%)	1,415	1,405	-10 (-0.7%)
A7 South exit from Sheriffhall	1,101	1,334	233 (21.2%)	1,101	1,334	233 (21.2%)
A7 South entry to Sheriffhall	2,061	2,067	6 (0.3%)	2,375	2,411	36 (1.5%)
A720 City of Edinburgh Bypass Westbound On Slip	1,054	1,174	120 (11.4%)	1,054	1,174	120 (11.4%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,831	1,945	114 (6.2%)	1,872	2,051	179 (9.5%)

Figure 2.13: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 2.14: AM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.15: AM distribution of IBG2 only trips relative to Ref Case link demand



Table 2.6: PM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	453	516	63 (13.9%)	581	689	108 (18.5%)
A7 Old Dalkeith Rd North entry to Sheriffhall	1,749	1,712	-37 (-2.1%)	2,099	2,120	21 (1.0%)
A6106 Millerhill Rd exit from Sheriffhall	1,086	1,100	14 (1.3%)	1,396	1,436	40 (2.8%)
A6106 Millerhill Rd entry to Sheriffhall	900	850	-50 (-5.6%)	1,069	1,062	-7 (-0.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	129	119	-10 (-7.7%)	162	156	-6 (-3.5%)
A720 City of Edinburgh Bypass Westbound Off Slip	574	639	65 (11.3%)	716	842	126 (17.6%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,006	951	-55 (-5.5%)	1,314	1,331	17 (1.3%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	894	932	38 (4.3%)	1,117	1,179	62 (5.5%)
A7 South exit from Sheriffhall	2,285	2,367	82 (3.6%)	2,813	3,081	268 (9.5%)
A7 South entry to Sheriffhall	752	829	77 (10.2%)	896	1,009	113 (12.6%)
A720 City of Edinburgh Bypass Westbound On Slip	1,203	1,263	60 (5.0%)	1,504	1,582	78 (5.2%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,392	1,454	62 (4.5%)	1,874	2,063	189 (10.1%)

Figure 2.16: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 2.17: PM City Plan (Brownfield with IBG2) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 2.18: PM distribution of IBG2 only trips relative to Ref Case link demand



3. City Plan Brownfield with Drum

3.1 Newbridge

Table 3.1: AM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
M9 Northbound On Slip	2,902	3,315	414 (14.3%)	2,903	3,315	413 (14.2%)
M9 Southbound Off Slip	3,711	3,702	-9 (-0.2%)	4,057	3,861	-196 (-4.8%)
A8 Glasgow Rd Eastbound	5,187	5,343	156 (3.0%)	5,525	5,534	9 (0.2%)
A8 Glasgow Rd Westbound	3,323	4,180	857 (25.8%)	3,324	4,181	857 (25.8%)
M9 Southbound On Slip	1,705	2,271	566 (33.2%)	1,705	2,271	566 (33.2%)
M9 Northbound Off Slip	1,967	2,105	138 (7.0%)	2,093	2,239	145 (6.9%)
A89 Westbound	1,661	1,635	-26 (-1.6%)	1,741	1,707	-34 (-1.9%)
A89 Eastbound	2,864	2,848	-15 (-0.5%)	2,864	2,848	-15 (-0.5%)

Figure 3.1: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

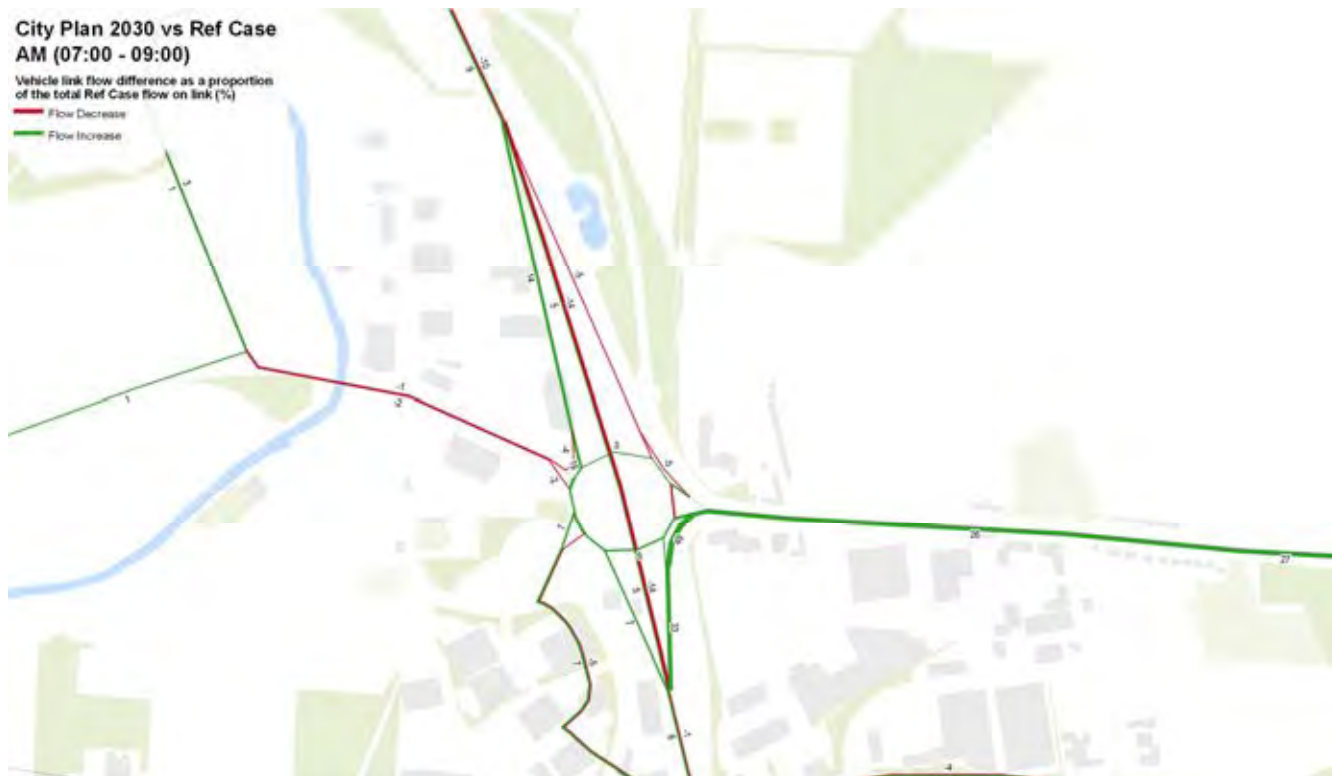


Figure 3.2: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.3: AM distribution of Drum only trips relative to Ref Case link demand



Table 3.2: PM Newbridge Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
M9 Northbound On Slip	4,110	4,119	9 (0.2%)	4,110	4,120	10 (0.2%)
M9 Southbound Off Slip	3,136	3,339	203 (6.5%)	3,414	3,666	252 (7.4%)
A8 Glasgow Rd Eastbound	3,413	3,992	579 (17.0%)	3,579	4,205	626 (17.5%)
A8 Glasgow Rd Westbound	5,428	5,521	92 (1.7%)	5,429	5,521	92 (1.7%)
M9 Southbound On Slip	2,124	2,216	92 (4.3%)	2,124	2,216	92 (4.3%)
M9 Northbound Off Slip	1,056	1,326	270 (25.6%)	1,108	1,396	288 (25.9%)
A89 Westbound	1,572	1,439	-133 (-8.5%)	1,635	1,519	-116 (-7.1%)
A89 Eastbound	1,650	1,657	7 (0.4%)	1,650	1,657	7 (0.4%)

Figure 3.4: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

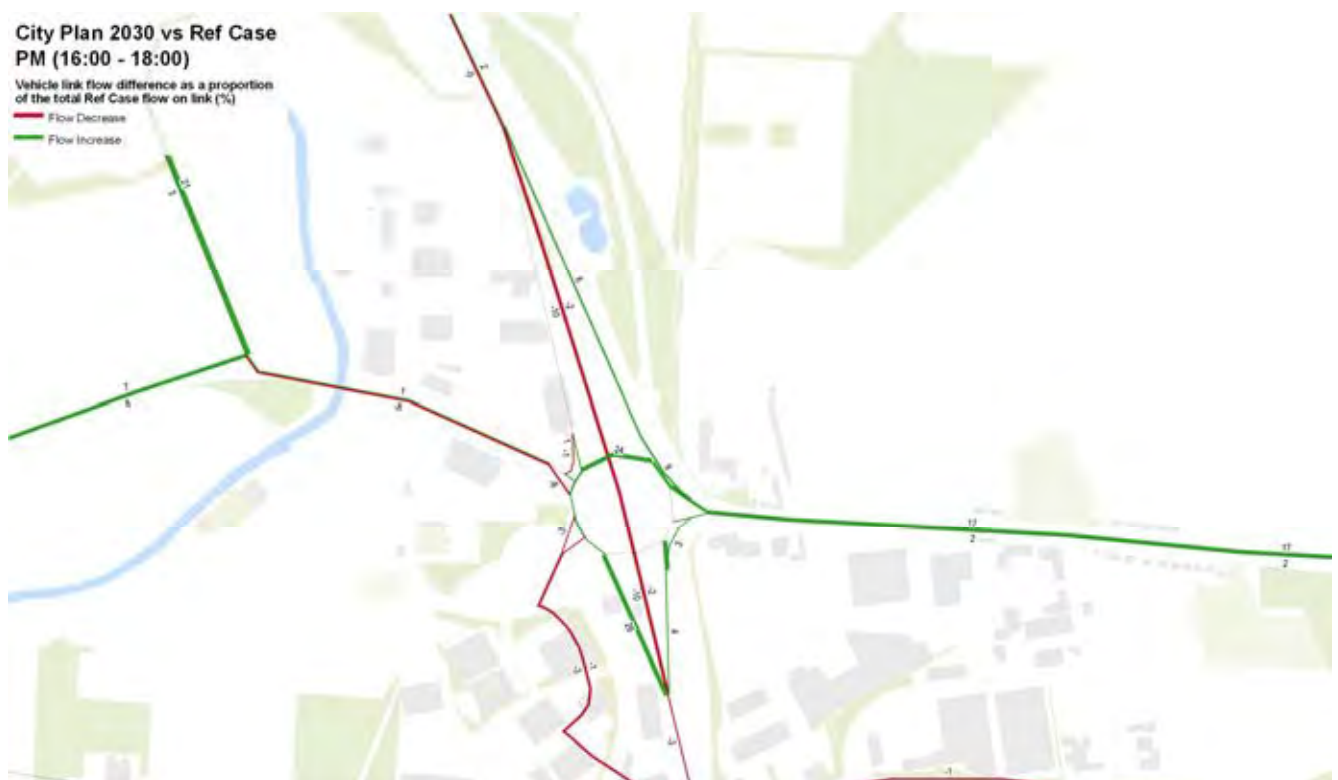


Figure 3.5: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

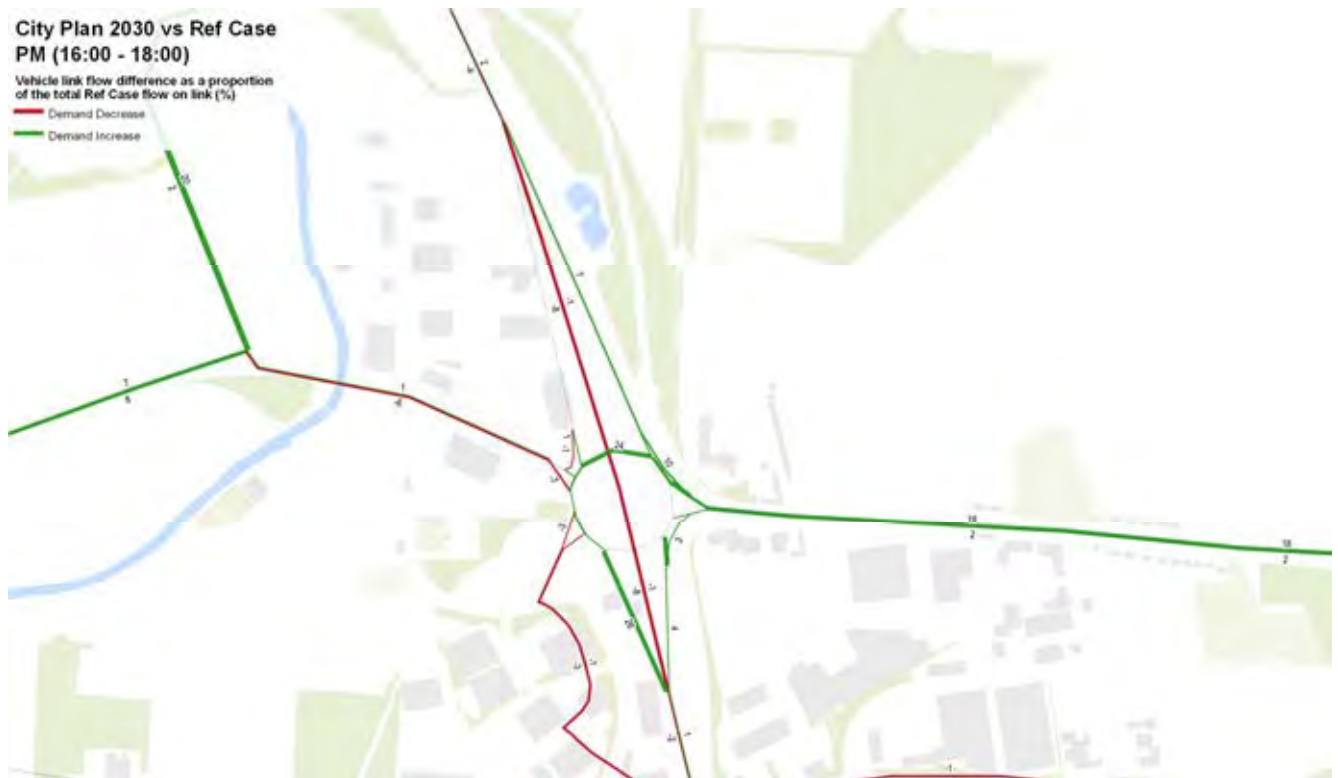


Figure 3.6: PM distribution of Drum only trips relative to Ref Case link demand



3.2 Hermiston

Table 3.3: AM Hermiston Junction Key Model Links

	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	510	614	104 (20.4%)	510	614	104 (20.4%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	703	722	19 (2.7%)	704	722	18 (2.5%)
A720 City of Edinburgh Bypass exit from Hermiston	4,062	3,858	-203 (-5.0%)	4,352	3,962	-390 (-9.0%)
A720 City of Edinburgh Bypass entry to Hermiston	3,936	3,819	-117 (-3.0%)	4,849	5,055	205 (4.2%)
M8 to A720 City of Edinburgh Bypass Northbound	1,867	1,856	-11 (-0.6%)	2,000	1,912	-89 (-4.4%)
Calder Junction slip to M8	1,787	2,119	332 (18.6%)	1,800	2,162	362 (20.1%)
Hermiston to Calder Junction	2,559	2,528	-31 (-1.2%)	2,765	2,633	-132 (-4.8%)
M8 entry to Hermiston	6,930	6,680	-251 (-3.6%)	7,447	6,893	-554 (-7.4%)
M8 exit from Hermiston	4,061	3,875	-186 (-4.6%)	4,962	5,072	109 (2.2%)

Figure 3.7: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.8: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.9: AM distribution of Drum only trips relative to Ref Case link demand



Table 3.4: PM Hermiston Junction Key Model Links

Movement	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case	Reference Case	City Plan Brownfield with IBG2	City Plan vs Ref Case
	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A720 City of Edinburgh Bypass Southbound to Calder Junc	443	581	138 (31.2%)	449	645	195 (43.5%)
Calder Junc to A720 City of Edinburgh Bypass Northbound	652	566	-86 (-13.2%)	653	604	-49 (-7.5%)
A720 City of Edinburgh Bypass exit from Hermiston	3,998	3,859	-139 (-3.5%)	4,496	4,811	315 (7.0%)
A720 City of Edinburgh Bypass entry to Hermiston	3,716	3,281	-435 (-11.7%)	4,453	4,028	-426 (-9.6%)
M8 to A720 City of Edinburgh Bypass Northbound	1,529	1,133	-396 (-25.9%)	1,565	1,329	-236 (-15.1%)
Calder Junction slip to M8	4,277	3,608	-670 (-15.7%)	4,563	4,173	-391 (-8.6%)
Hermiston to Calder Junction	2,144	1,882	-263 (-12.3%)	2,348	2,346	-2 (-0.1%)
M8 entry to Hermiston	6,342	5,937	-405 (-6.4%)	6,782	7,085	303 (4.5%)
M8 exit from Hermiston	4,165	3,568	-598 (-14.4%)	4,892	4,343	-549 (-11.2%)

Figure 3.10: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.11: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand



Figure 3.12: PM distribution of Drum only trips relative to Ref Case link demand



3.3 Sheriffhall

Table 3.5: AM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	AM (07:00 – 09:00) Actual Flow (PCU)			AM (07:00 – 09:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	2,460	2,691	230 (9.3%)	2,537	2,794	257 (10.1%)
A7 Old Dalkeith Rd North entry to Sheriffhall	710	1,094	384 (54.1%)	710	1,094	384 (54.0%)
A6106 Millerhill Rd exit from Sheriffhall	813	678	-135 (-16.6%)	894	745	-148 (-16.6%)
A6106 Millerhill Rd entry to Sheriffhall	1,552	1,639	87 (5.6%)	1,552	1,639	87 (5.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	1,459	1,573	115 (7.9%)	1,642	1,748	106 (6.5%)
A720 City of Edinburgh Bypass Westbound Off Slip	760	998	238 (31.3%)	760	998	238 (31.3%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,441	1,507	65 (4.5%)	1,457	1,538	81 (5.6%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	1,415	1,328	-87 (-6.2%)	1,415	1,329	-86 (-6.1%)
A7 South exit from Sheriffhall	1,101	1,355	254 (23.1%)	1,101	1,355	254 (23.1%)
A7 South entry to Sheriffhall	2,061	2,094	33 (1.6%)	2,375	2,401	25 (1.1%)
A720 City of Edinburgh Bypass Westbound On Slip	1,054	1,173	118 (11.2%)	1,054	1,173	118 (11.2%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,831	1,823	-8 (-0.4%)	1,872	1,892	20 (1.1%)

Figure 3.13: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow

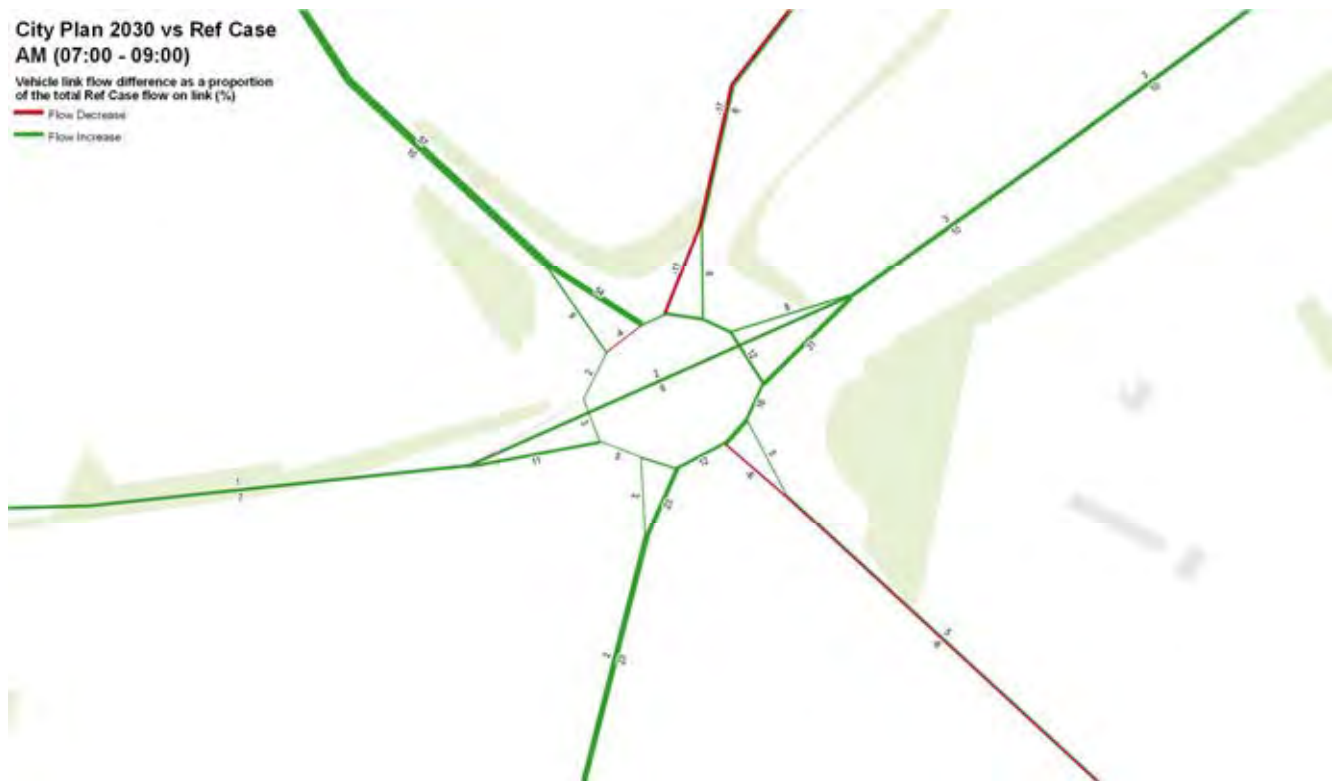


Figure 3.14: AM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

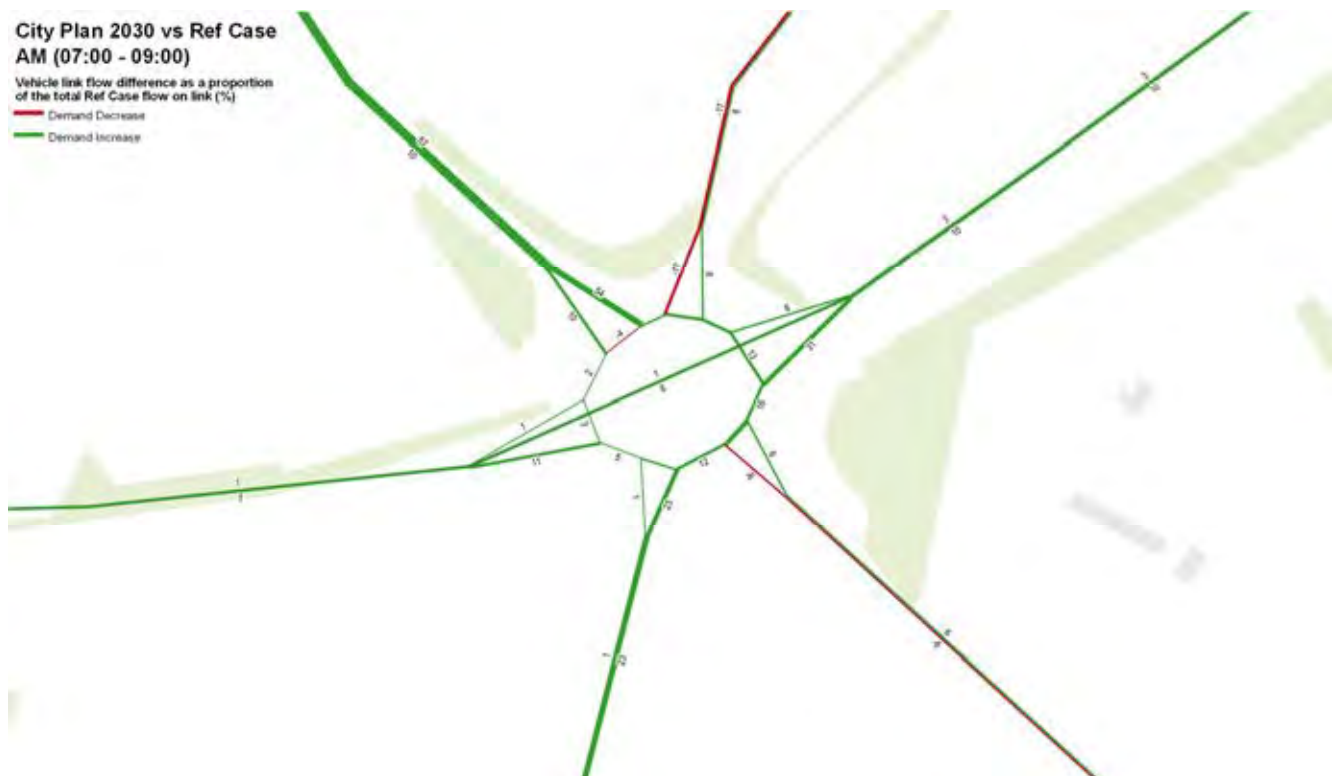


Figure 3.15: AM distribution of Drum only trips relative to Ref Case link demand



Table 3.6: PM Sheriffhall Junction Key Model Links

	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case	Reference Case	City Plan Brownfield with Drum	City Plan vs Ref Case
Movement	PM (16:00 – 18:00) Actual Flow (PCU)			PM (16:00 – 18:00) Demand Flow (PCU)		
A7 Old Dalkeith Rd North exit from Sheriffhall	453	612	160 (35.4%)	581	841	259 (44.6%)
A7 Old Dalkeith Rd North entry to Sheriffhall	1,749	1,729	-20 (-1.1%)	2,099	2,162	63 (3.0%)
A6106 Millerhill Rd exit from Sheriffhall	1,086	1,064	-22 (-2.0%)	1,396	1,421	24 (1.7%)
A6106 Millerhill Rd entry to Sheriffhall	900	748	-152 (-16.9%)	1,069	945	-124 (-11.6%)
A720 City of Edinburgh Bypass Eastbound On Slip	129	123	-6 (-4.6%)	162	165	4 (2.2%)
A720 City of Edinburgh Bypass Westbound Off Slip	574	762	188 (32.8%)	716	1,039	323 (45.0%)
A6106 Old Dalkeith Rd South exit from Sheriffhall	1,006	913	-93 (-9.2%)	1,314	1,301	-13 (-1.0%)
A6106 Old Dalkeith Rd South entry to Sheriffhall	894	850	-44 (-4.9%)	1,117	1,214	97 (8.6%)
A7 South exit from Sheriffhall	2,285	2,488	203 (8.9%)	2,813	3,280	467 (16.6%)
A7 South entry to Sheriffhall	752	894	142 (18.9%)	896	1,094	198 (22.1%)
A720 City of Edinburgh Bypass Westbound On Slip	1,203	1,066	-138 (-11.5%)	1,504	1,447	-57 (-3.8%)
A720 City of Edinburgh Bypass Eastbound Off Slip	1,392	1,382	-10 (-0.7%)	1,874	2,003	128 (6.9%)

Figure 3.16: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in flow relative to total Ref Case link flow



Figure 3.17: PM City Plan (Brownfield with Drum) vs Ref Case – proportional (%) difference in demand relative to total Ref Case link demand

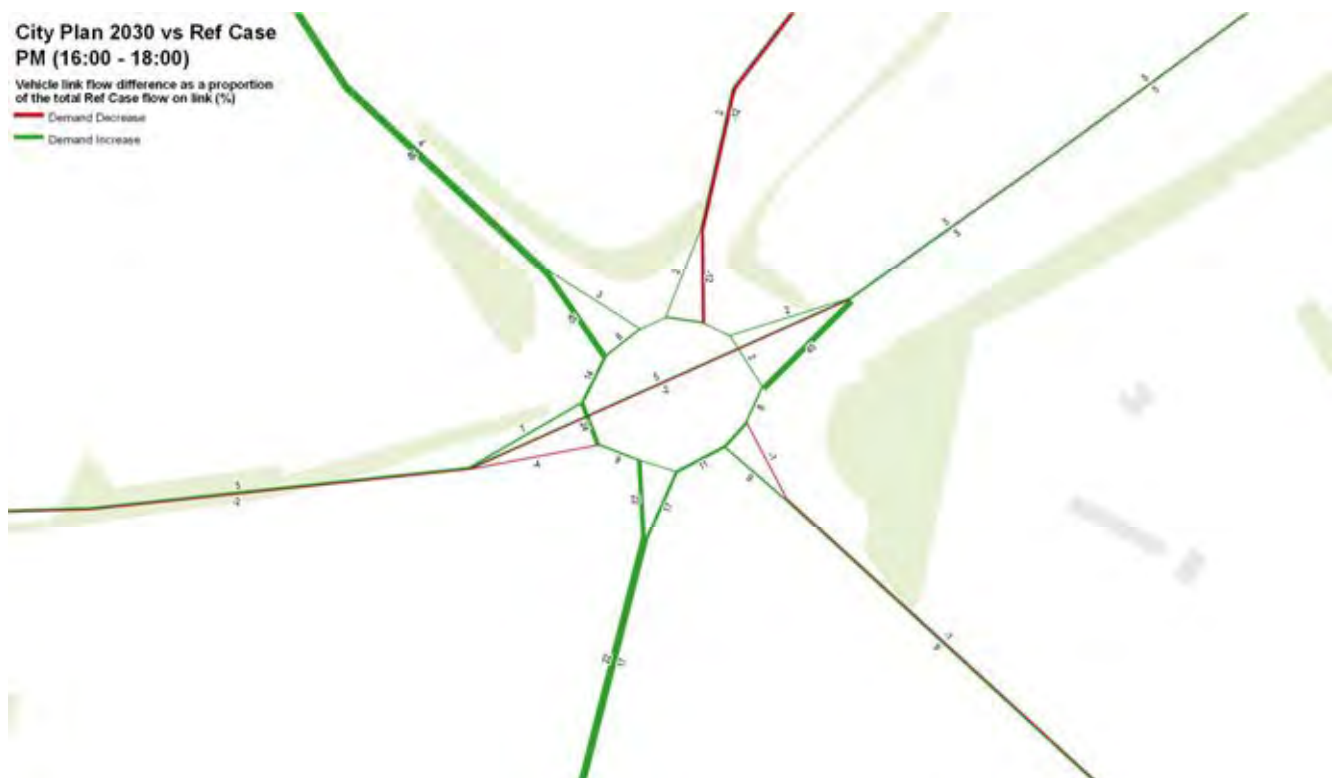


Figure 3.18: PM distribution of Drum only trips relative to Ref Case link demand





City Plan 2030

Education Appraisal



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Introduction

Purpose of this Document

This document sets out the actions necessary to ensure the right level of education infrastructure provision to support the delivery of City Plan 2030.

City Plan 2030 sets out the future growth of the city. This appraisal assesses the cumulative impact of housing growth from the Local Development Plan 2016 and the City Plan on the existing learning estate and identifies where additional infrastructure is necessary to support it.

This appraisal will inform the Council's Action Programme. The Action Programme is a document which sets out how the Council proposes to implement the Local Development Plan and the City Plan 2030 by explaining how the infrastructure required to support the growth of the city will be delivered.

Edinburgh's Learning Estate

City of Edinburgh Council's existing Learning Estate includes 89 primary schools, 23 secondary schools, 10 Special schools and 104 Early Learning and Childcare Centres (ELC) which includes 75 nursery classes in primary schools, 21 standalone centres or nursery schools and 8 Forest Kindergartens. Sixteen of the primary schools and three of the secondary schools are Roman Catholic (RC) while a further one primary school provides dedicated Gaelic Medium Education (GME).

Each Primary and Secondary School operates within a catchment area. Every residential address in the city is within the catchment area of a non-denominational, Roman Catholic or Gaelic Medium school. Pupils living in

the catchment area of a school are prioritised in the allocation of places to that school. The capacity of a school should meet the demand for places from its catchment area. [Appendix 1](#) shows the city's existing catchment areas.

Demographics

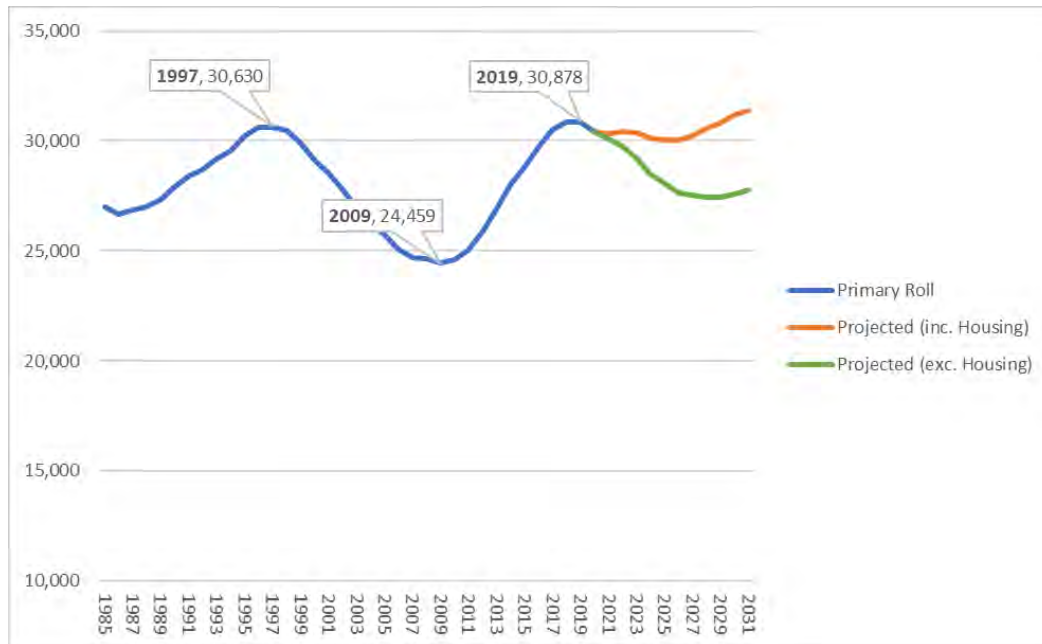
Figure's 1a and 1b (below) illustrate how demand for places in Edinburgh's primary and secondary schools has fluctuated since 1985. It demonstrates at both primary and secondary level a clear wave pattern with peaks and troughs as the city's population changes. Edinburgh's learning estate must be flexible to meet the demand for places when it is at its highest and make most efficient use of spare capacity when it is at its lowest.

Figure 1a shows that in the last 10 years Edinburgh's primary schools have experienced considerable growth. However, it also suggests that they may now have reached a peak and this is supported by recent experience which shows a drop in the number of P1 pupils registering for places over the past three years.

Figure 1b shows that the growth experienced in the primary school sector over the past 10 years has resulted in considerable growth in demand for places in the secondary sector.

Both Figure 1a and 1b incorporate the latest school roll projections, which were published in March 2021 and are based on school census data from September 2020. These projections are shown including pupils estimated to be generated by new housing, including sites within the Local Development Plan (but not City Plan 2030); and also excluding all pupils estimated to be generated by new housing. In this way Figures 1a and 1b demonstrate the significant difference that new development is likely to make to demand for places.

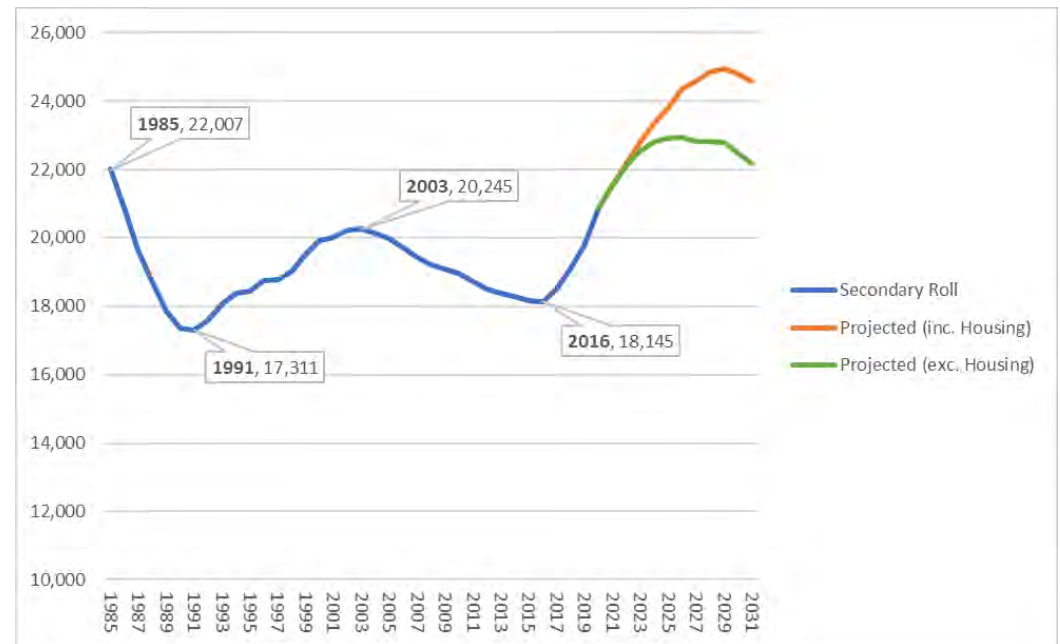
Figure 1a: Primary School Rolls, Actual 1985-2020, Projected with and without Pupil Generation from New Housing 2021-2031



However, unlike a more identifiable citywide trend such as a changing birth rate or migration, the impact of new housing will not be experienced uniformly across the learning estate. New developments will create local pressures according to where they are located.

This Education Appraisal seeks to address the local pressures that new developments proposed by the City Plan may represent and in doing so, manage the school estate as a whole so that capacity is most effectively and efficiently aligned with current and projected demand.

Figure 1b: Secondary School Rolls, Actual 1985-2020, Projected with and without Pupil Generation from New Housing 2021-2031



Managing the Learning Estate - Catchment Change

Changing the catchment area of a school is one tool available to the City of Edinburgh Council in the management of the Learning Estate. Catchment changes may be made, for example, to address over demand at a particular school by realigning a section of its catchment area with another school that has existing capacity or may be more appropriately expanded to meet that demand.

Any change of catchment, regardless of its scope or impact, requires a statutory consultation process under the terms of the Schools (Consultation) (Scotland) Act 2010 as amended. The City of Edinburgh

Council carries out extensive informal engagement and consultation prior to initiating the statutory process and involves three key stages:

- 1) initial presentations, discussions and information gathering;
- 2) informal consultation on draft proposals and;
- 3) where necessary, progression of Statutory Consultations.

This process allows the views of the communities from the schools affected to be considered in the development of a proposal prior to it being taken through a formal process.

There are key criteria that Council officers will apply when considering establishing or changing catchment boundaries:

- **Capacity and Projections:** does current and historic population data suggest that the boundary proposed will efficiently resolve the accommodation pressures identified?
- **Geography:** are there 'natural' boundaries that can be used – for example, a railway line or industrial area?
- **Education Impact:** will the proposal result in any educational benefits or disbenefit?
- **Sustainability:** is the proposal consistent with the Council's 20-minute city aspirations and net-zero carbon targets?
- **Equity:** does the proposal provide opportunities for more comprehensive and diverse catchment areas?

In addition to the above criteria, when considering a catchment change, the impact at both primary and secondary must be assessed. A secondary school may have several feeder primary schools and its catchment area will follow the boundaries of this cluster of primary schools. Maintaining shared catchment boundaries between secondary schools and their

feeders ensures that pupils remain with their peers as they transition to secondary school. It also means that a primary school is only required to plan transitions with one secondary school rather than multiple. Accordingly, in planning the learning estate, officers will seek to avoid proposals which may result in a primary school or part of its catchment area having dual feeder status.

Where new schools are necessary to mitigate growth from housing developments a statutory consultation to establish a new school will be required. It will be necessary to identify a catchment area for any new school which will affect existing catchment areas and may also affect existing properties.

Managing the Learning Estate – New Infrastructure

Statement of conformity with circular 3/2012: Planning Obligations and Good Neighbour Agreements.

The requirement to provide education infrastructure needs to meet the following policy tests from circular 3/2012: Planning Obligations and Good Neighbour Agreements.

- 1) Necessary to make the proposed development acceptable in planning terms
- 2) Serve a planning purpose and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans
- 3) Relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area

- 4) Fairly and reasonably relate in scale and kind to the proposed development
- 5) Be reasonable in all other respects

Further details on each policy test is provided below.

1. Necessary to make the proposed development acceptable:

The education authority has a number of statutory requirements relating to the provision of education including:

Legislative context

The [Education \(Scotland\) Act 1980](#) (the 1980 Act) places a duty on education authorities under section 1 to secure adequate and efficient provision of school education, 'school education' includes (i) early learning and childcare, (ii) provision for special educational needs; (iii) the teaching of Gaelic in Gaelic-speaking areas.

Section 17 of the Education (Scotland) Act 1980 requires authorities to provide sufficient accommodation in schools and other educational establishments under their management.

The [School Premises \(General Requirements and Standards\) Regulations 1967](#) (as amended) sets out standards, including minimum requirements for school sites, playing fields and educational accommodation.

The [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), which amends the [Climate Change \(Scotland\) Act 2009](#), sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of 75% by 2030, 90% by 2040.

National Policy and Guidance

The Scottish Government's [Learning Estate Strategy \(2019\)](#) sets out the strategy to direct investment planning and prioritisation across the learning estate. It is based around 10 core principles:

Learning environments should support and facilitate excellent joined up learning and teaching to meet the needs of all learners.

Learning environments should support the wellbeing of all learners, meet varying needs to support inclusion and support transitions for all learners.

The learning estate should be well-managed and maintained, making the best of existing resources, maximising occupancy and representing and delivering best value.

The condition and suitability of learning environments should support and enhance their function.

Learning environments should serve the wider community and where appropriate be integrated with the delivery of other public services in line with the place principle.

Learning environments should be greener, more sustainable, allow safe and accessible routes and be digitally enabled.

Outdoor learning and the use of outdoor learning environments should be maximised.

Good consultation about learning environments, direct engagement with learners and communities about their needs and experiences, and an involvement in decision making processes should lead to better outcomes for all.

Collaboration across the learning estate, and collaboration with partners in localities, should support maximising its full potential.

Investment in Scotland's learning estate should contribute towards improving learning outcomes and support sustainable and inclusive economic growth.

Local Policy and Guidance

Edinburgh's long-term ambition is to be a fair, welcoming, pioneering and thriving city, as expressed by the 2050 Edinburgh City Vision. The Council's Business Plan 2021 ([Our Future Council, Our Future City: Council Business Plan](#)) sets out how the Council's three priorities; end poverty by 2030, become a sustainable and net zero city, and improved wellbeing and equalities contribute to that vision and recognises the Learning Estate is fundamental in meeting this vision through investment in new, modern, sustainable and inclusive schools and early years facilities.

The Council's Business Plan 2021 sets out four core principles for development of Edinburgh's learning estate:

- Future schools will be truly inclusive, designed to accommodate the needs of all children irrespective of disability or additional support requirements.
- Future schools will be planned accordingly to the principles of a '20 minute neighbourhood'.
- Future schools will be constructed to Passivhaus standards.
- Future schools will be influenced by learner-led consultations.

The Council's will shortly publish guidance providing further details of what these principles will mean in practice for the design and delivery of future learning estate infrastructure.

Early Learning and Childcare (ELC) Settings

ELC places are available in local authority settings or settings in partnership with the Council. There are no defined catchment areas for ELC settings to ensure flexibility for parents/carers to exercise an appropriate degree of choice when choosing a setting for their children. From August 2021 the entitlement to funded ELC for all three- and four-year olds and eligible two-

year olds increased from 600 hours a year to 1140 hours a year. This has the effect of halving the capacity of the existing ELC estate. The Scottish Government is supporting the Council to increase its capacity, however population growth from City Plan has not been accounted for. Accordingly, it is necessary to increase ELC places where additional requirements cannot be met by existing capacity in line with the pupil generation rates applied to housing sites from City Plan's housing sites. Where new schools are required, they will include ELC places to meet the expected requirement for additional places. In order to provide ELC places in accessible locations where additional places are required, they will be delivered in the contribution zones.

2. Serve a planning purpose:

Scottish Planning Policy identifies a vision for the planning system and four outcomes to support that vision, including Outcome 1: A successful, sustainable place, which recognises necessary infrastructure is a key component of a successful and sustainable place.

Where additional education accommodation is necessary to meet the legislative requirements set out above because of new housing development(s) a contribution towards the necessary education infrastructure will be sought.

This educational appraisal identifies what infrastructure is required to meet the cumulative growth from the adopted Local Development Plan 2016 and the proposed City Plan 2030.

3. Relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area:

The requirement for additional education infrastructure is assessed on a cumulative basis with other known proposed developments, including housing sites in the LDP 2016. Contribution zones, based on non-denominational secondary school catchment areas have been created, where new housing developments crosses these boundaries larger contribution zones are formed.

The requirement for additional education infrastructure is assessed by identifying the spare capacity in the existing learning estate to accommodate peak projected rolls. This 'baseline' projection shows projected rolls if no further housing developments were built. Pupil generation from new housing developments is then added to the baseline projection to assess whether there is capacity in the existing estate or if additional education infrastructure is necessary to support housing growth. Pupil generation from new housing developments includes sites in the 2020 housing land audit and proposed sites in the City Plan using capacity assumptions and housing/flat ratios provided by Planning.

The requirement for additional primary school classes is based on the Scottish Government guidance on Determining Primary School Capacity and includes general purpose classes.

The requirement for additional secondary school capacity is based on the School Premises (General Requirements and Standards) (Scotland) Regulations 1976 (as amended).

The Council's capacity methodologies are principally based on its own experience of timetabling rolls and class organizations against available learning and teaching accommodation. This means that its capacity figures

are based on a more practical assessment of the point at which a school will typically experience capacity issues.

Pupil Generation Rates (PGR) are used to determine the number of pupils arising from new housing. City of Edinburgh Council's PGRs are derived from a study of the number of pupils produced by real developments across the city over a 14-year period and are split to differentiate between houses and flats and to provide separate rates for denominational and non-denominational pupil generation. The PGR for denominational schools is based on the percentage of pupils attending denominational schools as of 2019/20. The Council's PGRs are set out in Table 1, below:

Table 1: City of Edinburgh Council's Pupil Generation Rates

Stage	House Total	House ND	House RC	Flat Total	Flat ND	Flat RC
ELC	0.115			0.05		
Primary	0.400	0.348	0.052	0.120	0.104	0.016
House	0.240	0.209	0.031	0.054	0.047	0.007

These PGRs are used to determine the contributions towards non-denominational and roman catholic education infrastructure requirements. The Council also provides education infrastructure for Gaelic Medium Education and for pupils with additional support needs at a city level – i.e. the catchment areas for these schools cover the whole city. Contributions are not sought for these city-wide provisions primarily because the limited size of the cohort makes it difficult to demonstrate that it is *reasonable* to seek a contribution. This is not only due to the geography (i.e. it is difficult to justify in planning terms that a development in the east of the city should contribute to infrastructure provision in the west of the city) but also the low numbers make projecting demand difficult.

4. Fairly and reasonably relate in scale and kind to the proposed development

Developers are expected to pay for, or contribute to, additional education infrastructure that would not have been necessary otherwise to ensure the cumulative impact of development can be mitigated. The cost of providing the necessary education infrastructure is shared proportionately and where baseline projections show a requirement for additional accommodation the Council will contribute its share.

The design and costs of additional accommodation are based on the requirements of the Education Authority's Learning Estate Brief and Authority's Construction Requirements and includes overall project costs.

5. Be reasonable in all other respects

The City of Edinburgh Council's vision for education is set out in [Edinburgh Learns for Life](#) and is:

'A fairer, healthier, greener future for everyone, where learning for life happens at home, in school, in the wider community and in the workplace.'

The Learning Estate is fundamental in meeting the aspirations of this vision. Any necessary education infrastructure required to support new housing developments is expected to meet this vision and the authority's requirements.

Action Summary

Note that the costs in this summary exclude land values and any necessary remediation costs. These will be set out in more detail in the Action Programme. A schedule showing how costs are derived is included in Appendix 3.

Ref.	Contribution Zone	Description	LDP 2016	City Plan	RSR	EoMT
BJG1	Boroughmuir / James Gillespie's	Contribution of £8,015,842 to new South Edinburgh Primary School	£ 2,982,639	£ 5,033,203		
BJG2	Boroughmuir / James Gillespie's	Contribution of £2,420,014 to provide places for 46 secondary pupils generated by developments in Boroughmuir High School's catchment.	£ 1,683,488	£ 736,526		
BJG3	Boroughmuir / James Gillespie's	Contribution of £4,787,419 to provide places for 91 secondary pupils generated by developments in James Gillespie's High School's catchment.	£ 1,736,097	£ 3,051,322		
BJG4	Boroughmuir / James Gillespie's	64 Place ELC setting		£ 1,826,860		
CA1	Castlebrae	New 14-class primary school in Castlevie area (£18,641,492).	£ 18,641,492			
CA2	Castlebrae	New 18-class primary school in Newcraighall area (£21,622,867).	£ 21,622,867			
CA3	Castlebrae	3 classroom extension at St Francis RC Primary School (£1,831,177).	£ 1,556,500		£ 274,677	
CA4	Castlebrae	Contribution of £30,250,175 to provide places for 575 secondary pupils generated by developments in Castlebrae High School's catchment area.	£ 30,250,175			
CB1	Craigroyston / Broughton	Early Level Annexe to provide additional primary and ELC places at Flora Stevenson Primary School (£6,617,000).	£ 661,700	£ 5,955,300		
CB2	Craigroyston / Broughton	New 18 class primary school in the Granton area (£21,622,867).	£ 20,757,952	£ 864,915		
CB3	Craigroyston / Broughton	Catchment change affecting Stockbridge and Broughton Primary Schools.				
CB4	Craigroyston / Broughton	Contribution of £23,358,396 to provide places for secondary pupils generated by developments in the Broughton and Craigroyston High School catchment areas.	£ 17,255,752	£ 6,102,644		
CB5	Craigroyston / Broughton	1 classrooms extension of St David's RC Primary School	£ 683,685	£ 35,983		
DLT1	Drummond / Leith / Trinity	Catchment change affecting Abbeyhill and Leith Walk Primary Schools.				
DLT2	Drummond / Leith / Trinity	New 14-class primary school in Bonnington area (£18,641,492).	£ 4,473,958	£ 14,167,534		
DLT3	Drummond / Leith / Trinity	4 classes as extension of Broughton PS or contribution to new Bonnington are PS (£2,931,583).	£ 1,231,265	£ 1,700,318		
DLT4	Drummond / Leith / Trinity	New 12-class primary school in Leith Waterfront area (£16,856,805).	£ 16,351,101	£ 505,704		
DLT5	Drummond / Leith / Trinity	6 class extension of Craigenlinny PS (£4,370,919)	£ 262,255	£ 4,108,664		

Action Summary

Ref.	Contribution Zone	Description	LDP 2016	City Plan	RSR	EoMT
DLT6	Drummond / Leith / Trinity	New 17-class primary school (Victoria)	£ 20,903,199			
DLT7	Drummond / Leith / Trinity	Contribution of £47,979,408 to provide places for 912 secondary pupils generated by developments in the Drummond High School, Leith Academy, Trinity Academy catchment areas.	£ 29,355,822	£ 18,623,586		
FH1	Firrhill	6 class extension of Colinton PS and new dining/assembly hall (£6,529,922)		£ 6,529,922		
FH2	Firrhill	Contribution of £4,471,765 (and a 2.3ha site) to provide places for 85 secondary pupils generated by developments in the Firrhill catchment area.	£ 420,872	£ 4,050,893		
FH3	Firrhill	New 64 place ELC setting.		£ 1,826,860		
LG1	Liberton / Gracemount	New 14-class primary school in Bioquarter/Edmonstone area (Craigentinny PS catchment area) (£18,641,492).	£ 6,710,937	£ 11,930,555		
LG2	Liberton / Gracemount	New 14-class primary school at Gilmerton Station Road (Gilmerton PS catchment area) (£18,641,492).	£ 18,455,077	£ 186,415		
LG4	Liberton / Gracemount	5 class extension of St Catherine's RC Primary School (£3,651,251)	£ 2,263,776	£ 292,100	£ 1,095,375	
LG5	Liberton / Gracemount	Contribution of £9,048,748 to provide places for 172 secondary pupils generated by developments in the Gracemount High School catchment area.	£ 7,733,523	£ 1,315,225		
LG6	Liberton / Gracemount	Contribution of £18,834,022 to provide places for 358 secondary pupils generated by developments in the Liberton High School catchment area.	£ 14,151,821	£ 4,682,201		
PB1	Portobello	3 class extension of The Royal High Primary School (£1,831,177).	£ 1,318,447	£ 512,730		
PB2	Portobello	Contribution of £2,893,495 to provide places for 55 secondary pupils generated by developments in the Portobello High School catchment area.	£ 1,893,924	£ 999,571		
QF1	Queensferry	2 class and dining hall extension of Echline Primary School (£1,831,177).	£ 1,831,177			
QF2	Queensferry	New 14-class primary school in Echline and Queensferry catchment areas (£18,641,492).	£ 17,709,417	£ 932,075		
QF3	Queensferry	2 class extension of Kirkliston Primary School (£1,439,336).	£ 1,439,336			
QF4	Queensferry	Contribution of £14,414,866 to provide places for 274 secondary pupils generated by developments in the Queensferry High School catchment area.	£ 13,888,776	£ 526,090		
RC1	Roman Catholic	2 class extension of Holy Cross RC Primary School (£1,439,336).	£ 1,165,862	£ 273,474		
RC2	Roman Catholic	5 class extension of St Cuthbert's RC Primary School (£3,651,251).	£ 2,044,701	£ 1,606,551		
RC3	Roman Catholic	4 class extension of St John Vianney RC Primary School (£2,931,583).	£ 2,198,687	£ 72,896		
RC4	Roman Catholic	1 class extension of St Joseph's RC Primary School (£719,668).	£ 417,407	£ 266,277	£ 35,983	
RC5	Roman Catholic	3 class extension of St Mary's (Leith) RC Primary School (£1,831,177).	£ 1,171,953	£ 659,224		

Action Summary

Ref.	Contribution Zone	Description	LDP 2016	City Plan	RSR	EoMT
RC6	Roman Catholic	Contribution of £12,363,115 to provide places for 235 secondary pupils generated by developments in the Holy Rood RC High School catchment area.	£ 9,574,838	£ 2,788,277		
RC7	Roman Catholic	Contribution of £18,465,759 to provide places for 351 secondary pupils generated by developments in the St Augustine's RC High School catchment area.	£ 8,943,530	£ 9,522,229		
RC8	Roman Catholic	Contribution of £5,313,509 to provide places for 101 secondary pupils generated by developments in the St Thomas of Aquin's RC High School catchment area.	£ 2,946,104	£ 2,367,405		
SW1	South West	3 class extension of Canal View Primary School (£1,831,177).	£ 146,494	£ 1,684,683		
SW2	South West	4 class extension of Dean Park Primary School (£2,931,583).	£ 2,931,583			
SW3	South West	3 class extension of Sighthill Primary School (£1,831,177).	£ 1,794,553	£ 36,624		
SW4	South West	Contribution of £2,788,277 to provide places for 53 secondary pupils generated by developments in the Balerno High School catchment area.	£ 2,788,277			
SW5	South West	New 64 place ELC setting		£ 1,826,860		
TY1	Tynecastle	5 class extension of Balgreen Primary School (£3,651,251).	£ 36,512	£ 3,614,738		
TY2	Tynecastle	New 128 place ELC setting.		£ 3,653,719		
WE1	West	3 class extension of Broomhouse Primary School (£1,831,177) OR catchment change with Carrick Knowe Primary School.	£ 897,277	£ 933,900		
WE10	West	Contribution of £88,593,556 to provide 1,684 places for secondary pupils generated by developments in the Craigmount High School catchment area.	£ 27,461,898	£ 49,715,505		£ 11,416,153
WE11	West	Contribution of £2,156,969 to provide places for 205 secondary pupils generated by developments in the Forrester High School catchment area.	£ 999,571	£ 1,157,398		
WE12	West	Contribution of £105,218 to provide places for 2 secondary pupils generated by developments in the The Royal High School catchment area.	£ 105,218			
WE13	West	2 class extension of St Andrew's RC Primary School (1,439,336)	£ 1,367,369	£ 71,967		
WE2	West	New 14 class primary school to serve the East of Milburn Tower development (£18,641,492).				£ 18,641,492
WE3	West	New 21 class primary school to serve Maybury and Cammo developments (£23,388,977).	£ 23,388,977			
WE4	West	New 7 class primary school to serve the Turnhouse strategic site development (£10,986,545).		£ 10,986,545		
WE5	West	3 New primary schools to serve west Edinburgh strategic sites IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 (£69,792,874).	£ 4,187,572	£ 65,605,302		
WE7	West	2 class extension of Gylemuir Primary School (£1,439,336)		£ 834,815	£ 604,521	
WE8	West	New 10 class primary school to replace the existing Hillwood Primary School (£13,662,773).	£ 12,023,240	£ 1,639,533		

Action Summary

Ref.	Contribution Zone	Description	LDP 2016	City Plan	RSR	EoMT
WE9	West	New 14 class RC primary school to serve west Edinburgh strategic sites IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 plus the East of Milburn Tower development (£18,641,492).	£ 1,864,149	£ 16,777,343		

1. Boroughmuir / James Gillespie's Assessment Area

Primary Schools

Table 2: Estimated primary school pupil generation from existing catchment areas

Primary School	Bruntsfield	Buckstone	James Gillespie's	Preston Street	Royal Mile	Sciennes	South Morningside	Tollcross
<i>Classes</i>	21	16	21	12	7	21	21	12
<i>Capacity</i>	630	462	630	315	210	630	630	315
Baseline Peak Roll	612	503	592	258	158	641	657	256
Pupil Generation LDP 2016	38	2	0	4	22	0	28	47
Pupil Generation City Plan	29	0	85	9	0	11	0	8
Total ND PS Pupils	679	505	677	271	180	652	685	311
Action Required?	Yes	No ¹	Yes	No	No	No ²	Yes	No

Summary of Action(s) Required

- Contribution of £8,015,842 to new South Edinburgh Primary School

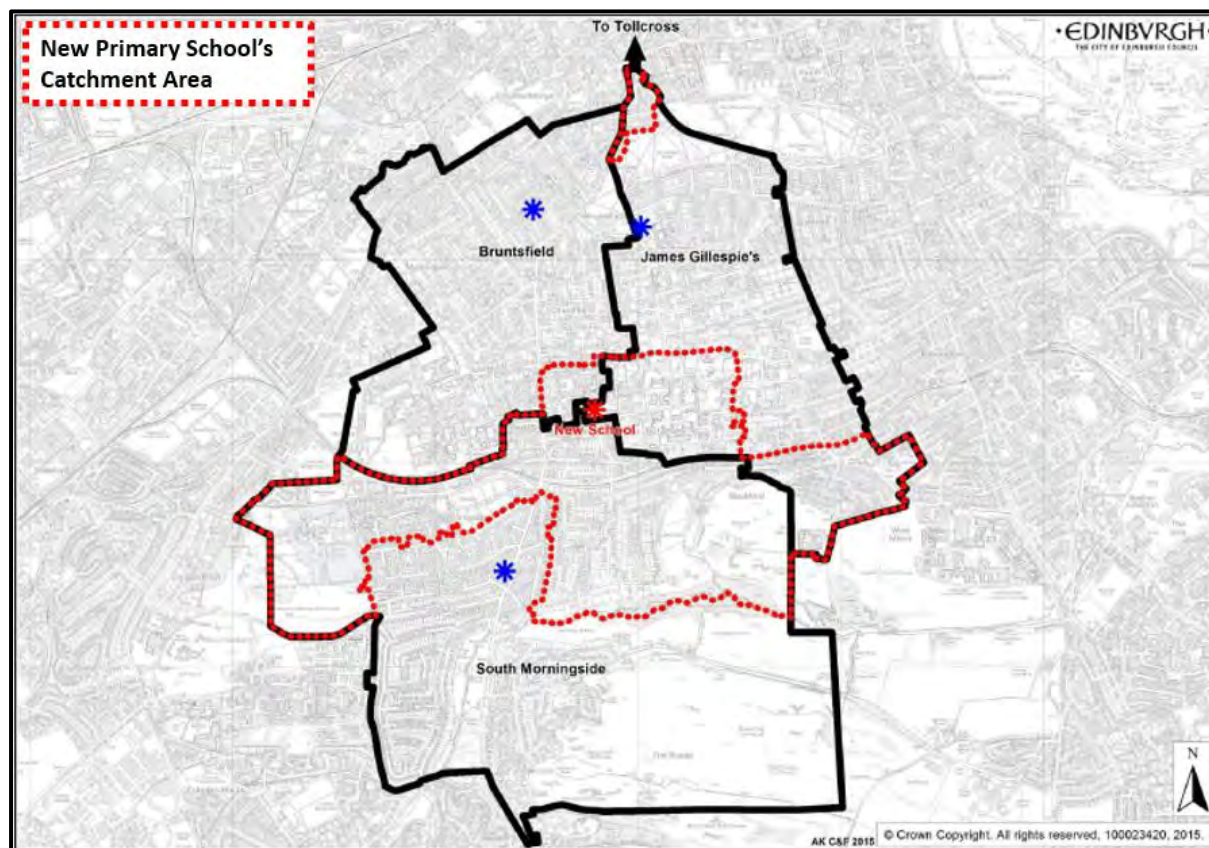
Bruntsfield, James Gillespie's and South Morningside Primary Schools

On 4 February 2016 the Council approved the outcome of a statutory consultation to establish a new primary school in South Edinburgh. The proposed catchment area for the new primary school on Canaan Lane affects existing properties in the catchment areas of Bruntsfield, James Gillespie's and South Morningside Primary Schools (see Figure 1.) and will address accommodation pressures at these primary schools.

¹ The number of P1 pupils projected for Buckstone Primary School in 2020 is skewed by a spike in the birth rate which has affected the P1:births ratio. The actual P1 intake has remained in line with the capacity of the school. This anomaly results in an overstated projection. Accordingly, no action is required.

² The max peak roll for the baseline projection at Sciennes Primary School is not carried forward as a long-term requirement. Accordingly, no action is required.

Figure 2: New South Edinburgh Primary School's Catchment Area



The catchment change will take effect in November 2021 in advance of the new school opening in August 2022. Accordingly, to support pupil generation from new housing developments in each school's existing catchment area contributions towards the new 14-class primary school (420 capacity) are required.

180 additional ND PS pupils are forecast to be generated from new development in these catchment areas and is the equivalent 43% of the new primary school's capacity. This is the equivalent of five new classrooms with a total estimated cost of £8,015,842. Table 3 below provides a breakdown of the costs attributable to the LDP 2016 and the City Plan 2030.

Table 3: Action required - 43% of a new 14-Class South Edinburgh Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	16%	£2,982,639
City Plan	27%	£5,033,203

Secondary Schools

Table 4: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Boroughmuir	James Gillespie's
Capacity	1,200	1,450
Baseline Peak Roll	1,659	1,961
Pupil Generation LDP 2016	32	33
Pupil Generation City Plan	14	58
Total ND SS Pupils	1,705	2,052
Action Required?	Yes	Yes

Summary of Action(s) Required

- Contribution of £2,420,014 to provide places for 46 secondary pupils generated by developments in Boroughmuir High School's catchment.
- Contribution of £4,787,419 to provide places for 91 secondary pupils generated by developments in James Gillespie's High School's catchment.

Boroughmuir High School

Growth from the existing catchment population is the main contributor to the accommodation pressures experienced at Boroughmuir High School (see Table 5, below). An extension to increase the capacity of Boroughmuir High School to 1,560 pupils is currently under construction. Beyond this, the school cannot be extended further on its existing site. To accommodate all pupils forecast from population growth and pupil generation from new development it will be necessary to engage with the school community to consider the options available, including catchment change.

The requirement to consider a catchment change to address long-term accommodation pressure was reported to the Education, Children and Families Committee in [December 2018](#) and [March 2020](#).

It would not be reasonable to prohibit further housing growth in the urban area when there are options available to accommodate growth. Accordingly, any additional pupils generated from new housing developments will be supported provided developers make a contribution towards increasing secondary school capacity either at Boroughmuir or another high school.

Table 5: Estimated secondary school pupil generation from existing catchment areas with breakdown of drivers for growth

Boroughmuir High School	Pupils	Breakdown of Projected Growth
<i>Extended Capacity</i>	<i>1,560</i>	
Baseline peak roll	1,659	
Rising Rolls	99	68%
Pupil Generation LDP 2016	32	22%
Pupil Generation City Plan	14	10%
Total	1,705	

Table 6, below, provides a breakdown between the LDP 2016 and the City Plan 2030 of the costs associated with accommodating the additional secondary school pupils generated in the Boroughmuir High School catchment area.

Table 6: Additional secondary school capacity – 46 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	32 pupils	£1,683,488
City Plan	14 pupils	£736,526

James Gillespie's High School

James Gillespie's High School cannot support a growing Gaelic Medium intake. The Council is working with the Scottish Government to create a dedicated Gaelic Medium secondary school to serve the city. Ahead of the delivery of this new Gaelic School, a project to provide additional accommodation at James Gillespie's by creating an annexe of the school at the Darroch building is being progressed.

There is no spare capacity at James Gillespie's therefore any additional pupils generated from new housing developments will be supported provided they make a contribution towards increasing the capacity of the secondary school accommodation.

Table 7 (below) provides a breakdown between the LDP 2016 and the City Plan 2030 of the costs associated with accommodating the additional secondary school pupils generated in the James Gillespie's High School catchment area.

Table 7: Additional secondary school capacity – 91 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	33 pupils	£1,723,471
City Plan	58 pupils	£3,063,948

Early Learning and Childcare

Boroughmuir and James Gillespie's

An additional 62 ELC places will be required to support growth from housing sites from the City Plan.

Action Required

In line with ELC staffing ratios a new setting will have 64 places. A site with an area of 0.2 ha is required.

Table 8: New 64 place Early Years provision

Plan	Pupil Generation Attributable	Contribution
City Plan	100%	£1,826,860

2. Castlebrae Assessment Area

Primary Schools

Table 9: Estimated primary school pupil generation from existing catchment areas

Primary School	Castlevew	Newcraighall	Niddrie Mill	St Francis
<i>Classes</i>	15	7	15	11
<i>Capacity</i>	434	210	434	294
Baseline Peak Roll	440	332	305	306
Pupil Generation LDP 2016	417	494	100	66
Pupil Generation City Plan	0	0	0	0
Total ND PS Pupils	857	826	405	372
Action Required	Yes	Yes	No	Yes

Summary of Action(s) Required

- New 14-class primary school in Castlevew area (£18,641,492).
- New 18-class primary school in Newcraighall area (£21,622,867).
- 3 classroom extension at St Francis RC Primary School (£1,831,177).

Castlevew Primary School

Table 10: Sites and Pupil Generation in Castlevew PS catchment area

Housing Site	Plan	Dwellings	ND PS
HSG 15 Castlebrae	LDP 2016	145	42
HSG 16 Thistle Foundation	LDP 2016	149	27
HSG 17 Greendykes Road	LDP 2016	466	134
HSG 18 New Greendykes	LDP 2016	436	130
HSG 28 Ellens Glen Road	LDP 2016	240	69
Niddrie Mains Road	LDP 2016	136	15
Total		1,572	417

Newcraighall Primary School

Table 12: Sites and Pupil Generation in Newcraighall PS catchment area

Housing Site	Plan	Dwellings	ND PS
HSG 27 Newcraighall	LDP 2016	330	106
HSG 29 Brunstane	LDP 2016	1330	383
Brunstane Road South	LDP 2016	12	5
Total		1,672	494

Action Required

Castlevew Primary School has capacity for 434 pupils and a baseline projection before new development is considered of 440 pupils. Accordingly, as part of the LDP 2016 the site for a new 14-class primary school with a capacity of 420 is safeguarded as part of the housing proposal at HSG 18. This will address the accommodation pressure from pupil generation from new housing developments.

Table 11: Additional primary school capacity – new 14 class primary school

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100%	£18,641,492

Action Required

Newcraighall Primary School has capacity for 210 pupils and a baseline projection before new development is considered of 332 pupils.

As part of the LDP 2016 a 2ha site for a new 11-class primary school with a capacity of 294 pupils is safeguarded as part of the housing proposal at HSG 29.

The capacity of the housing sites in the Newcraighall catchment area has increased from the August 2018 appraisal and the pupil generation rates have increased, accordingly the equivalent of an 18-class primary school with a capacity of 504 is now required to mitigate the impact of pupil generation from new housing developments.

The remaining projected shortfall in places due to Rising Rolls in the baseline projection will be met by the Council via an expansion strategy for the new school.

Table 13: Additional primary school capacity – new 18 class primary school Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100%	£21,622,867

St Francis RC Primary School

Table 14: Estimated primary school pupil generation from existing catchment areas

Primary School	St Francis RC Primary School
<i>Classes</i>	<i>11</i>
<i>Capacity</i>	<i>294</i>
Baseline Peak Roll	306
Pupil Generation LDP 2016	66
Pupil Generation City Plan	0
Total	372

Action Required

St Francis RC Primary School currently has capacity for 294 pupils and a baseline projection before new development is considered of 306 pupils.

The projected roll including new development is 372 pupils. A roll of 372 pupils at St Francis RC PS requires a 14-Class Primary School. The school currently has 11 classrooms. Accordingly, an additional three classrooms are required and the cost of this will be attributable to Rising Rolls (15%) and new development arising from the LDP 2016 (85%).

Table 15: Additional 3 classrooms at St Francis RC Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	85%	£1,556,500
Rising Rolls (CEC)	15%	£274,677
Total	100%	£1,831,177

Secondary Schools

Table 16: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Castlebrae High School
Capacity	600
Baseline Peak Roll	588
Pupil Generation LDP 2016	587
Pupil Generation City Plan	0
Total ND SS Pupils	1,175
Action Required?	Yes

Summary of Action(s) Required

- Contribution of £30,250,175 to provide places for secondary pupils generated by developments in Castlebrae High School's catchment area.

Castlebrae High School

Castlebrae High School has capacity for 600 pupils and a baseline projection before new development is considered of 588 pupils. Pupil generation from new housing is projected to be an additional 587 pupils.

A new Castlebrae High School is under construction and will open in February 2022. The new school has been designed with a 600 pupil capacity and can be extended to 1,200. The extension works will be commissioned at the appropriate time, the requirement for additional accommodation will be reviewed annually when school roll projections are carried out.

Table 17: Additional secondary school capacity – 575 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	575 pupils	£30,250,175

3. Craigroyston / Broughton Contribution Zone

Primary Schools

Table 18: Estimated primary school pupil generation from existing catchment areas

Primary School	Craigroyston	Ferryhill	Flora Stevenson	Forthview	Granton	Pirniehall	Stockbridge	St David's
<i>Classes</i>	<i>15</i>	<i>14</i>	<i>21</i>	<i>15</i>	<i>20</i>	<i>13</i>	<i>11</i>	<i>13</i>
<i>Capacity</i>	<i>434</i>	<i>420</i>	<i>630</i>	<i>434</i>	<i>560</i>	<i>329</i>	<i>294</i>	<i>329</i>
Baseline Peak Roll	309	337	552	423	524	278	251	325
Pupil Generation LDP 2016	90	0	16	3	389	198	6	76
Pupil Generation City Plan	0	0	151	0	0	24	43	4
Total ND PS	399	337	719	426	913	500	300	405
Action Required?	No	No	Yes	No	Yes	Yes	Yes	Yes

Summary of Action(s) Required

- Early Level Annexe to provide additional primary and ELC places at Flora Stevenson Primary School (£6,617,000).
- New 18 class primary school in the Granton area (£21,622,867).
- Catchment change affecting Stockbridge and Broughton Primary Schools and the Broughton and Drummond High Schools.
- 1 classroom extension of St David's RC Primary School (£719,668).

Flora Stevenson Primary School

Table 19: Sites and Pupil Generation in Castleview PS catchment area

Housing Site	Plan	Dwellings	ND PS
Various	LDP 2016	107	16
Crewe Road South	City Plan	320	62
Orchard Brae	City Plan	179	19
Royal Victoria Hospital	City Plan	360	70
Total		966	167

Table 20: Breakdown of contributions for an Early Level Annexe of Flora Stevenson Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	10%	£661,700
City Plan	90%	£5,955,300

Action Required

Flora Stevenson Primary School currently has capacity for 630 pupils and a baseline projection before new development is considered of 552 pupils. The additional 167 pupils estimated to be generated by housing development means that Flora Stevenson's will require capacity for 719 pupils. This is an increase of four classes.

61 additional Early Learning and Childcare spaces are also required to mitigate ELC places forecast to be generated from housing developments from sites proposed in the City Plan.

However, Flora Stevenson's has a site area of less than 1ha and cannot accommodate any additional classroom space within its site.

Accordingly, to support additional growth from housing developments a P1 and ELC 'Early Level' Annexe to Flora Stevenson PS is proposed. The annexe will increase the capacity of the school to 25 classes and will support a P1 intake of up to 112 across all stages. The annexe will accommodate four P1 classes and an ELC setting with 128 spaces, replacing the existing nursery class at Flora Stevenson which will become part of the school accommodation.

Ancillary support and core accommodation, including GP class, office space, tutorial room, sensory room, multi-purpose room and hall space will also be required. A site with an area of 0.8 ha is required to secure the delivery of offsite accommodation.

The delivery of an offsite annexe will be subject to a statutory consultation. Accordingly, it will be necessary to engage with the school community to consider this proposal and any others, including catchment change, in more detail.

Craigroyston, Granton and Pirniehall Primary Schools**Table 21: Sites and Pupil Generation in Craigroyston, Granton and Pirniehall Primary Schools catchment area**

Housing Site	Plan	Dwellings	ND PS
Granton Harbour (various EW 2C)	LDP 2016	1,811	213
Granton Waterfront (various EW 2B)	LDP 2016	1,611	174
Forth Quarter (EW 2A)	LDP 2016	1,041	109
North Shore (EW 2D)	LDP 2016	850	89
Granton (other)	LDP 2016	11	2
Pennywell Road	LDP 2016	519	90
Silverlea	City Plan	120	24
Total		5,963	701

Action Required

Craigroyston, Granton and Pirniehall Primary Schools have a combined capacity of 1,323 pupils (see Table 18 above) and a combined baseline projection before new development is considered of 1,111 pupils. Planned development in the area will generate an estimated 701 additional pupils leaving a shortfall in capacity of 489 places. A roll of 489 pupils requires an 18-Class Primary School.

As part of the LDP 2016 a 1.2ha site for a new primary school has been safeguarded.

A statutory consultation will be required to establish the new school and its catchment boundaries. Some existing residential areas may be affected by these changes.

Table 22: Breakdown of contributions for a new 18-class primary school

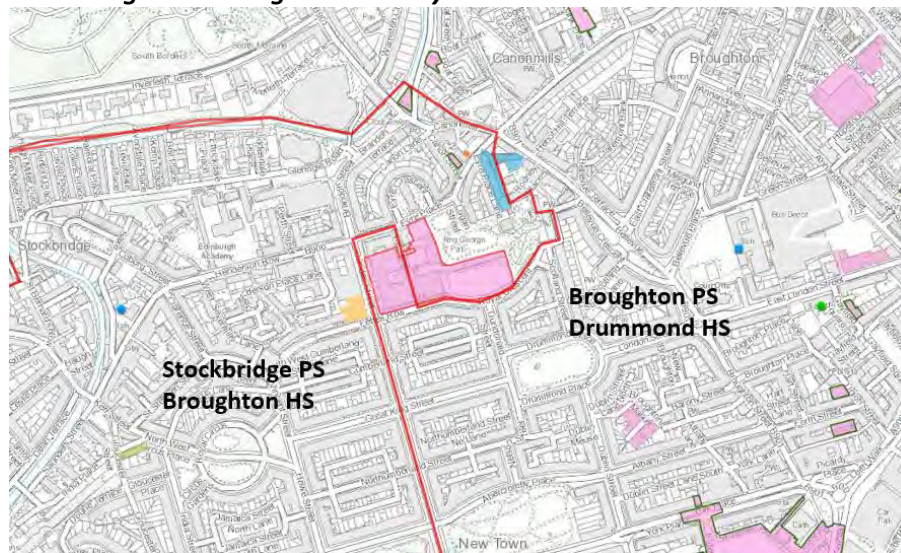
Plan	Pupil Generation Attributable	Contribution
LDP 2016	96%	£20,757,952
City Plan	4%	£864,915

Stockbridge Primary School

Table 23: Sites and Pupil Generation in Stockbridge Primary School's catchment area

Housing Site	Plan	Dwellings	ND PS
Hill Street North Lane	LDP 2016	3	2
Canonmills Bridge	LDP 2016	9	2
Canon Street	LDP 2016	11	2
India Place	City Plan	8	0
Eyre Place	City Plan	69	8
Eyre Terrace	City Plan	245	35
Total		345	49

Figure 3: Map showing Eyre Terrace and Eyre Place developments with Stockbridge and Broughton Primary School catchment areas



Action Required

Stockbridge Primary School has a current capacity of 294 pupils and a baseline projection before new development is considered of 251 pupils.

Development sites at Eyre Terrace and Eyre Place straddle the Stockbridge PS and Broughton PS catchment boundary (see Figure 3) and should be aligned to one catchment area. Combined with other developments in its catchment area, Stockbridge Primary School does not have capacity to support the estimated pupil generation from these sites.

Stockbridge PS was extended in 2018 and cannot be extended further. Accordingly, a catchment change is must be considered.

A statutory consultation would be required to change catchment boundaries. It will be necessary to engage with the school community to consider what options are available, including catchment change, to accommodate the forecast pupils generated from new housing developments.

A catchment change would also affect secondary schools – Broughton High School and Drummond High School. Existing properties would be affected by this change.

St David's RC Primary School

Table 24: Sites and Pupil Generation in St David's RC catchment area

Housing Site	Plan	Dwellings	RC PS
Granton Waterfront (various EW 2B)	LDP 2016	1,569	28
North Shore (EW 2D)	LDP 2016	850	14
Forth Quarter (EW 2A)	LDP 2016	1,041	18
Pennywell Road	LDP 2016	519	16
Silverlea	City Plan	120	4
Total		4,099	80

Action Required

St David's RC Primary School has a current capacity of 329 pupils and a baseline projection before new development is considered of 325 pupils.

Planned development in the area will generate an estimated 80 additional pupils leaving a shortfall in capacity of 76 places. A roll of 405 pupils requires a 14 class Primary School. This can be achieved through delivery of a one classroom extension.

Table 25: Breakdown of contributions for a new 1 class extension

Plan	Pupil Generation Attributable	Contribution
LDP 2016	95%	£683,685
City Plan	5%	£35,983

Secondary Schools

Table 26: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Broughton	Craigroyston
<i>Capacity</i>	<i>1,200</i>	<i>600</i>
Baseline Peak Roll	1,231	788
Pupil Generation LDP 2016	187	141
Pupil Generation City Plan	103	13
Total ND SS Pupils	1,521	942
Action Required?	Yes	Yes

Summary of Action(s) Required

- Contribution of £23,358,396 to provide places for secondary pupils generated by developments in the Broughton and Craigroyston High School catchment areas.

General

Projected pupil generation triggers the requirement for a new primary school at Granton Waterfront. This new school is forecast to generate 272 ND SS pupils which will have a significant impact on the secondary school it feeds to, currently Broughton High School. The secondary school the new primary school will be aligned to will be determined as part of a statutory consultation to establish a new primary school.

Broughton High School

Broughton High School is currently operating above capacity, therefore any additional ND SS pupils from new housing developments will have to make a contribution towards increasing its capacity.

Table 27: Breakdown of secondary school contributions – additional 290 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	187	£9,837,883
City Plan	103	£5,418,727

Craigroyston High School

Craigroyston High School is currently operating above capacity, therefore any additional ND SS pupils from new housing developments will have to make a contribution towards increasing its capacity.

Table 28: Breakdown of secondary school contributions – additional 174 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	141	£7,417,869
City Plan	13	£683,917

4. Drummond, Leith, Trinity Contribution Zones

Drummond, Leith and Trinity Primary Schools

Significant new housing development is planned in the Bonnington area that has cross boundary impacts affecting Broughton PS (Drummond HS), Leith PS, Lorne PS (Leith Academy) and Trinity PS (Trinity Academy). Accordingly, it is necessary to consider the cumulative, cross boundary impacts.

Table 29: Estimated primary school pupil generation from existing catchment areas

Primary School	Abbeyhill	Broughton	Leith Walk	Leith	Lorne	Trinity
<i>Classes</i>	9	16	14	17	10	21
<i>Capacity</i>	231	462	420	476	259	630
Baseline Peak Roll	153	335	220	309	186	565
Pupil Generation LDP 2016	78	151	0	448	4	24
Pupil Generation City Plan	20	206	65	121	62	100
Total ND PS	251	692	285	878	252	689
Action Required?	Yes	Yes	No	Yes	No	Yes

Summary of Action(s) Required

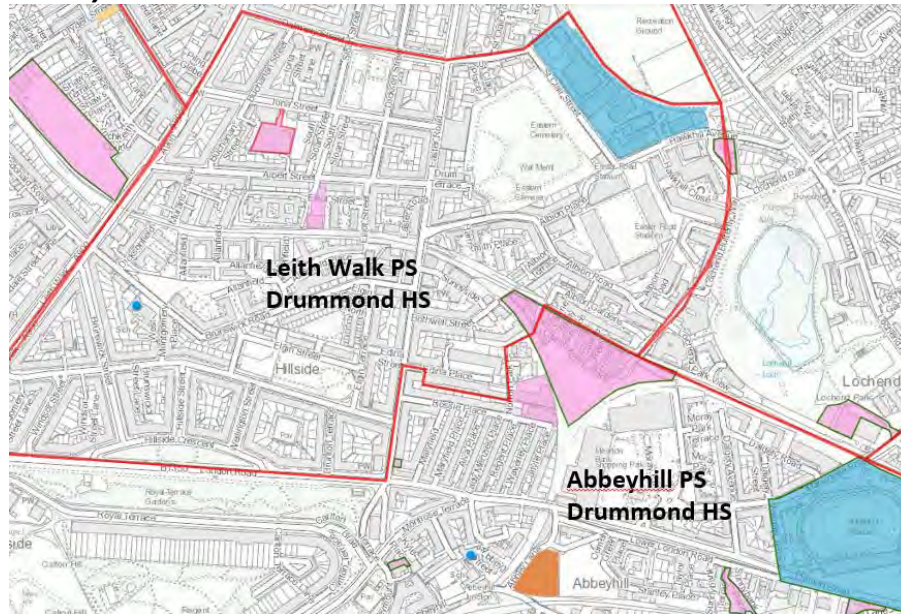
- Catchment change affecting Abbeyhill and Leith Walk Primary Schools.
- New 14-class primary school in Bonnington area (£18,641,492).
- Four classes as extension of Broughton PS or contribution to new Bonnington area PS (£2,931,583).
- New 12-class primary school in Leith Waterfront area (£16,856,805).
- Six class extension of Craigentinny PS (£4,370,919)

Abbeyhill and Leith Walk Primary Schools

Table 30: Sites and Pupil Generation in Abbeyhill Primary School's catchment area

Housing Site	Plan	Dwellings	ND PS
Various	LDP 2016	87	12
Albion Road HSG 12	LDP 2016	205	34
London Road	LDP 2016	300	32
London Road (B)	City Plan	113	12
Norton Park	City Plan	69	8
Total		774	98

Figure 4: Map showing housing developments in Abbeyhill and Leith Walk Primary School's catchment areas.



Action Required

Abbeyhill Primary School currently has capacity for 231 pupils (see Table 29 above) and a baseline projection before new development is considered of 153 pupils. Planned development in Abbeyhill's catchment area will generate an estimated 98 additional pupils leaving a shortfall in capacity of 20 places. A roll of 251 pupils requires a 10 class primary school. Abbeyhill currently has capacity for nine classes.

A catchment change with Leith Walk PS would remove the requirement to provide additional classes at Abbeyhill PS (see Figure 4). While Leith Walk PS has some housing development in its catchment area, there is sufficient capacity remaining to accommodate additional pupils.

It will be necessary to engage with the school community to consider this proposal and alternative options. A statutory consultation would be required to change catchment boundaries.

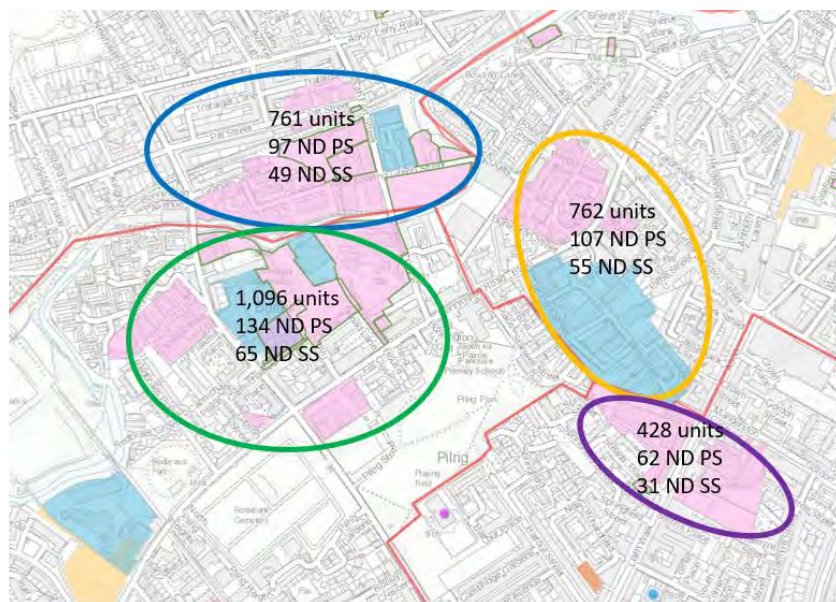
A catchment change, if that were to be the option pursued, would not affect feeder secondary schools.

Bonnington Area: Broughton, Leith and Trinity Primary Schools

Table 31: Sites and Pupil Generation in Bonnington area

Housing Site	Plan	Dwellings	ND PS
Bonnington Various	LDP 2016	527	57
Newhaven Road + Bonnington Rd	City Plan	339	44
Broughton Road + Stewartfield	City Plan	230	33
Bangor Road, Jane St, Corunna Pl	City Plan	762	107
West Bowling Green St + S. Fort St.	LDP 2016	216	24
South Fort St + WBGS + Pitt St	City Plan	545	73
Total		2,619	338

Figure 5: Proposed Housing development and pupil generation in the Bonnington area



Action Required

The Bonnington area is an intersection of the catchment areas of Broughton, Leith and Trinity Primary School. Significant housing development in this area is estimated to generate 338 ND PS pupils (see Figure 5) and would cause all three primary schools to breach their capacities (see Table 29). A roll of 338 pupils would require a new 14-class primary school. A site for a new primary school will have to be secured within this area.

A statutory consultation will be required to establish the new school and its catchment boundaries. The new school will accommodate the major new developments in the area but will also capture properties and pupils aligned to existing schools. Extensive engagement with the affected school communities will be required.

The new school site should be capable of accommodating a larger roll to account for pupils from existing properties. A reduction in existing schools catchment areas will reduce the requirement to extend existing primary schools to accommodate forecast growth generated from housing developments elsewhere in the catchment area. (See Table 31 below).

The statutory consultation process will also determine the secondary school the new primary school would be aligned with.

A further 62 ND PS pupils generated in Lorne Primary School's catchment area may be accommodated within Lorne's available capacity.

Table 32: Breakdown of contributions for a new 14-class primary school

Plan	Pupil Generation Attributable	Contribution
LDP 2016	24% (81 pupils)	£4,473,958
City Plan	76% (257 pupils)	£14,167,534

Table 33: Estimated primary school pupil generation from existing catchment areas excluding Bonnington area

Primary School	Broughton	Leith	Trinity
<i>Classes</i>	16	17	21
<i>Capacity</i>	462	476	630
Baseline Peak Roll	335	309	565
Pupil Generation LDP 2016	151	448	24
Pupil Generation City Plan	206	121	100
Total ND PS	692	878	689
<i>Less ND PS from Bonnington Area</i>	<i>134</i>	<i>107</i>	<i>97</i>
New Total ND PS	558	771	592
Action required?	Yes	Yes	No

Broughton Primary School

Table 34: Sites and Pupil Generation in Broughton area (excluding Bonnington)

Housing Site	Plan	Dwellings	ND PS
St James Centre	LDP 2016	150	16
Shrub Place HSG 11	LDP 2016	376	40
Warriston Road	LDP 2016	180	19
Other sites	LDP 2016	112	19
Eyre Terrace and Eyre Place	City Plan	314	43
Powderhall	City Plan	262	37
Brought Market + East London St	City Plan	82	10
McDonald Pl + McDonald Rd	City Plan	310	39
Total		1,786	223

Action Required

Broughton Primary School currently has capacity for 462 pupils (see Table 33 above) and a baseline projection before new development is considered of 335 pupils. Planned development in Broughton's catchment area, excluding that proposed for the Bonnington area which is considered separately (see p29), will generate an estimated 223 additional pupils leaving a shortfall in capacity of 96 places.

A roll of 558 pupils requires a 20 class primary school. Broughton currently has capacity for 16 classes.

Accordingly, contributions are sought for 4 PS Classes. These classes could form part of the new primary school in the Bonnington area (see p29). This will be determined when the catchment area for the new school is established following a statutory consultation.

Leith Primary School

Table 36: Sites and Pupil Generation in Leith Primary School catchment area (excluding Bonnington area)

Housing Site	Plan	Dwellings	ND PS
LDP EW 1B and 1C	LDP 2016	2,592	409
Bath Road	LDP 2016	212	23
Bernard Street + Ocean Drive	LDP 2016	68	8
Other	LDP 2016	69	8
Baltic Street + Salamander Pl.	City Plan	127	14
Total		2,941	462

Table 35: Breakdown of contributions for 4 classrooms (as extension of Broughton PS or part of new school in Bonnington area)

Plan	Pupil Generation Attributable	Contribution
LDP 2016	42% (94 pupils)	£1,231,265
City Plan	58% (129 pupils)	£1,700,318

Action Required

Leith Primary School currently has capacity for 476 pupils (see Table 33 above) and a baseline projection before new development is considered of 309 pupils. Planned development in Leith's catchment area, excluding that proposed for the Bonnington area which is considered separately (see p29), will generate an estimated 462 additional pupils leaving a shortfall in capacity of 295 places.

A shortfall of 295 ND PS pupils forecasted from new housing developments will require a new 12-Class Primary School in the Leith Waterfront area.

The size of the new primary school could be reduced in line with the number of existing properties affected by the new primary school in Bonnington which will release capacity at Leith Primary School. This will be determined when the catchment area for the new school is established following a statutory consultation.

Table 37: Breakdown of contributions for a new 12-class primary school

Plan	Pupil Generation Attributable	Contribution
LDP 2016	97% (448 pupils)	£16,351,101
City Plan	3% (14 pupils)	£505,704

Table 38: Estimated primary school pupil generation affecting other Leith and Trinity area Primary Schools

Primary School	Craigentinny	Hermitage Park	Victoria	Wardie
<i>Classes</i>	14	14	12	20
<i>Capacity</i>	420	420	315	560
Baseline Peak Roll	286	308	317	457
Pupil Generation LDP 2016	13	18	466	2
Pupil Generation City Plan	209	0	0	5
Total ND PS	508	326	783	464
Action Required?	Yes	No	Yes	No

Craigentinny Primary School

Table 39: Sites and Pupil Generation in Craigentinny Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
London Road	LDP 2016	116	13
Seafield	City Plan	800	209
Total		916	222

Table 40: Breakdown of contributions for 6 class extension of Craigentinny Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	6% (13 pupils)	£262,255
City Plan	94% (209 pupils)	£4,108,664

Action Required

Craigentinny Primary School currently has capacity for 420 pupils (see Table 38 above) and a baseline projection before new development is considered of 286 pupils. Planned development in Craigentinny's catchment area includes a significant housing led development at Seafield with an estimated output of 800 dwellings which is expected to generate 209 ND PS. Including 13 pupil generated by further development this leaves a shortfall of 88 places.

A roll of 508 pupils requires a 19 class primary school. Craigentinny currently has 14 classes. Accordingly, a six classroom extension is required (incorporating five classrooms and a General Purpose space).

However, if the housing output of the Seafield site is greater than the current estimate of 800 dwellings then a new primary school, and a site for a school, will be required. This will be kept under review.

Victoria Primary School

Table 41: Sites and Pupil Generation in Victoria Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Park Road	LDP 2016	4	2
EW 1A Western Harbour	LDP 2016	2,357	251
EW 1B Central Leith Waterfront	LDP 2016	1,498	213
Total		3,855	464

Table 42: Breakdown of contributions for new 17-class primary school (Victoria)

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100% (464 pupils)	£20,903,199

Action Required

As part of the LDP 2016 a new 14-class primary school with a capacity of 420 is planned at the Waterfront and will replace the existing Victoria PS. The school has an expansion plan to be extended to 21-Classes (630 capacity). Phase 1 is expected to be completed in January 2022. Phase 2 will be commissioned at the appropriate time and the requirement for additional accommodation will be reviewed annually when school roll projections are carried out.

Secondary Schools

Table 43: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Drummond	Leith	Trinity
<i>Capacity</i>	<i>600</i>	<i>950</i>	<i>950</i>
Baseline Peak Roll	534	1006	963
Pupil Generation LDP 2016	103	248	237
Pupil Generation City Plan	146	213	53
Total ND SS	783	1,467	1,253
Action Required?	Yes	Yes	Yes

Summary of Action(s) Required

- Contribution of £47,979,408 to provide places for secondary pupils generated by developments in the Drummond High School, Leith Academy, Trinity Academy catchment areas.

Drummond High School, Leith Academy, Trinity Academy

New development in the Drummond, Leith and Trinity catchment areas are estimated to generate 912 ND SS pupils – the equivalent of a new high school.

The additional pupils forecast to be generated from new housing developments exceeds the spare capacity at Drummond HS. Leith Academy and Trinity Academy are operating above capacity, therefore any additional ND SS pupils will have to make a contribution towards increasing their capacity.

The significant new developments in the Bonnington area is forecast to generate 169 ND SS pupils in Drummond (65), Leith (55) and Trinity (49) catchment areas. The new primary school proposed (see p30) will have to be aligned to one secondary school which will be determined through the statutory consultation process. This will determine much of the expansion strategy for these three secondary schools. Accordingly, flexibility to use contributions to extend one or more of these schools to accommodate this demand is required which is why they are considered cumulatively.

Table 44: Breakdown of secondary school contributions for Drummond High School, Leith Academy and Trinity Academy – additional 912 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	558 (Drummond – 73) (Leith – 248) (Trinity – 237)	£29,267,439
City Plan	354 (Drummond – 88) (Leith – 213) (Trinity – 53)	£18,711,969

5. Firrhill Contribution Zone

Primary Schools

Table 45: Estimated primary school pupil generation from existing catchment areas

Primary School	Colinton	Longstone	Oxgangs	Pentland	St Mark's
<i>Classes</i>	7	12	15	18	7
<i>Capacity</i>	210	315	434	504	210
Baseline Peak Roll	174	230	327	461	159
Pupil Generation LDP 2016	0	0	6	11	2
Pupil Generation City Plan	123	12	12	0	19
Total ND PS	297	242	345	472	180
Action Required?	Yes	No	No	No	No

Summary of Action(s) Required

- Six class extension of Colinton PS and new dining/assembly hall (£6,529,922)

Colinton Primary School

Table 46: Sites and Pupil Generation in Colinton Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Redford Barracks	City Plan	800	123
Total		800	123

Action Required

Colinton Primary School currently has capacity for 210 pupils (see Table 45 above) and a baseline projection before new development is considered of 174 pupils. Planned development in Colinton's catchment area includes a significant housing led development at Redford Barracks with an estimated output of 800 dwellings which is expected to generate 123 ND PS. This leaves a shortfall of 87 places.

Table 47: Breakdown of contributions for 6 class extension and assembly / gym hall at Colinton Primary School

Plan	Pupil Generation Attributable	Contribution
City Plan	100%	£6,529,922

A roll of 297 pupils requires a 12 class primary school. Colinton currently has seven classes. Accordingly, a six classroom extension is required (incorporating five classrooms and a General Purpose space). Existing core facilities at Colinton PS are not suitable for a 12 class school. Accordingly, an assembly / gym hall (180sqm) with ancillary changing and storage to support a larger school roll is also required.

However, if the housing output of the Redford Barracks site is greater than the current estimate of 800 dwellings then new primary school may be a more appropriate response, and a site for a school, will be required. This will be kept under review.

Secondary Schools

Table 48: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Firrhill
Capacity	1,150
Baseline Peak Roll	1,251
Pupil Generation LDP 2016	8
Pupil Generation City Plan	77
Total ND SS	1,336
Action Required	Yes

Summary of Action(s) Required

- Contribution of £4,471,765 (and a 2.3ha site) to provide places for 85 secondary pupils generated by developments in the Firrhill catchment area.

Firrhill High School

Firrhill High School is operating above capacity, therefore any developments generating additional ND SS pupils will be required to make a contribution towards increasing Firrhill's capacity.

If the housing output of the Redford Barracks site is greater than the current estimate a reassessment may be required.

Firrhill HS has a site area of 3.53 ha over a sloping site and shares sports facilities with the neighbouring Braidburn Special School. A roll between 1,200-1,400 requires a site area of 2.8 ha and 4 ha for playing fields.

Accordingly, an extension cannot be accommodated on the existing site. It will be necessary to engage with the school community to consider what options are available, including catchment change or the establishment of an offsite annexe. Both of these solutions would be subject to a statutory consultation. The provision of a 2.3ha site will be necessary should annexe accommodation be required.

Table 49: Breakdown of secondary school contributions for Firrhill High School – additional 85 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	8	£420,872
City Plan	77	£4,050,893

Early Learning and Childcare

Firrhill

An additional 63 ELC places will be required to support growth from housing sites from the City Plan.

Action Required

In line with ELC staffing ratios a new setting will have 64 places. A contribution of £1,826,860 is required in addition to a site with an area of 0.2 ha.

6. Liberton / Gracemount Contribution Zone

Primary Schools

Table 50: Estimated primary school pupil generation from existing catchment areas

Primary School	Craigour Park	Frogston ³	Gracemount	Gilmerton	Liberton	Prestonfield	St Catherine's
<i>Classes</i>	20	14	20	19	17	11	7
Capacity	560	420	560	546	476	294	210
Baseline Peak Roll	475	n/a	492	414	448	177	235
Pupil Generation LDP 2016	181	256		483	0	2	52
Pupil Generation City Plan	267	19	28	7	3	4	7
Total ND PS	923		520	904	451	183	294
Action Required?	Yes		No	Yes	No	No	Yes

Summary of Action(s) Required

- New 14-class primary school in Bioquarter/Edmonstone area (Craigentenny PS catchment area) (£18,641,492).
- New 14-class primary school at Gilmerton Station Road (Gilmerton PS catchment area) (£18,641,492).
- Five class extension of St Catherine's RC Primary School (£3,651,251)

³ Frogston PS opened in August 2021 as part of the new housing developments at Broomhills. A significant portion of its catchment area includes new housing development therefore it is too soon to determine what its peak roll is likely to be.

Craigour Park Primary School

Table 51: Sites and Pupil Generation in Craigour Park Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Fernieside Place	LDP 2016	4	2
HSG 30 Moredunvale Road	LDP 2016	200	33
HSG 40 SE Wedge: Edmonstone	LDP 2016	696	146
Edinburgh Bioquarter	City Plan	2500	260
Moredun Park	City Plan	56	7
Total		3,452	448

Table 52: Breakdown of contributions for new 14 class primary school in Bioquarter/Edmonstone area

Plan	Pupil Generation Attributable	Contribution
LDP 2016	36% (146 pupils)	£6,710,937
City Plan	64% (260 pupils)	£11,930,555

Action Required

Craigour Park Primary School currently has capacity for 560 pupils (see Table 50 above) and a baseline projection before new development is considered of 475 pupils. Planned development in Craigour Park's catchment area includes a significant housing led development at Edinburgh Bioquarter and South East Edmonstone with an estimated output of nearly 3,200 dwellings between them which is expected to generate 406 ND PS. Including 42 pupils generated by further development this leaves a shortfall of 363 places – the equivalent of a 14 class primary school.

The smaller sites can be accommodated in Craigour Park's existing capacity. Accordingly, it is proposed that a new 14 class primary school is required to serve the Bioquarter and Edmonstone sites.

A statutory consultation will be required to establish the new school and its catchment boundaries. Some existing residential areas may be affected by these changes. Changes to Secondary school catchment boundaries will also be required.

Gilmerton Primary School

Table 53: Sites and Pupil Generation in Gilmerton Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
HSG 24 Gilmerton Station Road	LDP 2016	807	246
HSG 25 Candlemaker's Park	LDP 2016	149	46
HSG 39 Lasswade Road	LDP 2016	260	83
Lasswade Road	HLA	335	108
Urban Area sites	City Plan	56	7
Total		1,607	490

Table 54: Breakdown of contributions for new 14 class primary school in Gilmerton PS catchment area

Plan	Pupil Generation Attributable	Contribution
LDP 2016	99% (483 pupils)	£18,455,077
City Plan	1% (7 pupils)	£186,415

Action Required

Gilmerton Primary School currently has capacity for 546 pupils (see Table 50 above) and a baseline projection before new development is considered of 414 pupils. Planned development in Gilmerton's catchment area includes a significant housing led development at Gilmerton Station Road with an estimated output of over 800 dwellings which is expected to generate 246 ND PS. A further 244 ND PS pupils generated by further development leaves a total shortfall of 358 places – the equivalent of a 14 class primary school.

A 2ha site for a new primary school has been safeguarded at Gilmerton Station Road. Accordingly, it is proposed that a new 14 class primary school is constructed on this site.

A statutory consultation will be required to establish the new school and its catchment boundaries. Some existing residential areas may be affected by these changes. Secondary school catchment boundaries will not be affected.

St Catherine's RC Primary School

Table 55: Sites and Pupil Generation in St Catherine's RC PS catchment area

Housing Site	Plan	Dwellings	RC PS
LDP HSG 22: Burdiehouse Road	LDP 2016	210	9
LDP HSG 21: Broomhills	LDP 2016	633	30
LDP HSG 39: Lasswade Road	LDP 2016	260	13
Alnwickhill Road	City Plan	96	3
Liberton Hospital	City Plan	120	4
Total		1,319	59

Action Required

St Catherine's RC Primary School has a current capacity of 210 pupils (see Table 50) and a baseline projection before new development is considered of 235 pupils. St Catherine's is already operating beyond its capacity.

Planned development in the area will generate an estimated 59 additional pupils leaving a shortfall in capacity of 84 places. A roll of 294 pupils requires an 11 class Primary School. This can be achieved through delivery of a six classroom extension (incorporating five classes and one GP space).

Table 56: Breakdown of contributions for a new 5 class extension of St Catherine's RC Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	62%	£2,263,776
City Plan	8%	£292,100
Rising Rolls (CEC)	30%	£1,095,375

Secondary Schools

Table 57: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Gracemount	Liberton
<i>Capacity</i>	<i>650</i>	<i>1,000</i>
Baseline Peak Roll	644	841
Pupil Generation LDP 2016	152	389
Pupil Generation City Plan	26	128
Total ND SS	822	1,358
Action Required	Yes	Yes

Summary of Action(s) Required

- Contribution of £9,048,748 to provide places for 172 secondary pupils generated by developments in the Gracemount High School catchment area.
- Contribution of £18,834,022 to provide places for 358 secondary pupils generated by developments in the Liberton High School catchment area.

Gracemount High School

Gracemount High School currently has capacity for 650 pupils and a projected baseline peak roll of 644 pupils. Planned development in the Gracemount HS catchment area is estimated to generate an additional 178 pupils. Accordingly, contributions will be required to provide additional capacity equivalent to 172 additional places.

Table 58: Breakdown of secondary school contributions for Gracemount High School – additional 172 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	85% (147 pupils)	£7,733,523
City Plan	15% (25 pupils)	£1,315,225

Liberton High School

Liberton High School currently has capacity for 1,000 pupils and a projected baseline peak roll of 841 pupils. Planned development in the Liberton HS catchment area is estimated to generate an additional 517 pupils. Accordingly, contributions will be required to provide additional capacity equivalent to 358 additional places.

Table 59: Breakdown of secondary school contributions for Liberton High School – additional 358 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	75% (269 pupils)	£14,125,517
City Plan	25% (89 pupils)	£4,708,506

7. Portobello Contribution Zone

Primary Schools

Table 60: Estimated primary school pupil generation from existing catchment areas

Primary School	Brunstane	Duddingston	The Royal High	Towerbank
Classes	14	15	14	21
Capacity	420	434	420	630
Baseline Peak Roll	275	385	363	553
Pupil Generation LDP 2016	5	4	64	2
Pupil Generation City Plan	8	3	25	0
Total ND PS	288	392	452	555
Action Required?	No	No	Yes	No

Summary of Action(s) Required

- Three class extension of The Royal High Primary School (£1,831,177).

The Royal High Primary School

Table 61: Sites and Pupil Generation in The Royal High PS catchment area

Housing Site	Plan	Dwellings	ND PS
Fishwives Causeway	LDP 2016	435	64
Portobello Road	City Plan	41	5
Sir Harry Lauder Road	City Plan	104	20
Total		580	89

Action Required

The Royal High Primary School has a current capacity of 420 pupils (see Table 60) and a baseline projection before new development is considered of 363 pupils.

Planned development in the area will generate an estimated 89 additional pupils leaving a shortfall in capacity of 32 places. A roll of 452 pupils requires a 16 class Primary School. This can be achieved through delivery of a three classroom extension (incorporating two classes and one GP space).

Table 62: Breakdown of contributions for a new 3 class extension of The Royal High Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	72%	£1,318,447
City Plan	28%	£512,730

Secondary Schools

Table 63: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Portobello
Capacity	1,400
Baseline Peak Roll	1,461
Pupil Generation LDP 2016	36
Pupil Generation City Plan	19
Total ND SS	1,516
Action Required	Yes

Summary of Action(s) Required

- Contribution of £2,893,495 to provide places for 55 secondary pupils generated by developments in the Portobello High School catchment area.

Portobello High School

Portobello High School currently has capacity for 1,400 pupils and a projected baseline peak roll of 1,461 pupils. Planned development in the Portobello HS catchment area is estimated to generate an additional 55 pupils. Accordingly, contributions will be required to provide additional capacity equivalent to 55 additional places.

Table 64: Breakdown of secondary school contributions for Portobello High School – additional 55 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	65% (36 pupils)	£1,893,924
City Plan	35% (19 pupils)	£999,571

8. Queensferry Contribution Zone

Primary Schools

Table 65: Estimated primary school pupil generation from existing catchment areas

Primary School	Dalmeny	Echline	Kirkliston	Queensferry	St Margaret's
<i>Classes</i>	5	12	23	18	7
Capacity	112	315	693	504	210
Baseline Peak Roll	76	314	972	688	126
Pupil Generation LDP 2016	0	276	41	132	69
Pupil Generation City Plan	0	0	0	17	3
Total ND PS	76	590	1,013	837	198
Action Required?	No	Yes	Yes	Yes	No

Summary of Action(s) Required

- 2 class and dining extension of Echline Primary School (£2,931,583).
- New 14-class primary school in Echline and Queensferry catchment areas (£18,641,492).
- 2 class extension of Kirkliston Primary School (£1,439,336).

Echline and Queensferry Primary Schools

Action Required

Echline and Queensferry Primary Schools have a combined capacity of 819 pupils (see Table 65 above) and a combined baseline projection before new development is considered of 1,002 pupils. Planned development in the area will generate an estimated 425 additional pupils leaving a shortfall in capacity of 608 places.

Table 66: Sites and Pupil Generation in Echline and Queensferry Primary School catchment areas

Housing Site	Plan	Dwellings	ND PS
LDP HSG 1: Springfield	LDP 2016	150	34
LDP HSG 32: Builyeon Road	LDP 2016	840	242
LDP HSG 33: South Scotstoun	LDP 2016	339	96
Ferrymuir	LDP 2016	44	5
Ferrymuir Gait	LDP 2016	108	31
Land at Ferrymuir	City Plan	88	17
Total		1,569	425

Table 67: Breakdown of contributions for new 14 class primary school in the Echline and Queensferry catchment area.

Plan	Pupil Generation Attributable	Contribution
City Plan	5% (17 pupils)	£932,075
LDP 2016	95% (374 pupils)	£17,709,417

Table 68: Contribution to 4 classroom extension of Echline Primary School to accommodate pupils generated by HSG 1: Springfield development.

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100% (34 pupils)	£2,931,583

As part of the LDP 2016 a 2ha site for a new primary school has been safeguarded on the Builyeon Road site. This will, subject to the outcome of a statutory consultation, accommodate pupils from the Builyeon Road, South Scotstoun and Ferrymuir sites. These sites are estimated to generate 391 pupils, requiring a 14-class primary school. The new school will initially be built as 14 classes with an expansion strategy to address Rising Rolls should that be required.

A statutory consultation will be required to establish the new school and its catchment boundaries. Some existing residential areas may be affected by these changes. Secondary school catchment boundaries will not be affected.

The 34 pupils generated by the Springfield site will be accommodated at Echline Primary School. This will require two additional classes to increase the capacity of Echline PS from 12 classes to 14 classes and an extension to the dining hall.

In March 2021 a catchment change extending Echline PS catchment area to the north, reducing Queensferry PS catchment area was approved. These changes will be implemented in November 2021. The catchment change should reduce pressure on Queensferry PS roll to accommodate pupils from South Scotstoun until the new school at Builyeon Road is complete.

Additional classes will be required to increase the capacity of Echline PS from 12 (315) classes to 14 (420 pupils) and address suitability issues with core spaces to ensure that pupils from the Springfield development can be accommodated until the new school is complete.

Contributions towards the new school should offer flexibility to provide additional capacity at either the new school or Echline PS.

Kirkliston PS**Table 69: Sites and Pupil Generation in Kirkliston Primary School catchment area.**

Housing Site	Plan	Dwellings	ND PS
Almondhill	LDP 2016	11	4
Wellflats Road	LDP 2016	108	37
Total		119	41

Table 70: Breakdown of contributions for new a 2-class extension of Kirkliston Primary School.

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100% (41 pupils)	£1,439,336

Action Required

Kirkliston Primary School's main school building has a capacity of 19 Classes with a capacity of 546. Additional accommodation is provided in temporary classes increasing its capacity to 23 classes with a capacity of 693.

There is a project in progress to deliver permeant classrooms alongside an ELC setting offsite in an annexe in development. It has an expansion plan to increase the capacity of the school to 28 classes (840) if required.

It is expected a high P1 intake compared to catchment births has inflated projected rolls. The P1 intake has stabilised, averaging 98, which can be accommodated by the project in development.

The pupil generation from LDP housing growth is the equivalent of two classes, therefore contributions for two classrooms are required.

Secondary Schools**Table 71: Estimated secondary school pupil generation from existing catchment areas**

Secondary School	Queensferry
<i>Capacity</i>	1,200
Baseline Peak Roll	1,606
Pupil Generation LDP 2016	264
Pupil Generation City Plan	10
Total ND SS	1,880
Action Required	Yes

Summary of Action(s) Required

- Contribution of £14,414,866 to provide places for 274 secondary pupils generated by developments in the Queensferry High School catchment area.

Queensferry High School

Queensferry High School's baseline projection (see Table 71 above) suggests that it will be required to operate over capacity before the impact of new housing is considered. Accordingly, contributions are sought for the 274 pupils estimated to be generated by new developments in the Queensferry catchment area.

These contributions may be allocated against a new high school in the West of the city or Kirkliston area to realign Kirkliston Primary School with alternative secondary provision, creating space at Queensferry High School to accommodate pupils generated by new housing in the Queensferry area.

Further informal consultation and, if necessary, a statutory consultation process will require to be undertaken before a decision about how these contributions are allocated is reached. Accordingly, flexibility to allocate the contributions received will be required.

Table 72: Breakdown of secondary school contributions for Queensferry High School – additional 274 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	96% (264 pupils)	£13,888,776
City Plan	4% (10 pupils)	£526,090

9. South West Edinburgh Contribution Zone

Primary Schools

Table 73: Estimated primary school pupil generation from existing catchment areas

Primary School	Canal View	Clovenstone	Currie	Dean Park	Sighthill
<i>Classes</i>	<i>14</i>	<i>15</i>	<i>19</i>	<i>17</i>	<i>11</i>
<i>Capacity</i>	<i>420</i>	<i>434</i>	<i>546</i>	<i>476</i>	<i>294</i>
Baseline Peak Roll	340	226	534	520	234
Pupil Generation LDP 2016	9	54	6	92	181
Pupil Generation City Plan	102	11	0	0	3
Total ND PS	451	290	540	612	418
Action Required?	Yes	No	No	Yes	Yes

Summary of Action(s) Required

- 3 class extension of Canal View Primary School (£1,831,177).
- 4 class extension of Dean Park Primary School (£2,931,583).
- 3 class extension of Sighthill Primary School (£1,831,177).

Canal View Primary School

Table 74: Sites and Pupil Generation in Canal View Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Dumbryden Drive	LDP 2016	49	9
Murrayburn Gate	City Plan	135	15
Murrayburn Road	City Plan	384	74
Dumbryden Drive	City Plan	124	13
Total		692	111

Action Required

Canal View Primary School has a current capacity of 420 pupils (see Table 73 above) and a baseline projection before new development is considered of 340 pupils.

Planned development in the area will generate an estimated 111 additional pupils leaving a shortfall in capacity of 31 places. A roll of 451 pupils requires a 16 class Primary School. This can be achieved through delivery of a three classroom extension (comprising two classes and a GP space).

Table 75: Breakdown of contributions for a new 3 class extension of Canal View Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	8%	£146,494
City Plan	92%	£1,684,683

Dean Park Primary School

Table 76: Sites and Pupil Generation in Dean Park Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
LDP HSG 38: Ravelrig Road	LDP 2016	140	43
LDP HSG 37: Newmills Road	LDP 2016	206	44
Various	LDP 2016	11	5
Total		357	92

Action Required

Dean Park Primary School has a current capacity of 476 pupils (see Table 73 above) and a baseline projection before new development is considered of 520 pupils.

Planned development in the area will generate an estimated 92 additional pupils leaving a shortfall in capacity of 136 places. A roll of 560-630 pupils requires a 21 class Primary School. This can be achieved through delivery of a four classroom extension.

Sighthill Primary School

Table 78: Sites and Pupil Generation in Sighthill Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Calder Estate	City Plan	28	3
LDP Del 4: Edin Park / S. Gyle	LDP 2016	1,737	181
Total		1,765	184

Table 77: Breakdown of contributions for a new 5 class extension of Dean Park Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100%	£3,651,251

Action Required

Sighthill Primary School has a current capacity of 294 pupils (see Table 73 above) and a baseline projection before new development is considered of 234 pupils.

Planned development in the catchment area includes a significant development of 1,737 homes in the Edinburgh Park and South Gyle areas and will generate an estimated 184 additional pupils leaving a shortfall in capacity of 124 places. A roll of 418 pupils requires a 14 class Primary School. This can be achieved through delivery of a three classroom extension.

Table 79: Breakdown of contributions for a new 3 class extension of Sighthill Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	98%	£1,794,553
City Plan	2%	£36,624

Secondary Schools

Table 80: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Balerno	Currie	WHEC
<i>Capacity</i>	850	900	750
Baseline Peak Roll	1145	815	410
Pupil Generation LDP 2016	53	3	119
Pupil Generation City Plan	0	0	61
Total ND SS	1,198	818	590
Action Required?	Yes	No	No

Summary of Action(s) Required

- Contribution of £2,788,277 to provide places for 53 secondary pupils generated by developments in the Balerno High School catchment area.

Balerno High School

Balerno High School's baseline projection (see Table 80 above) suggests that it will be required to operate over capacity before the impact of new housing is considered. Accordingly, contributions are sought for the 53 pupils estimated to be generated by new developments in the Balerno catchment area.

Table 81: Breakdown of secondary school contributions for Balerno High School – additional 53 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100% (53 pupils)	£2,788,277

Early Learning and Childcare

South West - WHEC

An additional 50 ELC places will be required to support growth from housing sites from the City Plan.

Action Required

In line with ELC staffing ratios a new setting will have 64 places.
A contribution of £1,826,860 is required in addition to a site with an area of 0.2 ha.

10. Tynecastle

Primary School

Table 82: Estimated primary school pupil generation from existing catchment areas

Primary School	Balgreen	Craiglockhart	Dalry	Stenhouse
<i>Classes</i>	14	17	14	14
<i>Capacity</i>	420	476	420	420
Baseline Peak Roll	349	343	264	333
Pupil Generation LDP 2016	2	0	60	29
Pupil Generation City Plan	151	0	23	0
Total ND PS	502	343	347	362
Action Required?	Yes	No	No	No

Summary of Action(s) Required

- 5 class extension of Balgreen Primary School (£3,651,251).

Balgreen Primary School

Table 83: Sites and Pupil Generation in Balgreen Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Gorgie Road	LDP 2016	11	2
Stevenson Road	City Plan	290	41
Gorgie Road	City Plan	607	86
W. Gorgie Pk + Gorgie Pk Cl.	City Plan	220	24
Total		1,128	153

Action Required

Balgreen Primary School has a current capacity of 420 pupils (see Table 82 above) and a baseline projection before new development is considered of 349 pupils.

Planned development in the catchment area includes significant developments around Gorgie Road that it is estimated will generate additional 153 pupils leaving a shortfall in capacity of 82 places. A roll of 502 pupils requires an 18 class Primary School. This can be achieved through delivery of a five classroom extension (comprising four classrooms and a GP space).

Table 84: Breakdown of contributions for a new 5 class extension of Balgreen Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	1%	£36,512
City Plan	99%	£3,614,738

Secondary School

Table 85: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Tynecastle
<i>Capacity</i>	<i>900</i>
Baseline Peak Roll	739
Pupil Generation LDP 2016	43
Pupil Generation City Plan	90
Total ND SS	872
Action Required?	No

Summary of Action(s) Required

- None.

Early Learning and Childcare

Tynecastle

An additional 81 ELC places will be required to support growth from housing sites from the City Plan.

Action Required

In line with ELC staffing ratios a new setting will have 128 places. A contribution of £3,653,719 is required in addition to a site with an area of 0.3 ha.

11. West Contribution Zone

Primary School

Table 86: Estimated primary school pupil generation from existing catchment areas

Primary School	Blackhall	Broomhouse	Carrick Knowe	Clermiston	Corstorphine	Cramond	Gylemuir	Hillwood	Roseburn
<i>Classes</i>	18	10	18	18	21	17	19	4	11
<i>Capacity</i>	504	259	504	504	630	476	546	84	294
Baseline Peak Roll	411	195	301	460	540	413	556	73	231
Pupil Generation LDP 2016	2	60	0	3	649	135	0	150	22
Pupil Generation City Plan	0	62	2	0	1782	0	14	391	30
Total ND PS	413	317	303	463	2,971	548	570	614	283
Action Required?	No	Yes	No	No	Yes	Yes	Yes	Yes	No

Summary of Action(s) Required

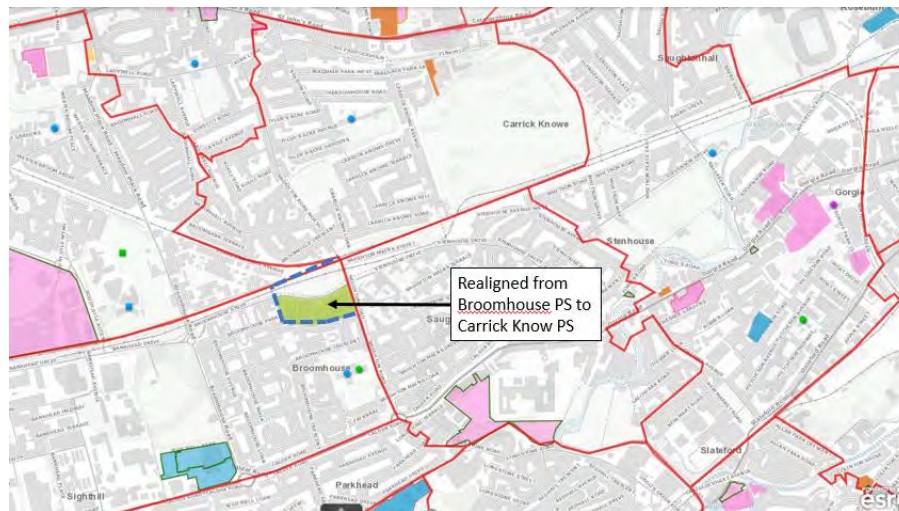
- 3 class extension of Broomhouse Primary School (£1,831,177) OR catchment change with Carrick Knowe Primary School.
- New 14 class primary school to serve the East of Milburn Tower development (£18,641,492).
- New 21 class primary school to serve Maybury and Cammo developments (£23,388,977).
- New 7 class primary school to serve the Turnhouse strategic site development (£10,986,545).
- 3 New primary schools to serve west Edinburgh strategic sites IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 (£69,792,874).
 - 2 x 21 class primary school with 192 place ELC (£25,215,837)
 - 15 class primary school (£19,361,160)
- 2 class extension of Gylemuir Primary School (£1,439,336)
- New 10 class primary school to replace the existing Hillwood Primary School (£13,662,773).
- New 14 class RC primary school to serve west Edinburgh strategic sites IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 plus the East of Milburn Tower development (£18,641,492).
- 2 class extension of St Andrew's RC Primary School (£1,439,336)

Broomhouse Primary School

Table 87: Sites and Pupil Generation in Broomhouse Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
Calder Road	LDP 2016	316	60
Broomhouse Terrace	City Plan	320	62
Total		636	122

Figure 6: Possible catchment change to align new development in Broomhouse PS's catchment area with Carrick Knowe PS



Action Required

Broomhouse Primary School has a current capacity of 259 pupils (see Table 86 above) and a baseline projection before new development is considered of 195 pupils.

Planned development in the catchment area will generate an estimated 122 additional pupils leaving a shortfall in capacity of 58 places. A roll of 317 pupils requires a 13 class Primary School. This can be achieved through delivery of a 3 classroom extension or by realigning a section of Broomhouse's catchment area with Carrick Knowe Primary School (see Figure 6.)

Any catchment change will be subject to statutory consultation and may affect existing residential areas. As Broomhouse PS and Carrick Knowe PS both feed to Forrester High School, no changes would be required at secondary schools.

Table 88: Breakdown of contributions for a new 3 class extension of Broomhouse Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	49%	£897,277
City Plan	51%	£933,900

Corstorphine Primary School

Table 89: Sites and Pupil Generation in Existing Urban Areas of Corstorphine Primary School's catchment

Housing Site	Plan	Dwellings	ND PS
Various	LDP 2016	44	9
LDP HSG 7: Edin. Zoo	LDP 2016	80	23
St John's Road	City Plan	86	10
Kirk Loan	City Plan	16	2
Total		226	44

Table 90: Estimated Pupil Generation from Strategic Sites in Corstorphine Primary School's catchment

Plan	Dwellings	ND PS
LDP 2016	2,130	617
City Plan	10,950	1,770
Total ND PS	13,080	2,387

Strategic Housing Sites

Table 91: Maybury, Cammo and East of Milburn Tower Pupil Generation

Housing Site	Plan	Dwellings	ND PS
HSG 19 Maybury	LDP 2016	1,780	517
HSG 20 Cammo	LDP 2016	656	133
Total		2,436	650
+ East of Milburn Tower	Application	1,350	371

Action Required

Significant new housing development is planned in Corstorphine Primary School's catchment area. This is split between sites in the existing urban area and larger, Strategic sites on the periphery of the city.

Existing Urban Area

Corstorphine Primary School has a current capacity of 630 pupils (see Table 86 above) and a baseline projection before new development is considered of 540 pupils.

Planned development in the existing urban area will generate an estimated 44 additional pupils. Accordingly, there is sufficient spare capacity at Corstorphine Primary School to accommodate ND PS pupils generated from planned housing developments in the urban area.

Strategic Housing Sites

Strategic Housing Developments will require new primary schools to accommodate the ND PS pupils expected to be generated. These Strategic Sites are considered separately, in the section below.

Action Required

Maybury and Cammo

As part of the LDP 2016 a new 21 class primary school is planned at Maybury. A statutory consultation to establish the school and define catchment boundaries has been concluded and the project is progressing with a planning application for the new school being submitted shortly. This school will accommodate demand (estimated 650 pupils) from the Maybury and Cammo developments, addresses the accommodation pressure at **Cramond PS** and **Corstorphine PS**.

Table 92: Contributions for a new 21 class Maybury Primary School

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100%	£23,388,977

Table 93: Contributions for a new 14 class EoMT Primary School

Plan	Pupil Generation Attributable	Contribution
Application	100%	£18,641,492

Table 94: Turnhouse Strategic Site(s) Pupil Generation

Housing Site	Plan	Dwellings	ND PS
Turnhouse Road	City Plan	200	37
Land at Turnhouse Road (SAICA)	City Plan	1,000	141
Total		1,200	178

Table 95: Contributions for a new 7 class Turnhouse Primary School

Plan	Pupil Generation Attributable	Contribution
City Plan	100%	£10,986,545

East of Milburn Tower (EoMT)

The application for housing development on the East of Milburn Tower site (15/04318/PPP) includes a 2ha site for a new primary school. A roll of 371 will require a 14-class primary school and 128 place ELC.

The Council will be required to undertake a statutory consultation to establish the new school and its catchment boundaries. Secondary school catchment boundaries will also be affected. It is unlikely that any existing residential areas will be affected by these changes.

Turnhouse

The sites at Turnhouse Road are separated from the other strategic sites by the railway line, Edinburgh Gateway Station and Tram depot. Cumulatively these are a significant barrier to accessing a primary school along a safe and pleasant walking route located in the other strategic sites.

There is not sufficient spare capacity at Corstorphine PS (see Table 86) or in the new primary school in the Maybury site (see Table 91) to accommodate the ND PS pupils expected to be generated from these sites. Accordingly, unless the transport infrastructure concerns above can be addressed, a new primary school will be required. A roll of 178 pupils requires a seven class Primary School and one GP class. A site area of 1.0 ha is required.

The Council will be required to undertake a statutory consultation to establish the new school and its catchment boundaries. Secondary school catchment boundaries will also be affected. It is unlikely that any existing residential areas will be affected by these changes.

Table 96: IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 Strategic sites - Pupil Generation

Site	Plan	Dwellings	ND PS
Emp 6 IBG	LDP 2016	350	100
Crosswinds	City Plan	2,500	456
Land adj to Edinburgh Gateway	City Plan	250	66
Edinburgh 205	City Plan	7,000	1,070
Total		10,100	1,692

Table 97: Contributions for 3 new primary schools at IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 Strategic sites

Plan	Pupil Generation Attributable	Contribution
City Plan	94%	£65,605,301
LDP 2016	6%	£4,187,572

Gylemuir Primary School

Table 98: Sites and Pupil Generation in Gylemuir Primary School's catchment

Housing Site	Plan	Dwellings	ND PS
Gylemuir Road	City Plan	126	14
Total		226	14

IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205

The IBG, Crosswinds, Edinburgh Gateway and Edinburgh 205 strategic sites are estimated to generate 1,692 ND PS pupils. This is equivalent to two 21-class primary schools and one 15 class primary school which collectively would have capacity for 1,694 pupils.

School catchment areas and delivery will be determined in line with developing masterplans and phasing of the development.

The Council will be required to undertake a statutory consultation to establish the new school and its catchment boundaries. Secondary school catchment boundaries will also be affected. It is unlikely that any existing residential areas will be affected by these changes.

Action Required

Gylemuir Primary School has a current capacity of 546 pupils (see Table 86 above) and a baseline projection before new development is considered of 556 pupils. Planned development in the existing urban area will generate an estimated 14 additional pupils. A roll of 570 pupils requires a 21 class Primary School. This can be achieved by delivering a two classroom extension.

Table 99: Contributions for 2 classroom extension at Gylemuir Primary School

Plan	Pupil Generation Attributable	Contribution
City Plan	58%	£834,815
Rising Rolls (CEC)	42%	£604,521

Hillwood Primary School

Table 100: Sites and Pupil Generation in Hillwood Primary School catchment area

Housing Site	Plan	Dwellings	ND PS
LDP HSG: 5 Hillwood Road	LDP 2016	124	37
LDP HSG 4: West Newbridge	LDP 2016	500	113
Old Liston Road	City Plan	104	20
Total		728	170

Table 101: Contributions for a new 10 class primary school to replace the existing Hillwood Primary School

Plan	Pupil Generation Attributable	Contribution
City Plan	12%	£1,639,533
LDP 2016	88%	£12,023,240

Action Required

Significant new housing development is planned in Hillwood Primary School's catchment area. This is split between sites in the existing urban area and the application site at East of Milburn Tower. The EoMT site is considered separately due to the requirement for a dedicated new school to serve that site (see Strategic Sites section above).

Existing Urban Area

Hillwood Primary School is a rural 4-class PS with a capacity of 84 pupils. It has small classrooms because the school roll is made up with composite classes and has a small gym and dining hall.

Hillwood Primary School has a baseline projection before new development is considered of 73 pupils. Planned development in the existing urban area will generate an estimated 170 additional pupils. A roll of 243 pupils requires a 10-Class Primary School and two GP classes.

Hillwood shares a site with Norwood Community Centre and is 1 ha. A new school is required to accommodate housing growth locally.

It is assumed that Hillwood PS will be rebuilt on its existing site or as part of a joint campus with a new West Edinburgh High School.

St Andrew's RC Primary School

Table 102: Sites and Pupil Generation in Maybury, Cammo and Existing Urban Areas of St Andrew's RC Primary School's catchment

Housing Site	Plan	Dwellings	RC PS
LDP HSG 19: Maybury	LDP 2016	1,780	79
LDP HSG 20: Cammo	LDP 2016	656	20
LDP HSG 7: Edin. Zoo	LDP 2016	80	4
St John's Road	City Plan	72	2
Gylemuir Road	City Plan	126	3
Total		2,714	108

Table 103: Contributions for a new 2 class extension to St Andrew's RC Primary School

Plan	Pupil Generation Attributable	Contribution
City Plan	5%	£71,967
LDP 2016	95%	£1,367,369

Table 104: Estimated Pupil Generation from Strategic Sites in St Andrew's RC Primary School catchment area

Plan	Dwellings	RC PS
LDP 2016	974	38
Application	1,350	56
City Plan	11,054	274
Total ND PS	13,378	368

Action Required

Significant new housing development is planned in St Andrew's catchment area. This is split between sites in development (Maybury and Cammo) together with the existing urban area and larger, Strategic sites on the periphery of the city.

Existing Urban Area + Maybury and Cammo

St Andrew's RC Primary School has a current capacity of 217 pupils and a baseline projection before new development is considered of 150 pupils. Planned development in the Maybury and Cammo areas and the existing urban area will generate an estimated 108 additional pupils. A roll of 258 pupils requires a 10 class Primary School and two GP classes.

Strategic Housing Sites

Larger strategic housing sites and sites in Hillwood PS's catchment area are estimated to generate 368 additional RC PS pupils. A roll of 368 pupils requires a 14-Class Primary School and two GP classes. In addition to the contribution below, a site area of 2.0 ha is required.

The Council will be required to undertake a statutory consultation to establish the new school and its catchment boundaries. Secondary school catchment boundaries may also be affected. Existing residential areas will also be affected by these changes.

Table 105: Contributions for a new 14 class RC primary school to serve strategic sites in the west of the city

Plan	Pupil Generation Attributable	Contribution
City Plan	90%	£16,777,343
LDP 2016	10%	£1,864,149

Secondary Schools

Table 106: Estimated secondary school pupil generation from existing catchment areas

Secondary School	Craigmount	Forrester	The Royal High
<i>Capacity</i>	<i>1,400</i>	<i>900</i>	<i>1,200</i>
Baseline Peak Roll	1,335	867	1,466
Pupil Generation LDP 2016	549	34	2
Pupil Generation City Plan	964	40	0
Application (East of Milburn Tower)	217	0	0
Total ND SS	3,065	941	1,468
Action Required?	Yes	Yes	Yes

Summary of Action(s) Required

- Contribution of £88,593,556 to provide 1,684 places for secondary pupils generated by developments in the Craigmount High School catchment area.
- Contribution of £2,156,969 to provide places for 41 secondary pupils generated by developments in the Forrester High School catchment area.
- Contribution of £105,218 to provide places for 2 secondary pupils generated by developments in the The Royal High School catchment area.

Craigmount High School

Craigmount High School's baseline projection is 1,335 pupil (see Table 106 above). With an overall capacity of 1,400 pupils, it will have sufficient capacity to accommodate the 46 pupils estimated to be generated from planned housing developments in the urban area (see Table 107 below).

Table 107: Sites and Pupil Generation in Existing Urban Areas of Craigmount High School's catchment

Housing Site	Plan	Dwellings	ND SS
West Coates	LDP 2016	203	10
LDP HSG 7: Edin. Zoo	LDP 2016	80	14
St John's Road	City Plan	72	4
Roseburn Street	City Plan	152	11
Russell Road	City Plan	69	4
St John's Road	LDP 2016	36	3
Total		612	46

However, Table 108 (below) shows that Strategic Housing Developments will generate an estimated 1,684 additional secondary pupils in the Craigmount catchment area. This will require new secondary school(s) to accommodate the ND SS pupils expected to be generated from them.

Table 108: Estimated Pupil Generation from Strategic Sites in Craigmount High School's catchment

Plan	Dwellings	ND SS
LDP 2016	3,410	522
Application	1,350	217
City Plan	11,054	945
Total ND PS	15,814	1,684

Accordingly, contributions are sought for the 1,684 pupils estimated to be generated by new developments in the Craigmount catchment area.

These contributions may be allocated against a new provision in the West of the city or extension of existing schools. Further informal consultation and, where necessary, statutory consultation processes will require to be undertaken before a decision about how these contributions are allocated is reached. Existing residential areas may also be affected by any catchment changes.

West Contribution Zone

Accordingly, flexibility to allocate the contributions received will be required.

Table 109: Breakdown of secondary school contributions for Craigmount High School – additional 1,684 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	31% (522 pupils)	£27,461,898
Application	13% (217 pupils)	£11,416,153
City Plan	56% (945 pupils)	£49,715,505
Total		£88,593,556

Forrester High School

Forrester High School's baseline projection is 867 pupils (see Table 109 above). With an overall capacity of 900 pupils, it will have insufficient capacity to accommodate pupils estimated to be generated from planned housing developments in the urban area.

Table 110: Sites and Pupil Generation in Existing Urban Areas of Forrester High School's catchment

Housing Site	Plan	Dwellings	ND SS
Gylemuir Road	City Plan	126	6
Calder Road	LDP 2016	316	34
Broomhouse Terrace	City Plan	320	34
Total		762	74

Accordingly, contributions are sought to provide places for the 41 pupils who may not be accommodated within the existing capacity of Forrester High School.

These contributions may be allocated against a new provision in the West of the city or extension of existing schools. Further informal consultation and, where necessary, statutory consultation processes will require to be undertaken before a decision about how these contributions are allocated is reached. Existing residential areas may also be affected by any catchment changes.

Table 111: Breakdown of secondary school contributions for Forrester High School – additional 41 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	46% (19 pupils)	£999,571
City Plan	54% (22 pupils)	£1,157,398
Total		£2,156,969

The Royal High School

The Royal High School's baseline projection (see Table 106 above) shows that it will continue to operate over capacity before the impact of new housing is considered. Accordingly, contributions are sought for the two pupils estimated to be generated by new developments in the Royal High School's catchment area.

Table 112: Breakdown of secondary school contributions for The Royal High School – additional 2 ND SS pupils

Plan	Pupil Generation Attributable	Contribution
LDP 2016	100% (2 pupils)	£105,218

12. Roman Catholic Primary and Secondary School Infrastructure Requirements

The requirement for additional denominational (RC) primary and secondary accommodation has cross boundary impacts on contribution zones that are based on non-denominational secondary school catchment areas. Where a denominational (RC) primary or secondary has cross boundary impacts a cumulative assessment of all planned housing developments is carried out and the requirement to provide additional infrastructure proportioned to each zone. It may be necessary to prioritise baptised RC pupils to reduce accommodation pressure, however this will increase rolls and accommodation pressure at nearby non-denominational primary schools. Accordingly, the Council will determine how to alleviate accommodation pressure at denominational (RC) primary and secondary schools by either extending denominational (RC) schools and/or non- denominational schools.

Primary School

Table 113: Estimated RC primary school pupil generation from existing catchment areas

Primary School	Holy Cross	St Cuthbert's	St John Vianney	St John's	St Joseph's	St Margaret's	St Mark's	St Mary's (Edin.)	St Mary's (Leith)	St Ninian's	St Peter's
<i>Classes</i>	12	7	10	15	13	7	7	15	14	12	15
<i>Capacity</i>	315	210	259	434	329	210	210	434	420	315	434
Baseline Peak Roll	249	185	249	374	333	126	159	302	299	228	357
Pupil Generation LDP 2016	87	48	124	68	45	69	2	18	99	16	6
Pupil Generation City Plan	21	37	57	4	29	3	19	36	56	34	22
Total ND PS	357	270	430	446	407	198	180	356	454	278	385
Action Required?	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No

Summary of Action(s) Required

- 2 class extension of Holy Cross RC Primary School (£1,439,336).
- 5 class extension of St Cuthbert's RC Primary School (£3,651,251).
- 4 class extension of St John Vianney RC Primary School (£2,).
- 1 class extension of St Joseph's RC Primary School (£683,685).
- 3 class extension of St Mary's (Leith) RC Primary School (£1,831,177).

Holy Cross RC Primary School

Holy Cross RC Primary School's current capacity is 315 pupils with 12 classes. A projected new peak roll of 357 requires 14 classes. Accordingly, a two classroom extension is proposed.

Action Required

A two classroom extension is required. Accordingly, a contribution of £1,439,336 is requested. Table 114 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 114: Breakdown of contributions for 2 classroom extension at Holy Cross RC Primary School

Contribution Zone	LDP 2016 %	Contribution	City Plan %	Contribution
Craigroyston / Broughton	33%	£474,981	10%	£143,934
Drummond	2%	£28,786	-	-
Leith Trinity	10%	£143,934	45%	£647,701

St Cuthbert's RC Primary School

St Cuthbert's RC Primary School's current capacity is 210 pupils with 7 classes. A projected new peak roll of 270 requires 11 classes. Accordingly, a five classroom extension is proposed comprising 4 classrooms and a general purpose space.

Action Required

A five classroom extension is required. Accordingly, a contribution of £3,651,251 is requested. Table 115 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 115: Breakdown of contributions for 2 classroom extension at St Cuthbert's RC Primary School

Contribution Zone	LDP 2016 %	Contribution	City Plan %	Contribution
Boroughmuir / James Gillespie's	16%	£584,200		
Firrhill			5%	£182,563
South West	27%	£985,838		
Tynecastle	13%	£474,663	32%	£1,168,400
West			7%	£255,588

St John Vianney RC Primary School

St John Vianney RC Primary School's current capacity is 259 pupils with 10 classes. A projected new peak roll of 403 requires 14 classes. Accordingly, a 4 classroom extension is proposed.

Action Required

A four classroom extension is required. Accordingly, a contribution of £2,931,583 is requested. Table 116 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 116: Breakdown of contributions for 2 classroom extension at St John Vianney RC Primary School

Contribution Zone	LDP 2016 %	Contribution	City Plan %	Contribution
Castlebrae	21%	£615,632		
Liberton / Gracemount	54%	£1,583,055	25%	£732,896

St John's RC Primary School

St John's RC Primary School's current capacity is 434 pupils with 15 classes. A projected new peak roll of 446 requires 16 classes. However, the max peak roll for the baseline projection is not carried forward as a long-term requirement. Accordingly, no action is required.

Action Required

None

St Joseph's RC Primary School

St Joseph's RC Primary School's current capacity is 329 pupils with 13 classes. A projected new peak roll of 407 requires 14 classes. Accordingly, a 1 classroom extension is proposed.

Action Required

A one classroom extension is required. A one class extension would require a contribution of £719,668, however, 5% is attributable to rising rolls rather than new development. Accordingly, the contribution requested is £683,685. Table 117 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 117: Breakdown of contributions for 1 classroom extension at St Joseph's RC Primary School

Contribution Zone	LDP 2016 %	Contribution	City Plan %	Contribution
South West	39%	£280,671	24%	£172,720
Tynecastle	6%	£43,180	-	-
West	13%	£93,557	13%	£93,557
Rising Rolls (CEC)	5% - £35,983			

St Mary's (Leith) RC Primary School

St Mary's (Leith) RC Primary School's current capacity is 420 pupils with 14 classes. A projected new peak roll of 454 requires 16 classes. Accordingly, a three classroom extension is proposed comprising two classrooms and a general purpose space.

Action Required

A three classroom extension is required. Accordingly, a contribution of £1,831,177 is requested. Table 118 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 118: Breakdown of contributions for 3 classroom extension at St Mary's (Leith) RC Primary School

Contribution Zone	LDP 2016 %	Contribution	City Plan %	Contribution
Drummond	5%	£91,559	14%	£256,365
Leith / Trinity	59%	£1,080,394	22%	£402,859

Secondary Schools

Table 119: Estimated RC secondary school pupil generation from existing catchment areas

Secondary School	Holy Rood RC HS	St Augustine's RC HS	St Thomas of Aquin's RC HS
<i>Capacity</i>	<i>1200</i>	<i>900</i>	<i>750</i>
Baseline Peak Roll	1127	851	786
Pupil Generation LDP 2016	239	195	56
Pupil Generation City Plan	69	205	45
Total ND SS	1,435	1,251	887
Action Required?	Yes	Yes	Yes

Summary of Action(s) Required

- Contribution of £12,363,115 to provide places for 235 secondary pupils generated by developments in the Holy Rood RC High School catchment area.
- Contribution of £18,465,759 to provide places for 351 secondary pupils generated by developments in the St Augustine's RC High School catchment area.
- Contribution of £5,313,509 to provide places for 101 secondary pupils generated by developments in the St Thomas of Aquin's RC High School catchment area.

Holy Rood High School

Holy Rood High School's baseline projection (see Table 119 above) suggests that it will have only limited capacity to provide places for RC pupils generated by new housing developments. Accordingly, contributions of £12,363,115 are sought for the 235 pupils estimated to be generated by new developments.

Table 120 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 120: Breakdown of Plans and Contribution Zones generating 235 Additional RC SS Pupils in Holy Rood RC High School's Catchment

Contribution Zone	LDP 2016	Contribution	City Plan	Contribution
Castlebrae	67	£3,524,803	-	-
Drummond	7	£368,263	8	£420,872
Leith / Trinity	39	£2,051,751	27	£1,420,443
Liberton / Gracemount	65	£3,419,585	17	£894,353
Portobello	4	£210,436	1	£52,609

St Augustine's RC High School

St Augustine's RC High School's baseline projection (see Table 119 above) suggests that it will have only limited capacity to provide places for RC pupils generated by new housing developments. Accordingly, contributions of £18,465,759 are sought for the 351 pupils estimated to be generated by new developments.

Table 121 (below) provides a breakdown of this cost by Contribution Zone and Plan.

Table 121: Breakdown of Plans and Contribution Zones generating 351 Additional RC SS Pupils in St Augustine's RC High School's Catchment

Contribution Zone	LDP 2016	Contribution	City Plan	Contribution
BHS / JG's	3	£157,827	-	-
Craigroyston / Broughton	28	£1,473,052	2	£105,218
Queensferry	35	£1,841,315	2	£105,218
South West	23	£1,210,007	6	£315,654
Tynecastle	4	£210,436	10	£526,090
West	77	£4,050,893	161	£8,470,049

St Thomas of Aquin's RC High School

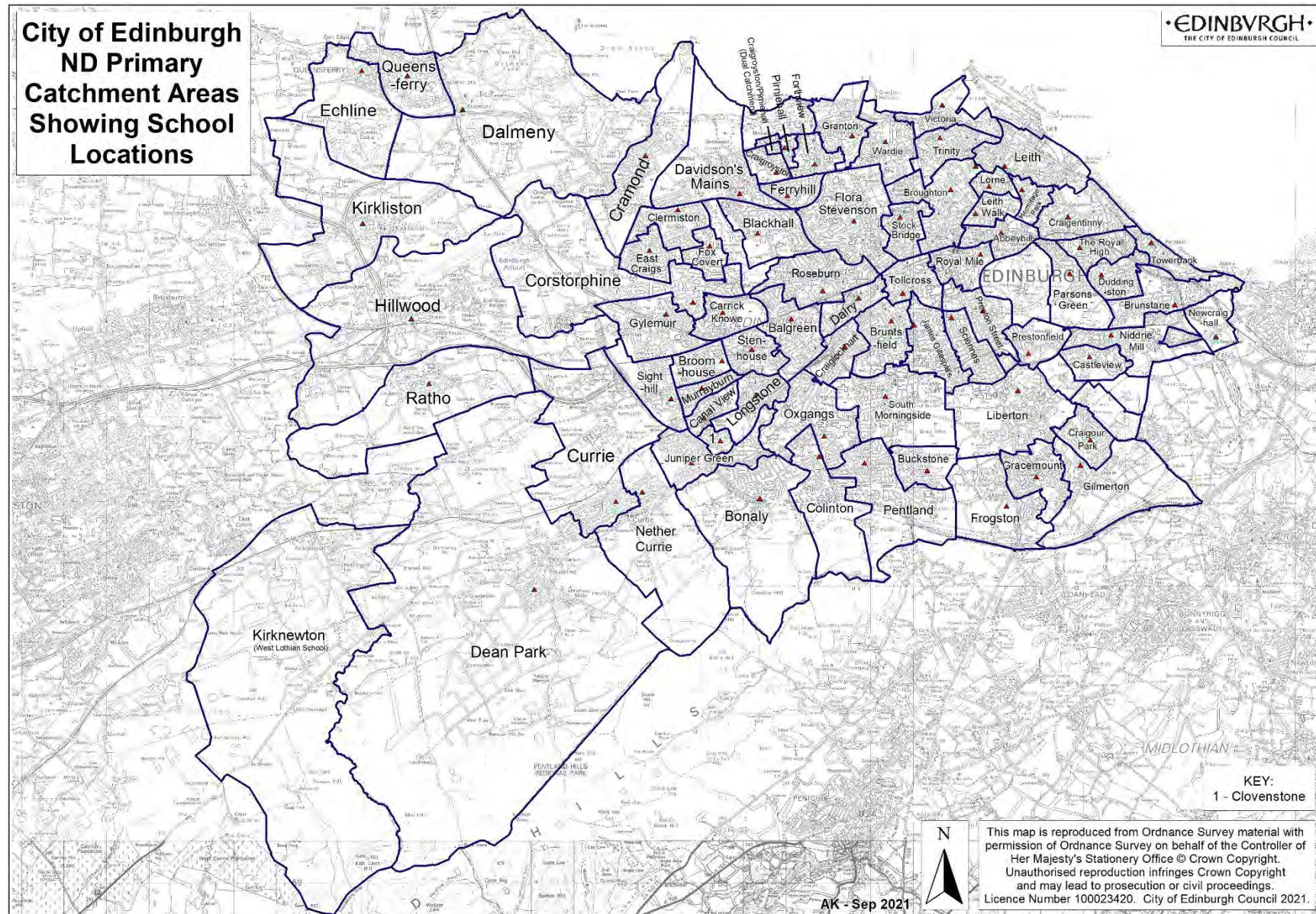
St Thomas of Aquin's RC High School's baseline projection (see Table 119 above) suggests that it will have only limited capacity to provide places for RC pupils generated by new housing developments. Accordingly, contributions of £5,313,509 are sought for the 101 pupils estimated to be generated by new developments.

Table 122 (below) provides a breakdown of this cost by Contribution Zone and Plan.

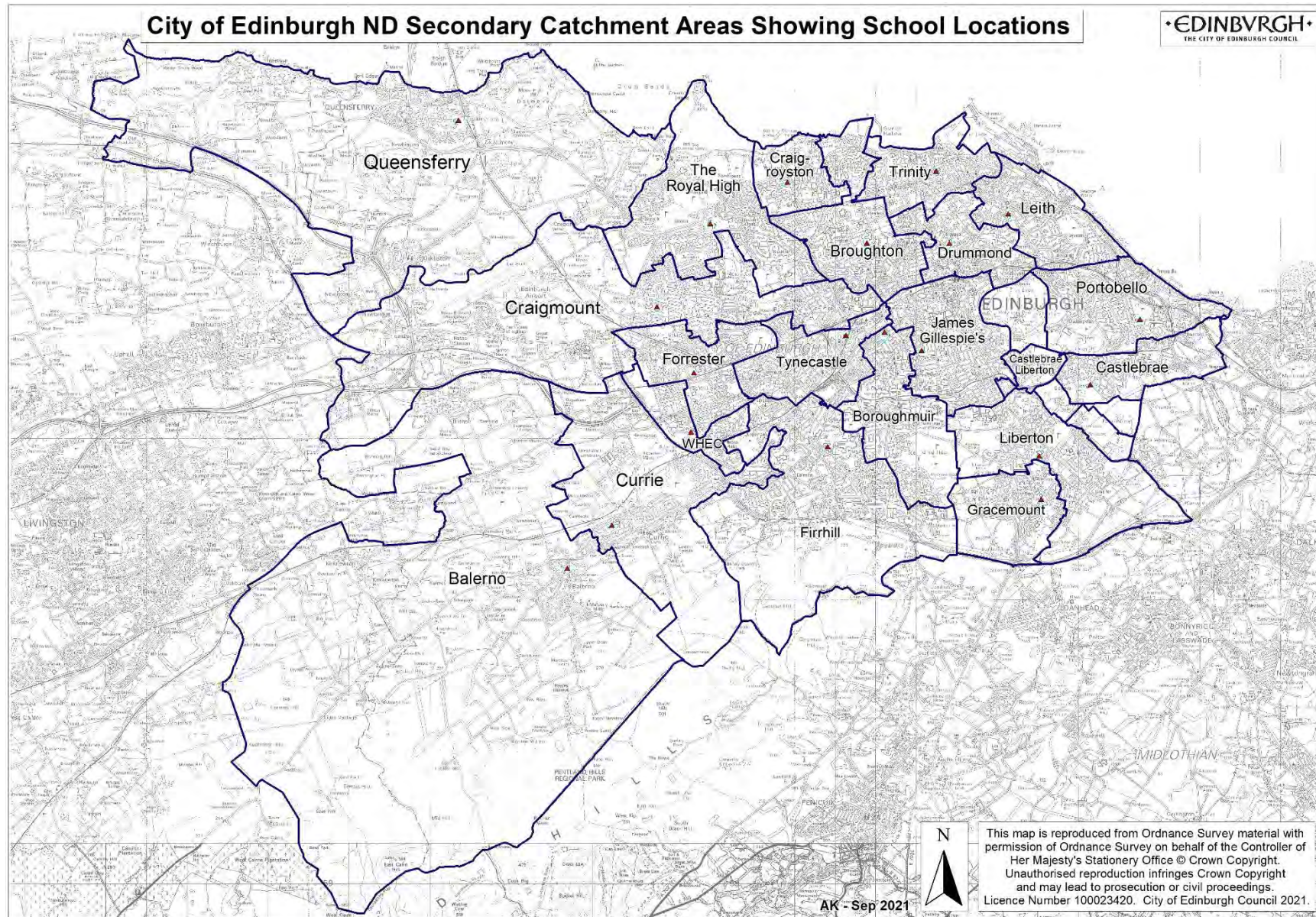
Table 122: Breakdown of Plans and Contribution Zones generating 101 Additional RC SS Pupils in St Thomas of Aquin's RC High School's Catchment

Contribution Zone	LDP 2016	Contribution	City Plan	Contribution
BHS / JG's	5	£263,045	8	£420,872
Craigroyston / Broughton	16	£841,744	12	£631,308
Drummond	7	£368,263	10	£526,090
Firrhill	-	-	10	£526,090
Leith / Trinity	26	£1,367,834	5	£263,045
West	2	£105,218	-	-

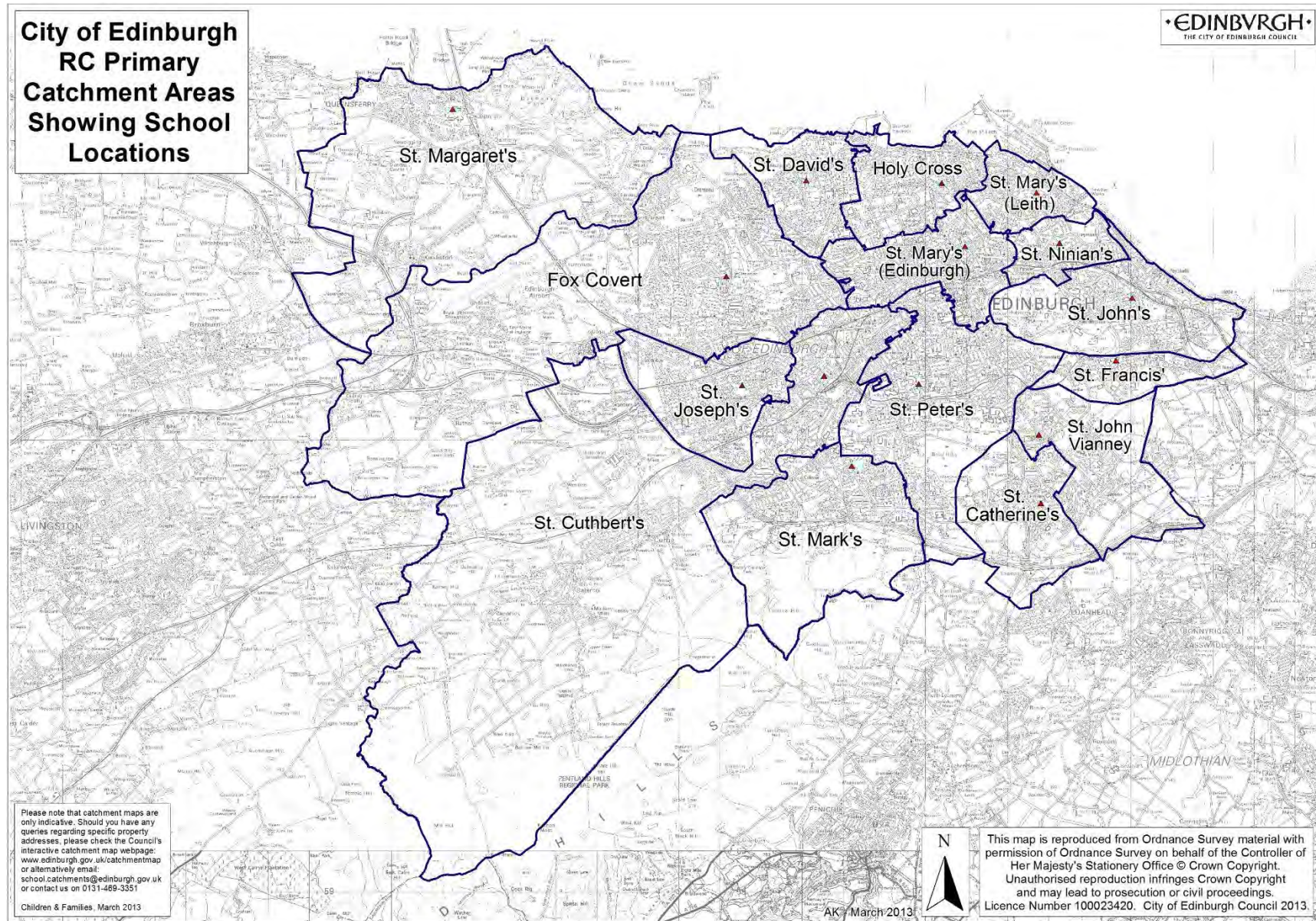
APPENDIX 1: City of Edinburgh School Catchment Area



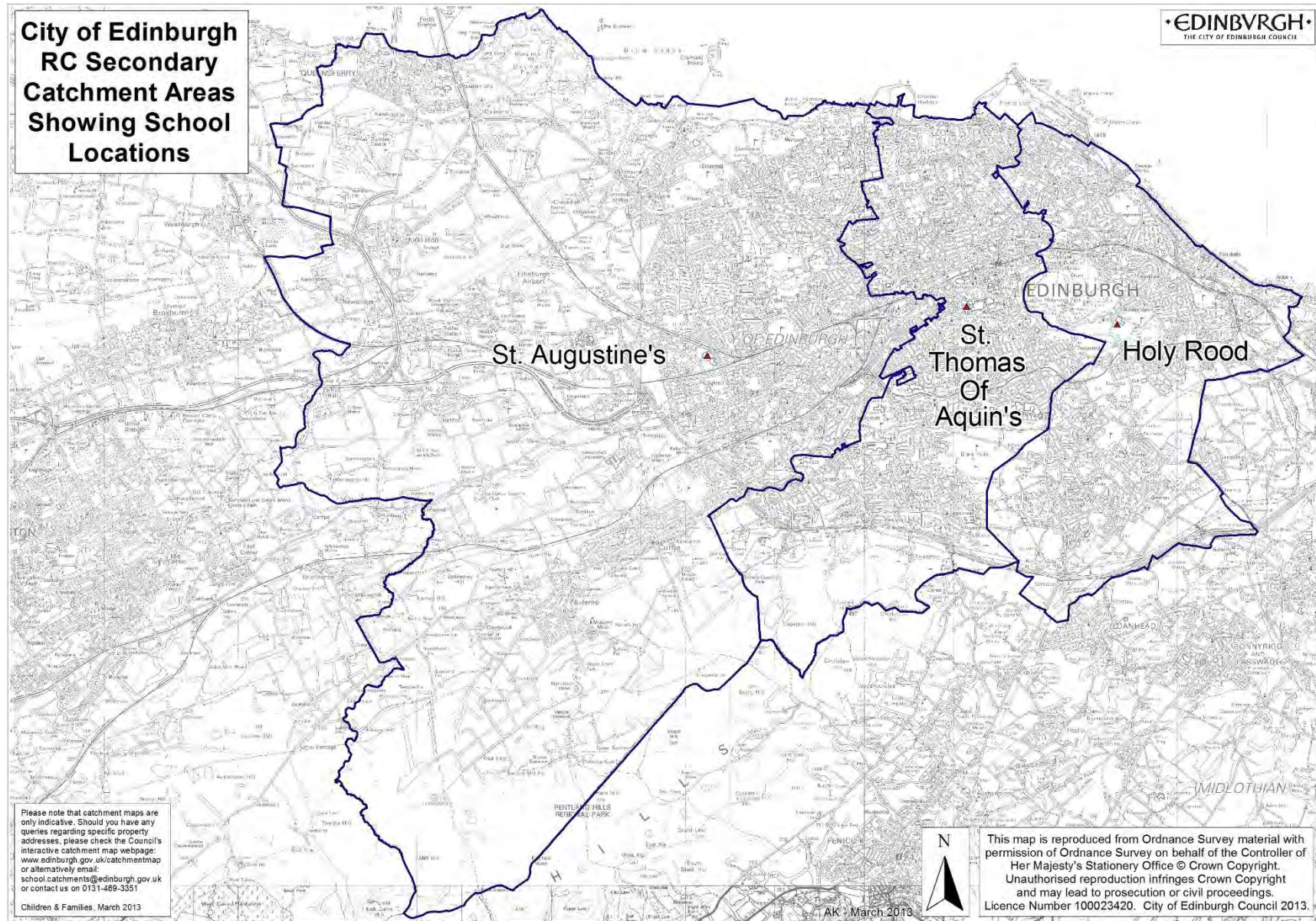
APPENDIX 1: City of Edinburgh School Catchment Area



APPENDIX 1: City of Edinburgh School Catchment Area



APPENDIX 1: City of Edinburgh School Catchment Area



APPENDIX 2: Baseline Projections 2020

Baseline Projections (2020)

Primary School	Capacity	Classes	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Abbeyhill Primary School	231	9	153	151	144	134	129	126	124	121	120	120
Balgreen Primary School	420	14	349	330	316	297	279	269	264	263	265	262
Blackhall Primary School	504	18	411	406	370	345	321	314	305	308	298	303
Bonaly Primary School	462	16	418	408	416	399	389	389	388	379	384	376
Broomhouse Primary School	259	10	195	188	188	186	182	172	178	173	173	173
Broughton Primary School	462	16	335	333	330	319	315	313	313	313	313	313
Brunstane Primary School	420	14	251	260	258	257	262	255	254	250	259	274
Bruntsfield Primary School	630	21	604	612	596	593	605	590	586	597	587	598
Buckstone Primary School	462	16	478	503	491	483	469	460	454	416	362	371
Bun-sgoil Taobh na Pairce	462	16	422	445	456	450	458	447	455	455	453	455
Canal View Primary School	420	14	337	338	340	327	335	327	331	331	331	331
Carrick Knowe Primary School	504	18	301	297	286	275	269	261	267	268	265	276
Castleview Primary School	434	15	390	398	388	412	424	424	418	411	428	440
Clermiston Primary School	504	18	460	448	425	419	412	417	418	412	416	419
Clovenstone Primary School	434	15	226	209	201	188	177	165	167	166	166	166
Colinton Primary School	210	7	174	161	150	141	138	135	129	126	125	126
Corstorphine Primary School	630	21	540	515	496	488	461	451	427	427	427	427
Craigentinny Primary School	420	14	286	285	281	263	259	253	249	245	245	244
Craiglockhart Primary School	476	17	345	326	316	292	287	283	275	268	279	273
Craigour Park Primary School	560	20	475	461	441	403	390	356	348	338	337	339
Craigroyston Primary School	434	15	294	306	301	303	303	309	307	307	302	306
Cramond Primary School	476	17	413	401	400	385	386	390	401	401	410	410
Currie Primary School	546	19	528	527	532	534	514	505	490	496	501	501
Dalmeny Primary School	112	5	74	76	74	73	66	67	70	70	67	71
Dalry Primary School	420	14	263	247	231	218	200	193	192	183	177	177
Davidson's Mains Primary School	630	21	511	476	480	462	451	427	426	426	427	422

APPENDIX 2: Baseline Projections 2020

Dean Park Primary School	476	17	481	494	499	505	520	516	503	510	511	505
Duddingston Primary School	434	15	372	385	373	366	361	362	364	365	354	361
East Craigs Primary School	476	17	408	410	405	412	417	405	407	419	413	413
Echline Primary School	315	12	312	314	296	272	270	253	247	238	233	237
Ferryhill Primary School	420	14	337	327	311	284	277	261	252	248	249	246
Flora Stevenson Primary School	630	21	552	545	532	512	496	470	464	464	460	455
Forthview Primary School	434	15	421	423	419	412	413	417	407	407	405	413
Fox Covert ND Primary School	329	13	298	310	295	293	291	300	299	296	296	310
Fox Covert RC Primary	217	8	150	142	144	144	145	144	143	142	142	142
Frogston Primary School	420	14	75	117	160	194	231	268	283	280	280	278
Gilmerton Primary School	546	19	413	387	352	337	307	300	287	289	286	306
Gracemount Primary School	560	20	492	485	463	430	414	374	371	371	371	371
Granton Primary School	560	20	505	524	487	463	455	450	438	423	410	410
Gylemuir Primary School	546	19	508	510	528	537	530	540	537	547	553	555
Hermitage Park Primary School	420	14	307	282	266	254	244	238	231	225	233	241
Hillwood Primary School	84	4	73	71	69	65	67	67	68	65	65	64
Holy Cross RC Primary	315	12	249	225	202	187	175	178	180	180	179	179
James Gillespie's Primary School	630	21	592	561	541	523	500	477	461	467	473	473
Juniper Green Primary School	434	15	389	387	390	390	400	400	404	420	420	423
Kirkliston Primary School	693	23	687	764	811	836	870	917	961	972	972	972
Leith Primary School	476	17	309	295	305	294	288	281	290	291	290	289
Leith Walk Primary School	420	14	220	208	197	174	164	155	153	153	153	153
Liberton Primary School	476	17	448	438	423	421	416	411	417	411	408	408
Longstone Primary School	315	12	230	221	199	207	203	194	193	198	198	203
Lorne Primary School	259	10	186	174	165	161	147	145	147	147	147	147
Murrayburn Primary School	420	14	341	344	315	294	273	260	259	272	264	278
Nether Currie Primary School	210	7	176	195	211	224	238	254	273	284	284	289
Newcraighall Primary School	210	7	184	189	203	229	250	271	293	314	332	330
Niddrie Mill Primary School	434	15	297	299	299	304	302	296	302	302	302	305

APPENDIX 2: Baseline Projections 2020

Oxgangs Primary School	434	15	327	311	305	280	275	279	274	272	273	273
Parsons Green Primary School	420	14	296	289	275	266	269	271	278	274	272	274
Pentland Primary School	504	18	461	457	450	427	419	423	413	401	401	401
Pirniehall Primary School	329	13	278	262	247	229	200	185	170	170	170	170
Preston Street Primary School	315	12	258	241	244	229	212	205	197	197	201	193
Prestonfield Primary School	294	11	177	168	164	159	157	152	148	150	154	152
Queensferry Primary School	504	18	483	508	548	575	603	630	645	671	688	682
Ratho Primary School	294	11	280	293	302	309	316	318	337	341	346	346
Roseburn Primary School	294	11	231	215	204	193	180	177	175	171	173	174
Royal Mile Primary School	210	7	158	144	139	121	109	104	102	100	100	98
Sciennes Primary School	630	21	641	631	603	570	550	528	506	482	473	480
Sighthill Primary School	294	11	234	219	200	202	189	189	179	183	183	183
South Morningside Primary School	630	21	657	649	640	633	613	592	598	572	569	574
St Catherine's RC Primary	210	7	213	213	216	219	221	226	230	229	234	233
St Cuthbert's RC Primary	210	7	184	175	176	176	173	169	168	168	168	168
St David's RC Primary	329	13	320	325	321	297	297	288	285	285	281	284
St Francis' RC Primary	294	11	267	281	287	282	280	289	298	300	300	305
St John Vianney RC Primary	259	10	224	231	240	249	242	232	242	243	243	245
St John's RC Primary	434	15	374	370	363	357	353	349	346	344	343	348
St Joseph's RC Primary	329	13	332	327	317	298	292	293	285	284	282	283
St Margaret's RC Primary	210	7	104	110	111	114	118	120	123	125	125	126
St Mark's RC Primary	210	7	159	154	156	152	151	147	143	139	140	138
St Mary's (Edinburgh) RC Primary	434	15	302	276	262	236	229	229	222	218	217	217
St Mary's (Leith) RC Primary	420	14	299	290	281	274	272	265	268	267	266	266
St Ninian's RC Primary	315	12	228	205	183	185	168	161	163	156	156	156
St Peter's RC Primary	434	15	357	346	335	317	313	297	289	288	289	290
Stenhouse Primary School	420	14	331	332	327	311	306	303	302	302	302	301
Stockbridge Primary School	294	11	251	237	234	219	202	183	178	165	165	165
The Royal High Primary School	420	14	320	322	344	346	348	356	361	361	361	363

APPENDIX 2: Baseline Projections 2020

Tollcross Primary School	315	12	256	252	245	239	225	210	188	188	188	188
Towerbank Primary School	630	21	553	518	485	460	429	406	403	403	403	413
Trinity Primary School	630	21	563	565	547	527	513	489	463	463	455	461
Victoria Primary School	315	12	275	286	302	300	300	310	311	316	317	317
Wardie Primary School	560	20	457	434	410	396	384	373	377	386	387	387

APPENDIX 2: Baseline Projections 2020

Secondary School	Notional Capacity	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Balerno Community High School	850	831	846	887	926	953	994	1052	1087	1107	1145
Boroughmuir High School	1200	1454	1529	1578	1559	1579	1613	1574	1609	1659	1645
Broughton High School	1200	1198	1205	1224	1231	1214	1203	1186	1181	1164	1138
Castlebrae Community High School	600	349	395	447	488	510	547	559	579	585	588
Craigmount High School	1400	1263	1301	1335	1308	1306	1274	1261	1235	1217	1211
Craigroyston Community High School	600	657	682	716	710	717	728	746	762	788	781
Currie Community High School	900	754	775	766	767	770	776	783	776	799	815
Drummond Community High School	600	454	495	521	534	525	520	498	489	481	469
Firrhill High School	1150	1242	1251	1248	1241	1218	1200	1194	1194	1159	1150
Forrester High School	900	815	840	827	843	854	867	855	852	864	844
Gracemount High School	650	618	626	635	642	644	634	634	634	634	634
Holy Rood RC High School	1200	1121	1120	1125	1119	1124	1127	1099	1111	1106	1095
James Gillespie's High School	1450	1559	1647	1703	1828	1903	1959	1961	1956	1936	1856
Leith Academy	950	1006	1003	991	976	958	940	905	895	879	859
Liberton High School	1000	789	827	839	841	821	798	777	762	728	686
Portobello High School	1400	1452	1461	1442	1435	1409	1391	1359	1352	1356	1310
Queensferry Community High School	1200	1022	1059	1115	1196	1260	1308	1346	1436	1538	1606
St Augustine's RC High School	900	823	851	850	850	832	834	845	827	821	797
St Thomas of Aquin's RC High School	750	784	786	780	778	752	718	692	660	629	596
The Royal High School	1200	1334	1373	1436	1466	1459	1419	1406	1363	1307	1271
Trinity Academy	950	913	920	935	956	963	963	957	941	936	922
Wester Hailes Education Centre	750	402	409	410	407	402	395	384	372	365	357

APPENDIX 3: Cost Schedule

Action	Area m2	Nursery m2 (included)	SFT Base Cost/m2	Base Date	Base Date TPI	Q1 2021 TPI*	Cost/m2 Q1 2021	Net Construction Cost	Abnormal Costs	Fees	Net Total Cost	CEC Quality Uplift (e.g. Passivhaus, landscaping, etc)	Contingency	Total Cost Q1 2021
New Primary Schools: Cost / m2 based on SFT Cost Metric and CEC Schedule of Accommodation												12%	5%	
New 21 class Primary School and 128 Nursery	4,419	853	£3,742	Q4 2017	327	328	£3,753				19,787,628	2,374,515	1,226,833	£23,388,977
New 14 class Primary School and 128 Nursery	3,348	853									15,771,144	1,892,537	977,811	£18,641,492
New 11 class Primary School and 128 Nursery	2,784	853									13,652,400	1,638,288	846,449	£16,137,137
New 7 class Primary School and 60 Nursery	1,999	477									9,294,877	1,115,385	576,282	£10,986,545
Primary School extensions: Cost / m2 based on Sciennes Primary School 4 class extension Stage 2 Cost Plan and CEC Schedule of Accommodation												10%		
4 Class Extension	455	-	£5,365	Q1 2021	328	328	£5,365	£224,000	-	-	£2,665,075	inc	£266,508	£2,931,583
3 Class Extension	290	-	£5,365				£5,365	£108,856	-	-	£1,664,706	inc	£166,471	£1,831,177
2 Class Extension	213	-	£5,365				£5,365	£165,742	-	-	£1,308,487	inc	£130,849	£1,439,336
1 Class Extension														£719,668
Dining Hall Extension														£719,668
Additional Secondary School Capacity: Cost / m2 based on Currie HS Draft Stage 3 Costs & Schedule of Accommodation												5%		
Additional Secondary School Capacity - Per Pupil	12.76	-	£3,130	Q1 2021	328	328	£3,130	£39,933	£604	£4,775	£45,312	£4,792	£2,505	£52,609

City Plan 2030

Housing Technical Note

City of Edinburgh Council

September 2021

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Purpose

The Housing Technical Note sets out the background to the Housing Supply Targets and Housing Land Requirement set out in City Plan 2030.

Executive Summary

1. City Plan 2030 sets out the number of homes to be delivered over the period 2022-2032. The Housing Supply Targets must be reasonable and deliverable. The Housing Supply Targets are supported by evidence and have been set using a methodology compliant with [Scottish Planning Policy](#) and related guidance.
2. In City Regions, the requirements for new housing are set by the Strategic Development Plan. Edinburgh's current Strategic Development Plan is the [South East Scotland Strategic Development Plan \(SDP 1\)](#) approved in 2013 and [Housing Land Supplementary Guidance October 2014](#).
3. SDP 1 provides an all tenure housing supply target for the SESplan region to 2032 but does not provide a breakdown by local authority beyond 2024. A [Proposed SDP 2](#) was rejected by Scottish Ministers, following this there are no approved housing supply targets for Edinburgh which cover the entire period of City Plan 2030 (2022-2032).
4. A Housing Need and Demand Assessment (HNDA 2) carried out for the SESplan region in 2015 is the most up to date assessment of future housing need and demand for the City of Edinburgh over the City Plan period. Over 60% of the 38,000 to 46,000 homes it required for Edinburgh were affordable tenures.
5. The HNDA 2 numerical estimates have been used alongside other relevant factors to identify the Housing Supply Targets for City Plan. These factors include the need to align with the spatial strategy, availability of resources to deliver required supporting infrastructure and the rate of past and recent completions.
6. Affordable Housing Supply Targets have not been set at a level that would meet the full estimate of need for affordable homes estimated by HNDA 2. Delivery of affordable housing is severely limited by funding. The Council Business Plan 2017-2022 set out a commitment to develop a programme to deliver at least 10,000 social and affordable homes over the following five years, with a plan to build 20,000 by 2027. The [2021-2024 Council Business Plan](#) continued this commitment. Affordable Housing Supply Targets reflect the significant need for affordable housing but are set at a level that is realistic and deliverable. Market Housing Supply Targets exceed the demand. This is because market housing can help meet some, but not all, of the shortfall in the need for affordable housing through more affordable types of market housing, help to buy and an expanded role for new build private rented sector housing.

7. A market target of 19,559 and new build affordable target of 17,352 units are set out providing a total Housing Supply Target for the period 2021-2032 of 36,911. The Housing Supply Targets are considered deliverable over the plan period.
8. City Plan 2030 also sets out the level of housing land required to enable the Housing Supply Targets to be met. A 20% margin has been applied to the housing supply target to provide a housing land requirement of 44,293. This is at the upper level of the generosity level set out in Scottish Planning Policy. This reflects the brownfield strategy and its inherent risks.
9. The Spatial Strategy prioritises new homes on brownfield land and redevelopment of existing areas. In line with this, City Plan 2030 allocates sites suitable for housing led mixed-use development in the urban area and across strategic sites. These sites were identified by a [Housing Study](#) and have been assessed for their potential to come forward for development in the plan period.
10. Land for 26,284 units has been allocated within the Council area. Combined with current land supply, which includes sites carried forward from the Edinburgh Local Development plan 2016, this provides a total land supply of 57,544. This is a surplus of more than 20,000 units over the housing supply target. The overall land supply is considered to provide flexibility, with a range of sites, and provides sufficient land to ensure that should some sites not come forward for development as expected there will be adequate land to meet the housing land requirement and maintain a five year effective supply.
11. The Council will take an active role to deliver affordable housing, forming partnerships with public and private sector landowners and developers, and the use of compulsory purchase powers where necessary. The Council has a [Land Strategy to Support Delivery of Affordable Housing and Brownfield Regeneration](#) which supports the delivery of place based area regeneration in partnership with local communities; with the Council acting as enabling developer; de-risking Planning and infrastructure requirements.
12. The Council's Housing Revenue Account (HRA) investment programme in land and new build homes will provide for a significant proportion of the 20,000 affordable homes.

1. Edinburgh Context

- 1.1 Edinburgh's population has grown by 13% in the last 10 years. According to the National Records of Scotland population projections (2018), Edinburgh's population will continue to grow at an annual average of around 3,100 per year taking the total population of the city to 563,800. Such growth places a demand on the city to continue to provide good quality housing for an expanding population.
- 1.2 Significant demographic changes are expected which impact on housing needs. The number of single person households is projected to increase more than any other household type. It is anticipated that the number of older people who require intensive levels of support will increase by 60% in 2032. More people will be living with long-term conditions, disabilities and complex needs.
- 1.3 Over a quarter of households live in private rented accommodation. The average advertised monthly private rent in Edinburgh was £1,162 in the second quarter of 2021, compared with £882 in Glasgow and a national average of £883¹.
- 1.4 Social rented homes account for only 14% of the housing stock in Edinburgh, compared to the Scottish average of 23%. There is a high demand for social rented housing with an average of almost 190 households bidding for every social rented home that becomes available for let.
- 1.5 The lockdown restrictions during the initial period of the Covid-19 pandemic effectively saw the house sales market frozen over Spring 2020, but a sharp increase was observed as restrictions eased. Despite a second lockdown in Scotland, ESPC reported that, in the three months of December 2020 to February 2021, the average selling price for homes Edinburgh, the Lothians, Fife and the Borders had increased by 6.2% year-on-year to £265,446. Edinburgh is the least affordable city in Scotland to buy a home.
- 1.6 Edinburgh has experienced a steep rise in the number of residential dwellings being used as short- term lets, taking homes out of the housing market. The rapid growth in short- term lets is creating further pressure on supply, rent levels and house prices in some areas. The Covid-19 pandemic has driven some short-term lets back to long term lets in the last year, however the lasting impact is yet to be seen.

¹ [Scottish PRS Rental Report From Citylets Q2 2021](#)

2. National Policy Context

2.1 Scottish Planning Policy sets out national planning policies relating to the preparation of development plans. Policy principles (SPP 2014 Para 110) to enable the delivery of new homes are set out. The planning system should:

- identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times;
- enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and
- have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders.

To deliver this:

- Plans should be informed by a robust housing need and demand assessment (HNDA)
- Plans should address the supply of land for all housing. They should set out the housing supply target (separated into affordable and market sector) for each functional housing market area, based on evidence from the HNDA. The target should be reasonable, should properly reflect the HNDA estimate of housing demand in the market sector, and should be supported by compelling evidence.
- Within the overall housing supply target plans should indicate the number of new homes to be built over the plan period. This figure should be increased by a margin of 10 to 20% to establish the housing land requirement.
- The housing land requirement can be met from a number of sources, most notably sites from the established supply which are effective or expected to become effective in the plan period, sites with planning permission, proposed new land allocations, and in some cases a proportion of windfall development.

Strategic development plans should set out the housing supply target and the housing land requirement for the plan area, each local authority area, and each functional housing market area. They should also state the amount and broad locations of land which should be allocated in local development plans to meet the housing land requirement up to year 12 from the expected year of plan approval, making sure that the requirement for each housing market area is met in full. Beyond year 12 and up to year 20, the strategic development plan should provide an

indication of the possible scale and location of housing land, including by local development plan area.

Local development plans in city regions should allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement of the strategic development plan up to year 10 from the expected year of adoption. They should provide for a minimum of 5 years effective land supply at all times. In allocating sites, planning authorities should be confident that land can be brought forward for development within the plan period and that the range of sites allocated will enable the housing supply target to be met.

Local development plans should allocate appropriate sites to support the creation of sustainable mixed communities and successful places and help to ensure the continued delivery of new housing.

- 2.2 A revised SPP was published in December 2020. This made several changes relating to housing policy:
 - The presumption in favour of development that contributes to sustainable development was been replaced with a presumption in favour of sustainable development.
 - References to plans being ‘out of date’ were removed.
 - Shortfall in land supply not the sole or overriding factor in determining a planning consent. In the first instance wider policies within the development plan can still apply to assess whether developments are sustainable.
 - Removed direct link with calculating the 5-year Effective Land supply to the presumption in favour of sustainable development.
- 2.3 A [judicial review](#) of the December 2020 amendments to SPP and introduction of [Planning Advice Note 1/2020](#) was granted on the ground that the consultation was unfair. As a result SPP reverts to the manner it was framed prior to the Scottish Planning Policy-Finalised Amendments-2020. This decision may be appealed, or the issues addressed through National Planning Framework 4, or other policy changes.
- 2.4 [SPP 2014](#) includes the provision that where a development plan is out of date there is a presumption in favour of sustainable development. This presumption remains in place. A development’s contribution to sustainability by addressing a shortage of housing land supply remains capable of being outweighed by other development plan (or other material considerations) that indicate the development is not sustainable.
- 2.5 The [NPF 4 Position Statement](#) indicated a potential policy change to replacing the current focus on maintaining a 5 year supply of effective housing land with a longer

term perspective so that future plans can promote immediate deliverability and viability, and steer development to appropriate locations in line with the plan's spatial strategy, informed by an infrastructure-first approach.

3. Housing Supply Targets

Housing Need and Demand

- 3.1 [SPP 2014](#) requires the development plan to set out the housing supply target (separated into affordable and market sector) for each functional housing market area, based on evidence from a Housing Need and Demand Assessment.
- 3.2 A Housing Need and Demand Assessment (HNDA) is a technical document which sets out estimates of future housing need and demand over a 20 year period, covering owner occupation, private rent, below market rent and social rent. HNDAs are designed to give broad, long-run estimates of what future housing need and demand might be, rather than precision estimates.
- 3.3 The housing supply target is a policy view of the number of homes the authority has agreed will be delivered in the housing market area over the period of the development plan and local housing strategy, taking into account wider economic, social and environmental factors, issues of capacity, resource and deliverability. SPP 2014 (para 115) states that the target:
 - should reflect the HNDA estimate of housing demand in the market sector
 - must be reasonable
- 3.4 In City Regions, the requirements for new housing are set by the Strategic Development Plan. Edinburgh's current Strategic Development Plan is the South East Scotland Strategic Development Plan (SDP 1) approved in 2013 and [Housing Land Supplementary Guidance October 2014](#).
- 3.5 SDP 1 sets out an all tenure housing requirement for Edinburgh to 2024 based upon evidence from a housing need and demand assessment (HNDA 1). The background to the SDP 1 requirement is set out in the [SESplan Housing Land Technical Note September 2011](#).
- 3.6 A new Strategic Development Plan (Proposed SDP2) was prepared by SESplan in 2016. The Proposed SDP2 set out a housing supply target, over the period of SDP2 (2018-2030), by tenure, for Edinburgh, based upon an updated HNDA (HNDA 2).
- 3.7 HNDA 2 provided three different scenarios of future need and demand for the period 2012 and 2032 based upon different potential economic futures:
 - Steady Recovery (lower scenario)
 - Wealth distribution (medium scenario)
 - Strong economic growth (highest scenario)

Oxford Economics carried out a study to assist SESplan in selecting the most appropriate scenario upon which to base its Housing Supply Targets. The study concluded that either of the two lower forecasts of need/demand may be suitable but that the higher scenario was unrealistic.

- 3.8 The Proposed SDP2 was submitted to Scottish Ministers for approval in June 2017 but rejected in May 2019 on transport grounds.
- 3.9 SDP 1 provides an all tenure housing supply target for the SESplan region to 2032 but does not provide a breakdown by local authority beyond 2024. Following the rejection of the Proposed SDP 2, there are no approved housing supply targets for Edinburgh which cover the entire period of City Plan 2030 (2022-2032).
- 3.10 HNDA 2 is the most up to date assessment of future housing need and demand for City of Edinburgh over the City Plan period. HNDA 2 has been prepared in line with [Scottish Government's HNDA Guidance](#) and determined to be robust and credible by the Scottish Government.
- 3.11 Taking account of completions HNDA 2 identifies a need for 42,900 affordable homes in the period 2021-2032. A Review of Housing Need and Demand in Edinburgh was carried out in September 2020. The study includes a review of HNDA 2 (2015) figures, interpretation of HNDA 2 in Choices for City Plan 2030, along with other available evidence on need and demand. The study also examined the likely impact of the current crisis/recession on demand for affordable housing. The findings from the study show continued stable demand for market housing, even in the context of the Covid-19 pandemic, and particularly at the more 'affordable' end of the market. The reviewed HNDA 2 estimates indicate an increased need for affordable housing. Projecting forward on the basis of either the low or medium scenarios was considered reasonable, but there was little evidence to support the high projections. The risks associated with the ongoing pandemic and resultant recession to the housing market were considered likely to be short-medium term (2-3 years) and unlikely to affect the long-term market fundamentals. The study concluded that the City Plan Housing Supply Target set out in Choices was reasonable when considered against the reviewed HNDA2 estimates of need and demand. HNDA 2 therefore forms the basis to determine how much of the remaining regional housing supply target from SDP1 should be met within Edinburgh over the period of City Plan (2022-2032). This is set out in Table 1.

**Table 1: Housing Need/Demand
(HNDA 2)**

Wealth Distribution Scenario	2012-2032	Completions 2012 - 2021	Need Demand 2021 - 2032
Social Rent	36,969		
Below market rent	12,944		
Total Affordable	49,913	6,984	42,929
Private rent	12,125		
Owner occupied	19,647		
Total Market	31,772	12,213	19,599
Total Housing	81,685	19,197	62,488

Responses to Choices for City Plan 2030 - Main Issues Report

- 3.12 Choices set out a proposed housing supply target based upon the approach set out above. A number of responses were received, including the argument for a higher supply target. However, as outlined above, the household growth and economic analysis provided by the Review of Housing Need and Demand in Edinburgh, September 2020 did not support this.

Translating HNDA 2 into Housing Supply Target

- 3.13 SPP 2014 requires that the LDP sets the housing supply target (HST), split between affordable and market housing based on evidence from the HNDA. The housing supply target is a policy view of the number of homes that can be delivered over the period of the plan. Neither the market nor affordable HST can be set without reference to each other.

The target should be reasonable, should properly reflect the HNDA estimate of housing demand in the market sector, and should be supported by compelling evidence.

- 3.14 HNDA 2 identifies a need for 42,900 affordable homes and 19,600 market homes. This provides a baseline which has been considered in the context of the wider economic, social and environmental factors, issues of capacity, resource and deliverability.
- 3.15 The greatest need is for affordable housing. Delivery of affordable housing is largely determined by availability of funding. The [Council's Strategic Housing Investment Plan \(SHIP\) 2020-2025](#) sets out the delivery plan for new affordable homes. Around half of the sites included in the SHIP are in the control of private sector landowners and developers. Delivery of affordable housing is, therefore, also dependent to a

significant extent upon private sector housing delivery and the Affordable Housing Policy of the development plan.

- 3.16 SPP 2014 (para 129) states that plans should identify any expected developer contributions towards delivery of affordable housing. Where a contribution is required, this should generally be for a specified proportion of the serviced land within a development site to be made available for affordable housing. Planning authorities should consider the level of affordable housing contribution which is likely to be deliverable in the current economic climate, as part of a viable housing development. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses. Consideration should also be given to the nature of the affordable housing required and the extent to which this can be met by proposals capable of development with little or no public subsidy.
- 3.17 Given the level of need for affordable housing and limitations on funding there is a need to maximise the amount of affordable housing provided through the market, but this must be balanced with the viability for developers to provide this. On behalf of the Council, the District Valuer carried out an exercise in 2019 to model the impact of changes to affordable housing policy on development viability in Edinburgh.
- 3.18 To demonstrate a correlation between the Affordable Housing percentage requirement and the Existing Use Value / Alternative Use Value of existing brownfield sites, the impact on value of an actual sample brownfield site which could, in the medium term, be brought forward for redevelopment purposes was examined, assuming both redevelopment for existing use and redevelopment for residential use.
- 3.19 The exercise suggests that land values in Edinburgh are high enough to justify an affordable housing requirement above 25%. Review of this exercise in March 2021 concluded that the correlation between land value and the level of affordable housing provision that can potentially be sustained is broadly the same as that identified in 2019. Based upon this, City Plan 2030 sets an affordable housing requirement of at least 35%. This reflects that the greatest need is for affordable housing.
- 3.20 The Council Business Plan 2017-2022 set out a commitment to develop a programme to deliver at least 10,000 social and affordable homes over the following five years, with a plan to build 20,000 by 2027. The evidence for this commitment comes from HNDA 2 need and demand figures and particularly from the tenure split it defined, with over 60% of the 38,000 to 46,000 homes it required for Edinburgh being affordable tenures. The [2021-2024 Business Plan](#) continues this objective and reports on progress.

- 3.21 Over 6,300 affordable homes have been approved during the first four years of this commitment, and over 4,600 affordable homes have been either completed or acquired. The Strategic Housing Investment Plan 2021-2026 sets out a pipeline of 10,036 affordable homes that could be approved for site start and 11,370 potential completions over the next five years. There are currently around 2,000 affordable homes under construction on over 30 sites in the city.
- 3.22 It is not realistic to set a target which provides in full for the need for affordable housing identified in HNDA 2. It would not be possible to deliver that amount of affordable housing within the period of plan with regard to the issues of capacity and resources. The affordable housing supply target has been set at 17,350 for the period 2021 - 2032. This will meet the Council Commitment in full and acknowledges that affordable housing will continue to be delivered beyond 2027. It takes account of the constraints on delivery of affordable housing and the reliance on market housing to provide affordable housing.
- 3.23 SPP 2014 requires that targets reflect the estimate of demand in the market sector. The average number of completions over the last 10 years is 2,070, affected in part by the 2008 recession and its impacts. 2019/20 completions were 2,967 homes, one of the highest figures ever. Whilst the lockdown measures to address the Covid-19 pandemic have had an impact on periods of demand and for 2020/21 completions were 1,716, underlying levels of demand remain strong.
- 3.24 To meet the market demand and provide a realistic target for affordable housing Table 2 sets out Housing Supply Targets for the period of City Plan 2021-2032.

Table 2: City Plan Housing Supply Targets 2021-2032

Market Demand 2012 - 2032 (HNDA2)	31,772
Completions 2012 - 2021	12,213
Market Target 2021 - 2032	19,559
Affordable target 2017 - 2027	20,000
Affordable target 2027-2032 (@500 per year)	2,500
New build Completions 2017-2021	3,306
Open Market Shared Equity 2017-2021	882
Open Market Shared Equity 2021 - 2027 (assume 160 per year)	960
New build affordable target 2021 - 2032	17,352
Total Housing Supply Target 2021 - 2032	36,911

NPF4- Housing Land Figures

- 3.25 The Planning (Scotland) Act 2019 set out that the National Planning Framework (NPF) would be a statutory part of the development plan. As part of this the Act set out that the NPF would incorporate setting targets for new homes. It is expected that the NPF4 will be adopted in Spring 2022.
- 3.26 A proposed methodology for calculating the amount of housing land that should be allocated as a default minimum requirement in Local Development Plans was issued to local authorities for comment in February 2021. Advice to local authorities is that consideration of the estimates should be informed by local input and evidence, and factor in policy ambitions to support growth in local housing provision. Consideration should also be given to relevant national drivers. The guidance advises that this local input should factor in policy initiatives and ambitions to support growth in housing provision and delivery. It should also consider any alternative assumptions on the household formation projections, existing housing need and the flexibility allowance, and take into account levels of housing completions achieved.
- 3.27 The methodology is similar to the starting point of HNDA methodology, using household projections from the National Records of Scotland and a count of existing need from government statistics. A flexibility allowance of 25% for urban areas is added to set the minimum default figure for NPF for a 10-year period. It is then for Local Authorities to work collaboratively with an evidence based approach as to any proposed alternative to the minimum default figure. The following considerations should be taken into account:
- Estimates of homelessness and hidden households
 - Impact of Local connection –
 - The outcome of Housing Need and Demand Assessment 3 (HNDA3)
- 3.28 Using the proposed methodology issued by Scottish Government, the minimum all-tenure housing land requirement for Edinburgh, including 25% flexibility allowance would be 27,600.
- 3.29 In responding to the proposals on the minimum housing land requirement, the Council felt that a higher minimum figure was appropriate as the default methodology does not adequately account for the required delivery of affordable housing as a factor affecting the amount of land needed. The most up to date information on tenure split is given by HNDA 2, where more than 60% of need and demand is of an affordable tenure (including MMR etc). Applying that split to the 10-year minimum housing land supply calculated from the housing projections indicates that only around 9,000 market homes would be needed in the area over that period or 900 completions per year. Recent market completions have risen to some 2,000

per year. The evidence, therefore, suggests that the default figure is an underestimation of market demand as well as of affordable need.

- 3.30 Affordable homes are only partly delivered by the Council and RSLs on their own or acquired land as 100% of site tenure with a high proportion delivered at lower rate on market sites through affordable housing policy requirements. It is essential in calculating a realistic land supply to take account of this as it means a higher level of land supply is required to deliver the affordable homes needed. Equally where sites owned by the Council or RSLs are larger it will be desirable to ensure mixed communities are created or maintained by seeking market delivery alongside the affordable element, with the same consideration.
- 3.31 Taking account of the above, in its [response to the Scottish Government](#) proposals for minimum housing land requirements for NPF4, the Council proposed that an appropriate default minimum housing land requirement figure for City Plan should be 48,125.

Table 3: City of Edinburgh NPF 4 proposed minimum housing land requirement

	NPF4 estimates		CEC	
Input	Annual	Cumulative	Annual	Cumulative
Newly forming households	1,990	19,905	1,990	19,905
Existing Housing Need	2,140	2,140	4,135	4,135
Affordable requirement + additional market supply	-	-	-	14,460
Subtotal	-	22,045		38,500
Flexibility Allowance		25%		25%
Total		27,555		48,125

HNDA 3

- 3.32 The local authorities within South East Scotland area are jointly preparing Housing Need and Demand Assessment 3 (HNDA3) for South East Scotland. Emerging draft results have been prepared for each local authority under several different scenarios and following consultation it is anticipated that HNDA3 will be finalised in Spring 2022. Whilst the draft results may be subject to change following consultation, the estimates of future need and demand for new housing under the default scenario are set out in Table 4 below.

Table 4: Draft HNDA3: Default Scenario

	2020 -2025	2025 -2030	2030 -2035	2035 -2040	2020 - 2040	Av. Per annum
Social rent	1,880	711	645	513	18,747	937
Below market	511	435	416	367	8,644	432
PRS	313	298	307	285	6,015	301
Buyers	577	531	540	487	10,676	534
Total p.a.	3,281	1,975	1,909	1,652	44,082	2,204
Affordable p.a.	2,391	711	645	513	21,302	1,065
Market p.a.	889	435	416	367	10,534	527

3.33 Similar to HNDA 2, the draft HNDA 3 estimates for need and demand for new housing show a strong need for affordable housing compared to market housing. Similar to the methodology for minimum housing land requirements proposed for NPF4, the total need and demand estimates are based upon population and household projections which may underestimate recent strong demand for housing experienced in Edinburgh. Table 5 compares the results from HNDA 2, the draft results from HNDA 3 and the housing supply targets for City Plan 2030.

Table 5: HNDA 2, HNDA 3 estimates of need/demand 2021 – 2032 and Housing Supply Targets from City Plan 2030

	HNDA 3 Default		HNDA 3 Strong Growth		HNDA 2 - Wealth Distribution*		City Plan Targets	
	Total	Annual average	Total	Annual average	Total	Annual average	Total	Annual average
Social rent	12,367	1,124	15,580	1,416	20,333	1,848		
Below market	5,049	459	6,019	547	7,119	647		
PRS	3,356	305	2,692	245	6,669	606		
Buyers	6,041	549	7,205	655	10,806	982		
Affordable	17,417	1,583	21,599	1,964	27,452	2,496	17,352	1,446
Market	9,397	854	9,898	900	17,475	1,589	19,559	1,778
Total	26,814	2,438	31,497	2,863	44,927	4,084	36,911	3,356

* The Need/Demand estimates for the HNDA 2 Scenario are based upon the annual average need demand for the period 2012 – 2032. They do not account for completions that have occurred between 2012 and 2021 as in Table 1 above.

4. Housing Land Requirement

- 4.1 SPP 2014 states that plans should indicate the number of new homes to be built over the plan period- the Housing Supply Target. This figure should be increased by a margin of 10 to 20% to establish the housing land requirement, in order to ensure that a generous supply of land for housing is provided. The exact extent of the margin will depend on local circumstances.
- 4.2 Affordable housing delivery is related to the level of resources, primarily finance to fund affordable housing delivery. Further availability of land for affordable housing will not increase the likelihood affordable housing is delivered. Therefore decisions on generosity margins primarily relates to delivery of market housing.
- 4.3 It is acknowledged that the spatial strategy may require higher levels of intervention than might be the norm. The Council has also acknowledged that using Compulsory Purchase Orders to facilitate development may be needed. A generosity allowance of 20% has been applied to the housing supply target. This is the upper limit of that set out in SPP 2014. This reflects the brownfield strategy and its inherent risks. It will ensure there is adequate land to provide for need and demand, where some sites may fail due to ownership, infrastructure or economic reasons. Table 5 sets out the Housing Land Requirement for City Plan.

Table 6: City Plan Housing Land Requirement 2021-2032

	Total	Market	Affordable
Housing Supply Target	36,911	19,559	17,352
Generosity Allowance: 20%	7,382		
Housing Land Requirement	44,293		

5. Housing Land Supply

- 5.1 SPP 2014 states that planning authorities should be confident that allocated land can be brought forward for development within the plan period and that the range of sites allocated will enable the housing supply target to be met. They should allocate a range of sites which are effective or expected to become effective in the plan period to meet the housing land requirement in full. Beyond year 10 and up to year 20, the local development plan should provide an indication of the possible scale and location of the housing land requirement.
- 5.2 The housing land requirement can be met from a number of sources, most notably sites from the established supply which are effective or expected to become effective in the plan period, sites with planning permission, proposed new land allocations, and in some cases a proportion of windfall development.
- 5.3 Planning Authorities should provide a minimum of 5 years effective land supply at all times. Local development plans should allocate appropriate sites to support the creation of sustainable mixed communities and successful places and help to ensure the continued delivery of new housing.
- 5.4 The latest land supply position is set out in the Housing Land Audit and Completions Programme 2021 . This shows an established land supply which could provide over 33,000 new homes. This is land that has received planning permission or is allocated in the current Local Development Plan. Table 7 below summarises the current land supply.
- 5.5 To ensure a land supply that meets the requirement of necessitates the allocation of further housing sites. SPP 2014 para 2 states that planning should promote the most efficient use of land. Para 40 sets out principles for spatial strategies in LDPs which include:
 - considering the re-use or re-development of brownfield land before new development takes place on greenfield sites;
 - optimising the use of existing resource capacities, particularly by co-ordinating housing and business development with infrastructure investment including transport, education facilities, water and drainage, energy, heat networks and digital infrastructure;
 - using land within or adjacent to settlements for a mix of uses;
 - locating development where investment in growth or improvement would have most benefit for the amenity of local people and the vitality of the local economy.

- 5.6 SPP 2014 (Para 48) states that “strategic and local development plans should be based on spatial strategies that are deliverable, taking into account the scale and type of development pressure and the need for growth and regeneration. An urban capacity study, which assesses the scope for development within settlement boundaries, may usefully inform the spatial strategy, and local authorities should make use of land assembly, including the use of compulsory purchase powers”.
- 5.7 SDP 1 sets out a spatial strategy for Edinburgh and the South East to 2032. It steers housing growth to sustainable locations where there is infrastructure capacity or which minimise the requirement for additional investment. New housing development is focussed on brownfield land and land within thirteen Strategic Development Areas (SDAs). Within Edinburgh 4 SDAs are identified - West Edinburgh, South East Edinburgh, Edinburgh City Centre, and Edinburgh Waterfront.
- 5.8 City Plan’s spatial strategy directs new development to, and maximises the use of, brownfield land rather than greenfield land, improving and re-imaging Edinburgh’s neighbourhoods, rebuilding the city from within and delivering new communities in Edinburgh Waterfront, West Edinburgh and on major development sites across the city.
- 5.9 Brownfield land within the urban area was assessed to determine the potential for development and identify the housing capacity that could be delivered on that land. The assessment is set out in the [Choices Housing Study](#). Sites identified have been considered further to take into account changes in planning status, Choices consultation comments, intentions of public sector land owners and other site factors. Some sites have not been taken forward following this reassessment. The capacity of some sites has been adjusted as a result of more detailed consideration of individual sites and their capacity for development within the site constraints and any requirements for the provision of school infrastructure.
- 5.10 Existing LDP allocations will continue to deliver housing in the period of City Plan. Relevant sites have been carried forward into City Plan. The Housing Proposals Table of the Proposed Plan identifies the allocated housing sites.

Table 7: Housing Land Supply

Housing Land Supply	Total	Market	Affordable
Proposals			
Strategic Sites	14,250	9,263	4,987
Brownfield Sites	10,798	7,019	3,779
Legacy Sites	18,801	13,168	5,633
Proposals Total	43,849	29,450	14,399
Other Sites in current land supply	12,838	9,081	3,757
Consents since 31/03/21	263	233	30
New applications pending determination	478	360	118
Total Land Supply	57,428	39,124	18,304
Housing Supply Target	36,911	19,559	17,352
Surplus/Shortfall	20,517	19,565	952
% Flexibility/Generosity	56%		

- 5.11 Existing allocations and new housing sites provide a range of sites, which are effective or expected to become effective in the plan period, more than sufficient to meet the housing land requirement in full. Table 7 shows a land supply more than 50% greater than the Housing Supply Target in City Plan.
- 5.12 The public sector cannot deliver the affordable housing requirement itself therefore City Plan allocates more land than the combined requirement for market and affordable housing to allow affordable housing to be provided through the delivery of market housing.
- 5.13 Affordable housing is delivered by the Council and RSLs on their own or acquired land as 100% of site tenure, and at a lower rate on market sites through affordable housing policy requirements. Delivery of affordable housing is dependent on funding and as this is limited allocating more land for affordable housing will not bring forward more affordable housing. City Plan requires at least 35% affordable housing to be provided on market sites. More market housing is allocated to deliver the affordable housing that cannot be delivered by the public sector.
- 5.14 The aim of City Plan is to deliver mixed use sustainable communities on the allocated land supply set out and other suitable sites within the urban area. The generosity included in the land requirement combined with the sites allocated should ensure that if any site does not come forward as expected there is more than sufficient identified land supply to meet the requirement.

6. Delivery

- 6.1 To support delivery of a brownfield approach requires everyone to work together proactively. The Council will take an active role to deliver affordable housing, forming partnerships with public and private sector landowners and developers, and the use of compulsory purchase powers where necessary.
- 6.2 At a regional level the Edinburgh and South East Scotland City Region Deal (ESESCR) brings together key infrastructure and utility providers with public sector partners to share programme and investment plans to accelerate delivery of development, increase efficiencies and maximise investment. The Regional Housing Programme aims to accelerate the delivery of affordable housing and housing across all tenures and enable the development of seven major strategic housing sites including the Edinburgh Waterfront.
- 6.3 The Place Based Opportunities Board (PBOB) chaired by Council's Chief Executive provides a forum for partners to come together to develop a more joined up and place-based approach to creating and disposing of assets. The Council is actively seeking to position itself as purchaser of first resort to public bodies in the city and is uniquely placed to make strategic acquisitions; acting as the enabling developer by de-risking planning, regeneration and infrastructure requirements.
- 6.4 The HRA Business Plan includes around £120m for land acquisitions over the next ten years, with £19m included in both the 2021/22 and 2022/23 budgets.
- 6.5 Funding is also available to support land acquisition for social housing through the Affordable Housing Supply Programme. In 2019/20 grant funding of £9.6 million was secured for nine sites with around £10 million expected in 2020/21 to support delivery of six sites.
- 6.6 The Housing (Scotland) Act 1987 and Town and Country Planning (Scotland) Act 1997 hold provisions for compulsory purchase that enable delivery of housing, planning and regeneration. Scottish Ministers ([Planning Circular 6/2011](#)) encourage authorities to use these powers.
- 6.7 A key outcome of the Council Business Plan 2021-2024: Our Future Council, Our Future City is the ongoing delivery of the Council's 20,000 affordable homes programme.
- 6.8 The City Housing Strategy 2018 sets out the priorities for delivering housing and related services. The strategy covers all tenures and types of housing. The City Housing Strategy (CHS) has three outcomes:
 - People live in a home they can afford;
 - People live in a warm, safe home in a well-managed neighbourhood;

- People can move home if they need to.

CHS identifies key priorities under each of the three outcomes.

The delivery of the CHS is supported by key delivery plans. These include the Council's Housing Revenue Account (HRA) Business Plan and Capital Investment Programme and the Strategic Housing Investment Plan (SHIP).

- 6.9 The Council has a Land Strategy to Support Delivery of Affordable Housing and Brownfield Regeneration. 2021/22 and 2022/23 programme includes investment in development and construction of around 1,863 affordable homes on Council owned site. As at January 2021 a total of 27 sites had been approved for or already transferred from the Council's General Fund to the Housing Revenue Account (HRA) for affordable housing development. This includes former school, care home and depot sites. Sites are at various stages of design development and construction. In total these sites have the capacity to deliver nearly 3,000 homes. 1,391 new homes are in development and construction on Council owned sites with 351 new affordable homes expected to complete in 2021/22.
- 6.10 [A Strategic Housing Investment Plan \(SHIP\)](#) is submitted annually to Scottish Government and is a funding plan for the City of Edinburgh Council and Registered Social Landlord (RSLs) partners to provide affordable housing in the city over a five-year period. The 2021-2026 SHIP sets out a pipeline of 10,036 affordable homes which could be approved for site start and 11,370 anticipated completions between 2021 and 2026. Social and mid rent homes could be grant funded through the Affordable Housing Supply Programme and through innovative funding schemes that require little or no grant. This includes Edinburgh Living, private sector led Build to Rent and the Scottish Government's Mid-market Rent Invitation. The current programme aims to deliver over 17,200 homes by 2025/26. Additional approvals are expected to come forward in the later years of the SHIP to support the delivery of the 20,000 affordable homes commitment by 2027.
- 6.11 Build to Rent (BTR) is a form of private rent which provides purpose built rental accommodation with integrated placemaking and services. Financing from institutional investors enables developments that are not constrained by reliance on individual house sales or availability of mortgage finance. This has the potential to deliver regeneration at scale and pace and can deliver homes and places more quickly.
- 6.12 The contribution of the Private Rented Sector to increasing housing supply is recognised at national level. The Chief Planner has issued encouragement to planning authorities to support the sector. BTR is an emerging sector in Scotland and well established in England. There are examples from other cities, including Manchester and Aberdeen, which demonstrate the potential of BTR to accelerate

housing delivery. In consultation with developers and industry representatives a policy framework has been established to support the delivery of BTR in Edinburgh.

- 6.13 The full percentage of homes required by the Affordable Housing Policy will be sought on BTR developments. Grant funding is not required for the delivery of affordable BTR homes. These will normally be delivered as 'Intermediate Rent' by the BTR operator.
- 6.14 In Edinburgh, six planning applications which include over 550 affordable BTR homes have been approved. In total more than 3,000 private sector led BTR homes have had planning consent or will be considered by the end of the financial year. These include 253 homes at Freer Street, Fountainbridge, 338 homes at Skyliner in Leith, 476 homes at Springside in Fountainbridge, 1,180 homes at Edinburgh Park, 318 BTR homes at New Town Quarter, Dundas Street, and 464 homes at Bonnington Road Lane. Affordable BTR homes will be targeted at people on moderate incomes, with rents being set at 30% of BRMA, secured by Section 75 Agreement as affordable housing for a minimum of 25 years. The same number of social rented homes would require over £51 million of grant subsidy.
- 6.15 A further application at Steads Place for 110 BTR homes with 38 affordable rented homes delivered by a RSL was approved by Development Management Sub Committee in June 2021.
- 6.16 The tenure of mid-market rent is aimed at people who cannot afford home ownership but would not usually be eligible for social housing. The introduction of mid-market since 2010 has aided the Council in driving more value for every pound of Scottish Government grant provided.
- 6.17 A new housing company Edinburgh Living has been established in partnership between the City of Edinburgh Council and the Scottish Futures Trust (SFT) to deliver homes at mid-market rent and competitive market rent levels. The City of Edinburgh Council and SFT will share learning and financial models with city region partners, to explore regional delivery models.
- 6.18 Alternative models to deliver regeneration and affordable housing on private sector sites are being explored. Lease based models provide an opportunity for the Council to work in partnership with landowners and institutional investors who are interested in long term investment in an area rather than sale of land or homes.

City Plan 2030 Action Programme

- 6.19 City Plan adopts an infrastructure first approach, directing new development to where there is existing infrastructure. Where required to support new development, City Plan requires transport infrastructure and new and expanded community infrastructure including schools and health care,

- 6.20 The City Plan 2030 Action Programme sets out the key infrastructure actions necessary to bring each site forward for housing development. It is informed by the annual [Housing Land Audit and Completions Programme \(HLACP\)](#). The action programme will be used to manage infrastructure planning with a view to avoiding unnecessary constraints on delivery.



City Plan 2030

Primary Care Initial Assessment of Sites

1. Summary:

- 1.1 There is no doubt that the proposed City Plan 2030 will have a significant impact on Primary Care provision which is at capacity in many parts of the city and already struggling to meet additional new population demand.
- 1.2 This high level assessment of sites has not yet had input from the GP community. As independent contractors, it will be necessary to discuss with them the assumptions made in this initial assessment and refine them as required.
- 1.3 The likely actions needed to meet the population demand will include new actions, delivery of some outstanding actions in the current LDP Action Programme and re-consideration of approach in certain areas (including current planned actions).
- 1.4 City Plan has been reviewed by locality, assessing current provision and that proposed from LDP actions. There will be a requirement for a mixture of new GP practices (that is a new GP partnership and premises) as well as re-provision with increased capacity (re-provide existing GP practice(s) in new accommodation with increased capacity). Additionally in the SE Locality, there is merit in considering cross border solutions with the adjacent Health and Social Care Partnership.
- 1.5 Previously actions to address population growth in Edinburgh also included 'small schemes' at some practices, whereby the practice building was modified to increase capacity. Whilst not ruling this out as a possibility, the opportunity to continue with this as a solution to population growth in the city is now all but exhausted, and cannot be relied upon extensively. There remain some practice premises across the city where an 'intermediate scheme' – that is an extension or significant internal refurbishment – may still be an option preferred to a new build.
- 1.6 We continue to welcome any opportunities for consideration of joint developments e.g. through the schools programme and other community developments, whereby opportunities for public sector provision can be optimised.

2. North West Locality

Sites	Capacity (units)	Comments
Strategic West Edinburgh	5,350	Excludes Garden District (SW)
Brownfield	2,336	

2.1 The proposed strategic sites lie to the west of Edinburgh and extend further the development area of west Edinburgh already identified in the current Local Development Plan (LDP).

2.2 The current LDP Action Programme identifies a new practice requirement for the west, with capacity for 10,000 patients. This is in progress in a joint development with a new primary school. It is likely that this practice will be able to accommodate some of the population from the new strategic sites in the early stages. However, in due course another new GP practice would be required given that 5,350 units would generate additional population of over 10,000 people.

2.3 Although the brownfield sites are dispersed throughout the locality, there are two areas of immediate concern where there are several co-located sites which will create direct impact on existing local practices.

2.4 The first of note is the impact of the four sites at Royal Victoria Hospital, Crewe Road South, Orchard Brae Avenue and Orchard Brae giving a collective capacity of 859 units. The population generated from these developments would fall into the catchment areas of the two practices based in Stockbridge Health Centre. Neither of these practices has the capacity to increase within their present accommodation, which is functionally unsuitable for long term provision of health care and unable to be extended.

2.5 The second area of concern is the impact of the sites at Eyre Terrace and others around Canonmills, 397 units, which lie in the catchment area of Eyre Medical Practice. Again this practice is at capacity with no ability to extend the footprint of the current building. Even if the practice agreed to increase capacity, new premises would be required to address their accommodation constraints.

3. North East Locality

Sites	Capacity (units)	Comments
Strategic Seafield	800	
Brownfield	5,740	

- 3.1 There are three obvious areas of pressure generated by the proposed development sites in North East. The first of these is the accumulation of population which would be generated from the development of the Seafield strategic site, together with Craigentenny Depot and Sir Harry Lauder Road.
- 3.2 In the current LDP Action Programme, increased population in the area was able to be accommodated by physical enhancement of several local practices. However, the additional population from these further proposed sites, collectively c1300 units, means that practice provision will be insufficient and there is limited scope for increasing physical capacity in existing premises. Therefore it is likely that a new building will be required.
- 3.3 The second area of concern is the accumulation of brownfield sites between Leith Walk and Ferry Road, in Broughton/Pilrig/Bonnington. Although this area is covered by several practice catchments, there is no capacity at any of them to address the collective total (or indeed part) and increased physical capacity will be required. Given the constraints of existing accommodation for all these practices, a more detailed review of GP provision and accommodation should be undertaken. There is no doubt this is an area of significant concern. The opportunity of new accommodation on the CEC development site at Leith Walk (currently the tram depot site) is noted.
- 3.4 Thirdly, the proposed sites at The Wisp, Niddrie and Peffermill add a specific new pressure in this area. In the existing LDP Action Programme, it was identified that one of the local practices would require expansion to mitigate the impact of local developments. To date, the increase has been absorbed through small schemes but going forward a more substantial scheme will become imperative.

4. South East Locality

Sites	Capacity (units)	Comments
Strategic Bioquarter	2,500	
Brownfield	1,698	

- 4.1 The strategic site proposed at Edinburgh Bioquarter would generate sufficient population from the number of units to require a new practice in this area. In tandem with Edinburgh developments, additional new build pressure in Midlothian around the adjacent Danderhall area merit a joint analysis of the collective impact on GP provision in this area.
- 4.2 The South East of the city is an area already under considerable pressure from current LDP developments, particularly around the Gilmerton/Lasswade Road area. A new practice is proposed within the existing Action Programme which may be able to account for the additional brownfield site at Gilmerton Gateway in City Plan 2030. The population planned by the Bioquarter development would require separate consideration and likely another new practice as noted above.
- 4.3 Other proposed brownfield sites in South East will affect different practices, however the one of note is development of the Astley Ainslie Hospital (AAH) site, with capacity of 500 units. The practices which are jointly affected by this development are not able to physically augment their premises, and would require re-provision of accommodation with increased capacity. This also assumes that the practices would be willing to increase their practice list size to account for the new population and therefore subject to further discussions.
- 4.4 There is already an action in the current Healthcare Actions list, to address the pressures in this area. The development of AAH will require this to be reviewed and the action is likely to require expansion given the significant additional population increase proposed.

5. South West Locality

Sites	Capacity (units)	Comments
Strategic Garden District	1,350	Impacts on NW/West
Brownfield	3,618	

5.1 The Garden District strategic site will create significant new population in an area already under pressure. Whilst a new practice is in development for West Edinburgh at Maybury, accessibility from the Garden District to that practice is not straightforward and capacity will be required for the developments further west as previously indicated.

5.2 The obvious service solution would be to enhance access to GP services either heading east into the city, or on the south western most fringes adjacent to the bypass. Here there may be some scope with existing practices, to discuss the feasibility of increasing some capacity. As in other areas of the city, the constraints of existing physical accommodation require further analysis to identify what additional new build premises are needed.

5.3 If the Garden District is likely to expand any further than indicated in this plan, as has been mooted in the past, then a dedicated new practice would be required.

5.4 The concentration of brownfield sites in the Gorgie/Slateford/Longstone area – running between the railway line and Slateford Road/Lanark Road West – is another identified area of need for additional GP provision. GP services in this area are struggling to register patients currently, and will not be able to cope with the additional population which will be generated from these sites. Further analysis of how to increase capacity is required, although there is no doubt that it will require additional investment.

5.5 The development of the Redford Barracks site - 800 units- is significant, however, it is anticipated that this could be addressed by expanding capacity at existing local practices particularly those located in the nearby new health centre.

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Public Health

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Planning and Capital Development
Manager, Primary Care Support Team

City Plan 2030 Sites updated to reflect latest sites from CEC Planning (post SEPA) May 2021 (remember Strategic Sites mostly on separate tab below)

[illegible]

Impact on existing practices - Durham Rd, St Triduana's, Portobello, Milton & Southfield			1448
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Strategic	NE	Seafield	800
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334	NE	Westbank Street	Site contains Tumbles which is to be relocated within the site	1.8	Medium low density - (60-100)	144	105	176	Mixed housetypes. Mix of housing around the site 1 to 5 storeys tenements to bungalows, Recent developments in the mix of housetypes - recent developments nearby medium high density Baileyfield medium low surrounding area mix 2 storey houses to 4 storey apartments
400	NE	Sir Harry Lauder Road		1.3	Medium low density - (60-100)	104	123	215	
502	NE	Craigentanny Depot		5	Medium low density - (60-100)	400			

			1448	
Impact on NE Leith Cluster - between Bonnington Rd & Leith Walk predominantly				3015

7	NE	West Bowling Green Street	Rydens report concludes site may not be available in the short to medium term	0.6	Medium High density - (100-175)	83	101	159	flats only - new development adjacent - 5 storeys warehouse style medium high density
8.2	NE	Newhaven Road (B)	Site area reduced to reflect boundary move away from Water of Leith banks	0.4	High density - (175-275)	90	82	129	Flats only - recent development nearby, high and medium high densities. Leith tenements traditionally medium high to high density - boundary of site should be moved back from the Water of Leith
8.3	NE	Newhaven Road (C)		1.4	Medium High density - (100-175)	193	133	232	Flats only - Mix of high flats (up to 5 storeys and 2 storey houses around the site) recent development nearby, high and medium high densities. Leith tenements traditionally medium high to high density
9	NE	Bonnington Road	Rydens report concludes site may not be available in the short to medium term	0.7	Medium low density - (60-100)	56	67	117	Flats only - site adjacent to 2 storey houses to east with 4/5 storey tenements opposite - park to south - site should not go too high (4/5 storey) Recent development adjacent to the park medium low density
10	NE	Bangor Road (Swanfield Industrial Estate)	Query inclusion of site - numerous recent applications for commerical uses	2.1	Medium High density - (100-175)	290	205	358	Mixed housetypes likely - traditional Leith tenements medium high to high density - surrounding area mainly 4 storey tenements

134	NE	South Fort Street	Developable area may need to reduce along the Water of Leith boundary	3	Medium High density - (100-175)	414	293	512	Mix of housetypes - traditional Leith tenement medium high to high density. Site abuts the Water of Leith - development will need to pull back from the edge of the Water of Leith - 4 storey tenements to north and west	
136	NE	Coburg Street		1.1	Medium High density - (100-175)	152	102	178	Flats only - mainly 4-6 storey apartment blocks in the surrounding area although there is 2 storey housing to the north west (potential overshadowing problems if too high) - Recent very high density developments nearby - 7-9 storeys at Couper Street adjacent to the site and Coburg street	
157	NE	North Fort Street	contains electrical sub station	0.1	Medium low density - (60-100)	8	3	5	Flats only - could round off 4 storey tenement block	
144	NE	McDonald Place		1.1	Medium High density - (100-175)	152	103	180	Mix of housetypes likely - Recent mixed development adjacent to site - medium high density. Site sits between 2 storey terraced housing and 4/5 storey apartment blocks	
158	NE	Pitt Street		0.6	Medium low density - (60-100)	48	58	101	Flats only - southern site - has non designated heritage assets (single storey) which should be retained - reduces potential capacity. Surrounding area - 3/4 storey tenements and blocks.	
230	NE	Broughton Road		0.1	High density - (175-275)	23	9	15	Flats only - site part of a block - rest of the block 5/6 storeys in height	
255	NE	McDonald Road (B)		0.7	High density - (175-275)	158	61	106	Flats only - surrounding area mainly apartment blocks 4 storey around most of the site but up to 8/9 storeys to east Recent development of some very high density flats to north along McDonald Street. Traditional Leith tenements Medium high to high density	
328	NE	Broughton Road (Powderhall Waste Transfer)	Stable block to be removed from site boundary as it is to be converted for offices	1.9	Medium High density - (100-175)	262	278	378	Mix of housetypes likely - Site surrounded by mainly 4/5 storey flat development. Recent development at Beaverhall Road - Medium high density (mix of housetypes)	
329	NE	Stewartfield	Rydens report concludes site may not be available in the short to medium term	1.5	Medium High density - (100-175)	207	145	253	Mix of housetypes - site site between mainly 2 storey housing at bleachfield recent and 3-5 storey flats and tenements - recent development nearby, medium high densities. Leith tenements traditionally medium high to high density	
382	NE	Steads Place	Rydens report concludes site may not be available in the short to medium term	1.4	Medium High density - (100-175)	193	130	227	Mixed housetypes likely - traditional Leith tenements medium high to high density - surrounding area mainly 4 storey tenements	
384	NE	Jane Street		4.2	Medium High density - (100-175)	580	418	731	Mixed housetypes likely - traditional Leith tenements medium high to high density - surrounding area mainly 4 storey tenements - some 2 storey houses to north	
385	NE	Corunna Place		0.3	Medium low density - (60-100)	24	43	68	flats only - site has buildings with windows hard to several of the boundaries - impact of the development on daylight for these buildings will reduce the density which can be achieved	
399	NE	Broughton Market		0.3	Medium High density - (100-175)	41	23	40	Flats only - area of mainly 3/4 storey tenements - some smaller mews type buildings in backland - densely planned	
404	NE	East London Street	Query re site boundary - includes a relatively new office	0.3	Medium high density - (100-175)	41	27	45	Flats only - Mainly 4 storey tenements in surrounding area - recent 5/6 storey development at Annandale Street medium	
3015										
Impact on practices North / East of Leith Walk - also NE Leith Cluster										1210
12	NE	St Clair Street	Rydens report concludes site may not be available in the	2.7	Medium High density - (100-175)	373	266	465	Mix of housetypes - 3/4 storey housing to north, 4-6 storey to the south and west - recent high and medium low density	

112	NE	Albert Street		0.2	Medium High density - 28 (100-175)	19	33	Flats only - site sits between 2 storey blocks to the west and 4 storey blocks to the east. Traditional Leith tenements medium high to high density
115	NE	London Road	Revise site boundary to remove areas granted permission for	0.5	High density - (175-275) 113	140	220	Flats only - recent high density development adjacent, 5-6 storey development proposed opposite at Meadowbank -
142	NE	Iona Street		0.6	Medium High density - 83 (100-175)	54	94	Flats only - surrounding area 4 storey tenements - traditional Leith Tenements medium high to high density
161	NE	Leith Walk (depot)	site joined with site 296 - area adjusted	1.7	Medium High density - 235 (100-175)	108	189	Mixed housetypes likely - traditional Leith tenements medium high to high density - surrounding area mainly 4 storey tenements
326	NE	Baltic Street (B)	site has numerous listed structures - application granted for student accommodation	0.1	Medium High density - 14 (100-175)	176	277	Site has planning permission for 14 affordable units as part of wider student housing proposal
393	NE	Salamander Place		0.5	High density - (175-275) 113	85	134	flats only - recent developments nearby all high density 4 - 6 storeys
386	NE	Commercial Street	Rydens report concludes site may not be available in the	0.2	High density - (175-275) 45	28	44	Flats only - 4 storey offices opposite, 4-6 storey housing to the west
335	NE	Portobello Road		0.3	Medium High density - 41 (100-175)	49	77	Flats only - 2 storey housing to the south, 3/4 storey apartment blocks to the north and east 4 storeys along
336	NE	Norton Park		0.5	Medium High density - 69 (100-175)	48	84	Flats only - site is adjacent to 3 storey traditional colonies to south, 4 storey tenements to the west and 2 storey houses to
350	NE	Willowbrae Road		0.3	Medium low density - 24 (60-100)	16	28	Flats only, mix of heights and densities around the site some 4 storey flats to east. Single storeys adjacent and mainly 2 storeys opposite
225	NE	Eastfield	Seawall and Coatal erosion needs to be taken into account -	0.5	Medium low density - 40 (60-100)	37	63	flats only - suburban area - adjacent mainly 2 storey semi detached and terraced housing some 3 storey
210	NE	Joppa Road		0.1	Medium low density - 8 (60-100)	6	10	Flats only - surrounded by mainly 2 storey houses - some 4 storey tenements adjacent
75	NE	Duddingston Park South	Land designated as Open space but it is a car park	0.3	Medium low density - 24 (60-100)	22	38	flats only - surrounding area predominantly 2 storey suburban housing
					1210			
Impact on Niddrie								320
353	NE	Peffermill Road		0.2	Medium low density - 16 (60-100)	12	20	Flats only - 2/3 storey housing opposite suburban area recent development to south west - medium high density
513	NE	Land at The Wisp	Maybe high costs of remediation on the site -	3.8	Medium low density - 304 (60-100)			Mix of housetypes trees and green connections through the site - reduces potential developable area edge of settlement
					320			
NORTH EAST TOTAL UNITS FROM BROWNFIELD SITES (inc. SEAFIELD STRATEGIC)								5993
NORTH WEST								
								UNITS
Impact on Stockbridges								867
95	NW	Crewe Road South (B)	Around half the site is designated open space, setting	4	Medium low density - 320 (60-100)	382	668	Mixed Development - surrounding area suburban housing mainly 2 storeys semi detached villas, some 3 storey

106	NW	Orchard Brae Avenue	Owners looking to keep office block and substantial amounts	0.3	Medium High density - (100-175)	55	93	162	Flats only - to west and north of site 6/7 storey apartments to east 5 storey tenements - recent development opposite at Flats only - site sits between 3 storey terraces to the north and 6 storey tenements to the south 4 storey blocks to the Mixed housetypes - surrounding mainly 2/2.5 storey houses - semi-detached and terraced flats only - site part of a tight block - 4 storey tenements adjacent - but unlikely to be able to achive that height due to
107	NW	Orchard Brae		0.9	Medium High density - (100-175)	124	83	145	
302	NW	Royal Victoria Hospital		4.5	Medium low density - (60-100)	360	363	605	
130	NW	India Place		0.1	Medium low density - (60-100)	8	10	16	
Impact on Eyre									342
128	NW	Eyre Terrace (B)		2.5	Medium High density - (100-175)	245	240	420	Mix of housetypes - surrounding area 3/4 storey new town tenements with mews - densely planned Flats only - surrounding area mainly 4 storey tenements - 2 1/2 storey mews type houses adjacent to the site flats only - 4 storey tenements in immediate surrounding area - densely built - recent development nearby (Larkfield)
151	NW	Eyre Place (B)		0.5	Medium High density - (100-175)	69	41	71	
226	NW	Royston Terrace		0.2	Medium High density - (100-175)	28	26	41	
Impact on other NW Practices									848
233	NW	West Pilton Grove		0.5	Medium low density - (60-100)	40	42	73	Flats only - area is suburban 2-3 storey housing with some higher blocks - recent development nearby (Ferry Road Drive, mix of housetypes - Site adjacent to 2 storey housing and opposite blocks which go up to 14 storeys - generally a Small site - on the edge of Clovenstone Park. Development adjacent to south and west 4/5 storey apartment blocks flats only - area surrounding the site mainly 2/3 storey houses and flats. Recent mixed developments to west and north - Flats only - site between 4 storey tenement on St Johns Road and 2 storey housing to south Flats only - Adjacent buildings on Costorphine Road - 2 storey opposite much taller building but this side of road lower Flats only - Adjacent buildings on Costorphine Road - 2 storey opposite much taller building but this side of road lower Based on location - transition between 4 storey tenements and lower densities at Roseburn Based on location - transition between 4 storey tenements and lower densities at Roseburn Flats only, mainly 2 storey semi detached houses to north and east 3 storey terraces along Victor Park Terrace Recent develonment at Station Road - Medium low densitv Flats only given size of site, 4 storey blocks to south and east, 2-3 storey to north - not densely planned - application in for Flats only - 3 storey block to north but mainly 1/2 storey housing around the site Likely to be mix of housetypes - 2 storey suburban housing around the site - nearby development proposal on Newbridge
277	NW	Silverlea		1.5	Medium low density - (60-100)	120	85	143	
280	NW	Clovenstone House		0.7	Medium High density - (100-175)	97	68	119	
330	NW	Ferry Road		0.1	Medium High density - (100-175)	14	8	14	
342	NW	St John’s Road (A)		0.1	Medium High density - (100-175)	14	15	24	
345	NW	Corstorphine Road (A)		0.2	Medium low density - (60-100)	16	11	19	
346	NW	Corstorphine Road (B)		0.1	Medium low density - (60-100)	8	8	13	
348	NW	Roseburn Street		1.1	Medium High density - (100-175)	152	102	178	
349	NW	Russell Road (Royal Mail)		0.5	Medium High density - (100-175)	69	41	71	
391	NW	St Johns Road (B)		0.9	Medium low density - (60-100)	72	82	143	
396	NW	Gylemuir Road (B)		0.9	Medium High density - (100-175)	126	53	89	
397	NW	Kirk Loan		0.2	Medium low density - (60-100)	16	17	29	
320	NW	Old Liston Road		1.3	Medium low density - (60-100)	104	73	122	
NORTH WEST TOTAL UNITS FROM BROWNFIELD SITES									2057
SOUTH EAST									
Impact on Morningside/Hermitage/Bruntsfield									177

85	SE	Falcon Road West		0.2	Medium High density - (100-175)	11	19	33	flats only - surrounding area fairly dense 4 storey tenements
94	SE	Gillespie Crescent		1.2	Medium High density - (100-175)	166	117	204	mix of housetypes - backland in block bordered by 3/4 storey tenements and 2 storey houses, recent development nearby West Tollcross medium high density
						177			
Impact on Boroughloch/Dalkeith road/Mackenzie/St Leonard's/Uni									200
124	SE	Ratcliffe Terrace	Rydens report concludes site may not be available in the short to medium term	0.7	Medium High density - (100-175)	97	66	115	flats only - surrounding area between 3/4 storey tenements along Ratcliffe Terrace and 2 storey villas to west of site
126	SE	St Leonard’s Street		0.3	Medium low density - (60-100)	24	20	35	Marchmont tenements - medium low density flats only - surrounding area mainly 4/5 storey tenements and apartment blocks - proximity of 5 storey apartment block along Terrace Craft may impact on height which can be
364	SE	Old Dalkeith Road		0.3	Medium low density - (60-100)	24	16	28	flats only - suburban area mainly 2 storey housing in surrounding area
371	SE	Cowans Close		0.4	Medium High density - (100-175)	55	37	64	flats only - surrounding area mainly 4/5 storey tenements densely planned
						200			
Impact on Liberton/Gracemount									128
188	SE	Rae’s Crescent	Half the site is designated open space - biodiversity officers raised concerns regarding impact of development on	0.4	Medium low density - (60-100)	32	50	84	Flats only - mainly suburban area - 2 storey housing, recent development at Balmwell Terrace Medium low density
190	SE	Alnwickhill Road		1.2	Medium low density - (60-100)	96	71	119	mixed housetypes - surrounding is a suburban housing area
						128			
Impact on Grange/Meadows area									640
249	SE	Watertoun Road	landscape and built heritage constraints - need more detailed assessment to determine areas on the site	0.9	Medium low density - (60-100)	72	51	85	flats only - mix of housing nearby from 2 storey houses to 4 storey blocks of flats
257	SE	Chalmers Street (Eye Pavilion)		0.3	High density - (175-275)	68	21	36	flats only - surrounding area - high blocks associated with hospital - Quartermile development opposite - high density and high buildings - lower buildings to west (convent) and
259	SE	Astley Ainslie Hospital		18.8		500	500	500	
						640			
Impact on Ferniehill/Southern									232
187	SE	Gilmerton Dykes Street	Half of the site is already allocated in Edinburgh LDP as	0.3	Medium low density - (60-100)	24	15	26	Flats only - 3 storey townhouses opposite, area mainly 2 storey suburban housing - recent housing nearby - low
289	SE	Liberton Hospital		2.7	Medium low density - (60-100)	120	402	670	Mixed development - surrounding area suburban housing mainly 2 storey some 4 storey blocks - Gracemount - Medium
374	SE	Moredun Park Loan		0.4	Medium low density - (60-100)	32	19	33	Flats only - site surrounded by suburban housing - recent housing nearby low density
375	SE	Moredun Park View		0.3	Medium low density - (60-100)	24	13	23	Flats only - site surrounded by sub-urban housing - recent housing nearby low density - some 4/5 storey apartment

503	SE	Morrisons at Gilmerton Road	Band to the front of the site is the landscaping associated	0.4	Medium low density - (60-100)	32			Flats - mainly 2 storey suburban housing in the area around the site some 4/5 storey blocks to the north
						232			
SOUTH EAST TOTAL UNITS FROM BROWNFIELD SITES									1377
SOUTH WEST									
Impact on SW Canal Cluster GP Practices									2631
34	SW	Broomhouse Terrace	Join with site 361 (1.7 Ha added = 160 houses - not	4	Medium low density - (60-100)	320	237	395	Site likely to be mix of housetypes. Surrounding area fairly low density , mix of 2 -4 storey blocks, not densely planned small site adjacent to Wester Hailes Town Centre and railway station. Adjacent to 4/5 storey residential development. CEC housing proposal - likely to be mix of housetypes. surrounding area low density development - opposite 2 storey Based on size of site. Surrounding area mainly 4 storey flats
35	SW	Murrayburn Gate		0.6	High density - (175-275)	135	94	148	
37	SW	Murrayburn Road (A)		4.8	Medium low density - (60-100)	384	306	535	
38	SW	Dumbryden Drive		0.8	Medium High density - (100-175)	124	80	140	
58	SW	Gorgie Park Close	Rydens report concludes site may not be available in the	0.8	Medium High density - (100-175)	110	126	198	Based on size of site (small site) - Transition area between higher and lower density areas - recent developments nearby Based on - larger site (Mix of housetypes likely) reduced level of density applied - high density recent developments nearby Based on - larger site (Mix of housetypes likely) reduced level of density applied - high density recent developments nearby
61	SW	Stevenson Road (A)		2.1	Medium High density - (100-175)	290	204	357	
62	SW	Gorgie Road (East)		3.4	Medium High density - (100-175)	469	336	588	
88	SW	Temple Park Crescent		0.2	Medium High density - (100-175)	28	29	46	Based on size of the development and surrounding context of 4 storey tenements
89	SW	Watson Crescent Lane		0.1	Medium low density - (60-100)	8	9	15	Based on size of the site and location between a 4 storey tenement and the canal - therefore lower storeys preferable
91	SW	Dundee Street-LDP	Centre of the site has permission for student	0.2	High density - (175-275)	45	108	189	Based on size of site (small area) traditional 4 storey tenements in Gorgie (high density) + recent nearby
99	SW	Murieston Lane		0.5	Medium High density - (100-175)	69	41	71	Based on size of site (small area) traditional 4 storey tenements in Gorgie (high density) + recent nearby
100	SW	Dundee Terrace -LDP		0.2	High density - (175-275)	45	18	31	Based on size of site (small area) traditional 4 storey tenements in Gorgie (high density) + recent nearby
191	SW	Craiglockhart Avenue		0.3	Medium low density - (60-100)	24	13	23	Flats only based on size of site - Surrounding area predominantly low density bungalows - existing 4 storey
193	SW	Lanark Road (A)		0.9	Medium low density - (60-100)	72	49	82	Lower density developments adjacent - 2 storey to west, 4 storey block to east - site raised above road level - reduces
238	SW	Calder Estate (H)		0.2	Medium High density - (100-175)	28	22	22	small site - area characterised by 4 storey apartments and some 2 storey blocks but not densely built - medium high
280	SW	Clovenstone House		0.7	Medium High density - (100-175)	97	68	119	Small site - on the edge of Clovenstone Park. Development adjacent to south and west 4/5 storey apartment blocks
356	SW	Dalry Road		0.2	High density - (175-275)	45	33	52	Based on size of site (small area) traditional 4 storey tenements in Gorgie (high density) + recent nearby
363	SW	West Gorgie Park		0.8	Medium High density - (100-175)	110	79	138	Based on size of site - small, nearby developments medium low density - some 4/5 storey apartments adjacent and 3
368	SW	Peatville Gardens	DM concern raised re loss of employment land application in for 10 townhouses - likely to be	0.2		10	11	11	Flats only based on size of site - Surrounding area predominantly bungalows - existing 4 storey office building on Based on likely mix of housetypes - Transition area between 2 storey houses and higher 3/4 storey tenements along Gorgie
379	SW	Lanark Road (D)		1	Medium low density - (60-100)	80	96	169	
401	SW	Gorgie Road (Caledonian Packaging)		1	Medium high density - (100-175)	138	187	294	
						2631			
Impact on SW Canal Cluster GP Practices									800

367	SW	Redford Barracks	Given uncertainty over the developable area and built heritage on the site - the Choices capacity is applied	31.1	800	800	800	Large site - mix of housetypes and uses expected on the site. Site surrounded by mainly low density housing 1/2 storeys in height. Loss of open space and large numbers of listed buildings (not all suitable for conversion for housing) will reduce density and developable area.
SOUTH WEST TOTAL UNITS FROM BROWNFIELD SITES								3431

Development Plan Scheme September 2021

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- What is a Development Plan Scheme?
- What is a Development Plan?
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- A new plan – City Plan 2030

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- Choices for City Plan 2030 Consultation

The Proposed Plan

How to stay informed

What is a Development Plan Scheme?

A development plan scheme sets out how the next local development plan will be prepared. It includes:

- an explanation of what a local development plan is
- a timetable for preparing the next plan, to be called City Plan 2030, and
- details on how you can get involved in preparing City Plan 2030.

The Council needs to publish a development plan scheme at least annually.

What is a Development Plan?

The planning system impacts on everyone. Our lives are shaped by the places we live, work and visit and these places are shaped by planning decisions. The Scottish Government requires Councils to prepare development plans for their areas. Local Development Plans contain a 10 year strategy for the future development of an area and set out policies and proposals to guide decision making on planning applications.

A local development plan needs to take account of the following statutory documents:

- **The National Planning Framework:** this sets out, at the national level, the Scottish Government's strategy for the country's spatial development, including developments of national importance. The third National Planning Framework was published in June 2014. A replacement national planning framework is expected to be prepared during the preparation of City Plan 2030.
- **A Strategic Development Plan:** this sets out a long term (20 years or more) spatial planning strategy for a city region, including where future development will be located and what is required to deliver it. The Strategic Development Plan for South East Scotland was approved in June 2013. It was

prepared by the Strategic Development Plan Authority for Edinburgh and South East Scotland (SESplan). The six councils which are members of SESplan are Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian. The Strategic Development Plan, together with the local development plan and any associated supplementary guidance, form the statutory development plan referred to in decisions on planning applications.

- **Edinburgh Local Development Plan (2016)** - The current Edinburgh Local Development Plan (LDP) was formally adopted on 24 November 2016. The adopted plan is to be accompanied by twelve pieces of Supplementary Guidance. These will also form part of the overall development plan. They cover the following matters: 9 town centres, including the City Centre Retail Core, Developer Contributions and Infrastructure Delivery, Edinburgh BioQuarter and Little France Park and Heat Opportunities Mapping. The plan is being used to determine planning applications. It is accompanied by a statutory Action Programme which is being used to ensure delivery of the plan's policies and proposals, including necessary infrastructure. The plan is available online at www.edinburgh.gov.uk/localdevelopmentplan.

Councils are currently required to review their local development plan at least every five years.

Changes to the Planning System

A Planning Bill was passed by the Scottish Parliament in June 2019. It will not take effect for some time, because secondary legislation, guidance and transitional arrangements all need to be put in place by the Scottish Government. Accordingly, City Plan 2030 is being prepared under the existing legislation. Further information on changes to the planning system is available on the Scottish Government webpage.

The Bigger Picture

City Plan 2030 is being prepared at a time when the long-term future of Edinburgh is being considered.

- The draft **2030 Climate Strategy** which is leading the actions for change across Edinburgh by identifying what actions the city needs to take to achieve a reduction in greenhouse gas emissions by 2030. The **Climate Change Plan 2018-2032: Securing a Green Recovery on a Path to Net Zero** and **Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024** set out key steps for achieving a reduction in greenhouse gas emissions across Scotland.
- **The City Housing Strategy** sets our priorities for delivering housing and related services across all tenures and types of housing, supported by key delivery plans including the Council's Housing Revenue Account (HRA) and the Strategic Housing Investment Plan (SHIP).
- The **City Mobility Plan** and our **City Centre Transformation Strategy** aim to change the future way we move around our city and our city centre.
- Proposals for Edinburgh's **Low Emission Zone** for the City Centre are being progressed and will be an important part of the drive of improving air quality. **Cleaner Air for Scotland 2** sets out the

importance of improving Scotland's air quality and taking a precautionary approach when considering effects of adverse air quality on health, even when particulate levels are below target thresholds.

- The **Council Business Plan, Adaptation and Renew Programme** and **Economic Strategy** aim to end poverty and support a green, resilient, and fair economy.
- Edinburgh's **Open Space Strategy** reviews the distribution, quality, types and accessibility of Edinburgh's open space and play areas as well as identifying opportunities to improve provision and access to these.
- The **Vision for Water Management in the City of Edinburgh** sets out key principles of how the city should manage its water environment, considering the increasing severity and complexity of challenges facing Edinburgh arising from the Climate Emergency.
- The **Edinburgh Biodiversity Action Plan** raises awareness of the City's biodiversity and the opportunities for positive actions to protect and enhance this.
- Work is ongoing with **Edinburgh's Nature Network** and the **Green Blue Network project**, with these showing the benefit of the City of Edinburgh and its new development being served by a coordinated network multifunctional green blue infrastructure. These reflect national objectives set out in the **Scottish Forestry Strategy 2019-2029, Scottish Biodiversity Strategy** and **2017-2027 Pollinator Strategy**.

A NEW PLAN – CITY PLAN 2030

The new local development plan will be called City Plan 2030. This name is intended to help explain what time period the plan covers, and to be more user friendly than calling our next plan an ‘LDP’.

The process of preparing a Local Development Plan is set out below. We are currently at proposed plan stage.

Timetable



Timetable

Choices for City Plan consultation		January to April 2020
Proposed Plan reported to Planning Committee		September 2021
Period for representations on Proposed Plan	6 weeks statutory minimum	November – December 2021
Submit Plan and representations to Scottish Ministers	5 months after Proposed Plan formal publication	March 2021 (assumes no notifiable modifications)
Examination and Report of Examination	6 to 9 months (target) + 1 month administrative preparation	April 2021 – January 2023
Plan as Modified	Within 3 months after Report of Examination	
Notify Scottish Ministers of intention to adopt	Within 3 months after Report of Examination	
Adoption	Within 3 months after Plan as Modified	

Project stage duration estimates are derived from Circular 6/2013 Development Planning.

PARTICIPATION STATEMENT

The following section sets out how we intend to engage during the preparation of City Plan 2030, and what we have been doing so far.

Early Engagement (up to Autumn 2019)

We worked with community representatives and others to shape the choices to be presented in the main consultation stage in 2019/2020. This engagement included the following:

- Community briefings and workshops including 12 briefings with community councillors and ward councillors and 6 community workshops.
- Children and Young People Engagement Programme, including 9 Place Standard workshops in schools.
- Topic stakeholder discussion events, focusing on key land use issues including office and industry development, housing, visitor accommodation and shopping and leisure.
- Use of social media to build awareness and interest in the project.
- Engagement and consultation on closely-linked projects such as City Centre Transformation.

Choices for City Plan 2030 Consultation

The main issues report was the key consultation opportunity in the City Plan 2030 project. Our main issues report was called 'Choices for City Plan 2030'. It set out the main choices for the new plan, including the Council's preferred options for change and other reasonable alternatives. We consulted on these choices using the Council's online Consultation Hub from 31 January 2020 and accepted responses up to 30 April 2020.

The following activities were used to raise awareness and encourage people to have their say:

- Launch of consultation document
- Publicity to raise awareness of consultation and online engagement on Facebook, Twitter and Linked in.
- Notification to those groups and individuals on the project mailing list telling them how to comment.
- 11 key stakeholder sessions for key agencies, primary schools and transport groups, and three topic seminars (one seminar was cancelled due to Covid-19 pandemic).
- 8 Drop-in sessions to allow opportunity to find out more about consultation proposals (one event cancelled due to Covid-19 pandemic) Staffed exhibitions in public places to raise awareness.
- 5 consultation hub surgeries to enable people to ask detailed questions and complete the survey online

The consultation received 1807 formal responses. This compares to 438 responses to the Main Issues report which led to the current LDP. Social media statistics demonstrate that knowledge of the project reached 1.2 million people, with over 24,000 engagements on our posts.

The Proposed Plan

The Proposed Plan is due to be reported to the Planning Committee in September 2021. It will be accompanied by a summary explaining how the main issues consultation responses have been taken into account.

Proposed Plan Representation Period

The Proposed Plan will then be published for a minimum 6-week period in which representations can be made. These can support the Proposed Plan or seek changes to it. These representations will then be considered, first by the Council, then by a Scottish Government reporter in an examination. The examination report can make recommendations for changes to the plan.

Impact of Coronavirus / Covid -19 on the proposed Plan Representation Period

The impact of the current health emergency on the period of representations to the proposed plan is not known at this stage. The Chief Planner wrote to all Local Authorities on the 3 April 2020, encouraging progress on delivering Local Development Plans.

It is not known if social distancing and/or lockdown measures will be in place in October 2021 to enable traditional, in person, engagement to go ahead. Therefore, an update to this participation statement will be provided when the representation period starts.

However, if possible, some or all of the following activities will be used to raise awareness and encourage people to have their say on the proposed plan:

- Launch of proposed plan
- Publicity to raise awareness of proposed plan
- Statutory neighbour notification
- Notification to those groups and individuals on the project mailing list telling them how to comment
- Staffed exhibitions in public places to raise awareness
- Drop-in sessions to allow opportunity to find out more about consultation proposals
- Best practice online/digital engagement (as guided by the Scottish Government's digital planning programme) which could include virtual exhibitions, a planning engagement hub, webinars and online events.

- Non-digital engagement - including opportunities to ask informal questions, telephone surgeries, printed newsletters, hard copies of documents, paper letters and engagement via other council services

How to stay up to date

- Follow us: Twitter: @planningedin
- Blog: planningedinburgh.com
- View the project webpage at: www.edinburgh.gov.uk/cityplan2030

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City Plan 2030

Draft - Habitats Regulations Appraisal

September 2021

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Table 1 Natura Sites Considered in the Screening Process for potential Likely Significant Effects (LSE)

Table 2 Reasons for screening out policies and proposals as having no Likely Significant Effect (LSE)

Table 3 Scope of Appropriate Assessment

Appendix 1: Screening of the proposed plans policies and proposals for likely significant effects

Habitat Regulations Appraisal Record for the Edinburgh Local Development Plan

1. Introduction

- 1.1 City Plan 2030 sets out the spatial strategy that facilitates investment and guides the future use of land in Edinburgh.
- 1.2 In preparing City Plan 2030, a process to assess the impact of the Plan and its policies on areas of importance to the conservation of rare, threatened or endemic animal and plant species or habitat that aids the conservation of bird species native to the European Union must be completed.
- 1.3 This requirement is set out in Article 6(3) of the EC Habitats Directive; 'Article 6(3) of the EC Habitats Directive requires that any plan, which is not directly connected with or necessary to the management of a European site, but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, shall be subject to an 'appropriate assessment'
- 1.4 The requirements set out in the EU Directive are delivered in Scotland under the Conservation (Natural Habitats, &c.) Regulations 1991, as amended. Guidance is provided within Scottish Planning Policy.
- 1.5 The process of meeting these National Regulations and Guidance is through a Habitats Regulations Appraisal.
- 1.6 This Habitats Regulations Appraisal will consider whether the Proposed City Plan 2030 is likely to have a significant effect on any Natura 2000 (European) site, whether alone or in combination within any other policy or plan.

2. Legislative requirement to undertake Habitats Regulation Appraisal

- 2.1 In Scotland, the requirements of Article 6(3) of the Habitats Directive have been transposed into The Conservation (Natural Habitats, &c.) regulations 1994, as amended. These regulations, which transpose the obligations imposed by both the Birds and Habitats Directives, are commonly abbreviated to the Habitats Regulations. In order to ensure compliance with the Directives, the Habitat Regulations protect internationally designated conservation sites and require all planning authorities in Scotland to undertake a Habitats Regulations Appraisal (HRA) of a Development Plan before the plan can be adopted or submitted to Scottish Ministers. The process of Habitats Regulations Appraisal is an effective way of helping to protect European Sites and thereby fulfilling the requirements of the Directives, whilst making and implementing plans for sustainable economic growth.

In Scotland, European sites which are to be considered in the appraisal process are Special Protection Areas (SPA) classified under the Birds Directive and Special Areas of Conservation (SAC) designated under the EC Habitats Directive 1992. These form an EU-wide network of protected European sites. Scottish Government policy affords the same level of protection to proposed SACs and SPAs which have been approved by Scottish Ministers for formal consultation and the effects on these sites should be appraised.

Scottish Planning policy (2014) states that any development plan or development proposal which is likely to have significant effect on a Natura site and is not directly connected with or necessary to the conservation management of the site must be subject to an “appropriate assessment” by the planning authority of the implications for the site’s conservation objectives. Any plan or project which could have a significant effect on a Natura site can only be permitted where:

- There are no alternative solutions;
- There are imperative reasons of overriding public interest, including those of a social or economic nature; and
- Compensatory measures are provided to ensure that the overall coherence of Natura network is protected.

2.2 Compliance with the Directive and Regulations

It is a legal requirement to ensure that plans are appraised for their effects on European sites in compliance with the requirements of the Directive and Regulations. The Habitat Regulations set out a step-by-step sequence of statutory procedures to be followed. This has to be followed in the correct and particular order to comply with the requirements of the Directive. This has to be worked into a plan-making process and procedural guidance on the application of the Habitats Regulations to the development planning system in Scotland provided in Appendix 1 to planning circular 1/2009.

2.3 Stages of the HRA process for plans

Scottish Natural Heritage (SNH)/NatureScot guidance sets out a series of (potentially) 13 stages of the HRA process for plans. This should be demonstrated in a systematic manner how the plan making body has identified if any elements of the plan are likely to have significant effect on European sites, and if so, how it is then to be concluded that there would be no adverse effects of the integrity of European sites. The key stages of the HRA process undertaken to date for the proposed City Plan 2030 are detailed below:

Stage 1

The first Stage of the process is to decide whether the plan is subject to HRA. In Scotland the appraisal of the effect of the land use on European sites is required by part IVA (regulations 85A of the conservation (Natural Habitats, &c.) Regulations 1994 as amended;

Stage 2

Identify sites that should be considered in appraisal - identified in consultation with NatureScot;

Stage 3

Information gathered about the European sites;

Stage 4

Discretionary consultation on the method and scope of the appraisal - meetings held with NatureScot - Autumn 2020 and January 2021 to agree the method and scope of the appraisal;

Stage 5

Screen plan for likely significant effect on a European site;

Stage 6

Apply mitigation measures;

Stage 7

Re-screen plan;

Stage 8

(If significant effect still likely) Undertake appropriate assessment view of conservation objectives;

Stage 9

(If significant effect still likely) Apply mitigation measures until there is no adverse effect on site integrity;

Stage 10

Prepare draft record of HRA;

Stage 11

Consult on draft record of HRA Record;

Stage 12

Screen amendments for LSE. Carry out Appropriate Assessment and re-consult if necessary; and

Stage 13

Modify HRA Record in light of representation and any amendments to the plan and complete and publish final/revised HRA record

3. The Assessment**3.1 Stage 1 - Deciding if the Plan is subject to HRA**

The first Stage of the process is to decide whether the plan is subject to HRA. In Scotland the appraisal of the effect of the land use on European sites is required by part IVA (regulations 85A – 85E of the conservation (Natural Habitats, &c.) Regulations 1994 as amended.

The Habitats Regulation Appraisal has been carried out with regard to the following regulations and guidance:

- The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended);
- Planning Circular 1:2009, Developments Planning appendix 1: The Habitats Regulations;
- The Habitats Regulations Appraisal of Plans, Guidance for Plan Making Bodies in Scotland, version 2;
- Habitats Regulations Appraisal Advise sheet 1; Aligning Development Planning procedures with the Habitats Regulation Appraisal (HRA) requirements;
- Habitats Regulations Appraisal Advise sheet 2; Screening General Policies and applying Mitigation Measures; and
- Habitats Regulation Appraisal (HRA) on the Firth of Forth - A guide for developers and regulators – NatureScot.

3.2 Stage 2 - European sites included in the screening process

The following sites have been included in the screening process in consultation with NatureScot and as a follow on from Edinburgh Local development Plan:

- Firth of Forth SPA;
- Outer Firth of Forth and St Andrews Bay Complex.

- Forth Islands SPA;
- Imperial Dock Lock, Leith SPA;
- Berwick and North Northumberland Coast SAC;
- Isle of May SAC;
- Firth of Tay and Eden Estuary SPA;
- River Teith SAC; and

3.3 Stage 3 - Information Gathered on European Sites

Information on the qualifying interest, conservation objectives and potential impacts has been compiled, using SNH's sitelink (see Table 1). The proposal map for City Plan 2030 includes the locations of SPAs which are in the immediate vicinity of the City of Edinburgh Council boundary.

3.4 Stage 4 - Discretionary consultation on the method and scope of the appraisal

Between Autumn 2020 to January 2021 discretionary consultation was held with NatureScot on the general direction in which City Plan was going, and how this would determine how the City Plan 2030 HRA should be approached. Two main factors were considered - firstly that this HRA would be a continuation of the HRA associated with the Edinburgh Local Development Plan 2016 (ELDP), so that there was a point from which to continue; and secondly, a significant move away from a reliance on greenfield land in ELDP for housing sites, and the associated loss of SPA supporting habitat, to an approach in City Plan 2030 which focused on the use of brownfield land. From this assessment, one site requiring particular consideration was Place 15 Seafield. It was recognised that, although Seafield is currently in commercial use, a redevelopment of the site to include housing and other uses was likely to have an impact on the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex. Therefore, this site could be the focus of this HRA. Further details regarding assessment and mitigation are detailed in sections 4 & 5.

3.5 Stage 5 - Screening for potential effects on a European site

The purpose of this stage is to:

1. Identify all aspects of the proposal where it is certain that they would have no significant effect alone or in-combination on a European site so that they can be eliminated from further consideration,
2. Identify all aspects of the plan which would not be likely to have a significant effect on a European site but would be likely to have some minor residual effect and,

3. Identify those aspects of the plan where it is not possible to rule out risk of significant effect on European site either alone or in-combination and thereby provide a clear scope for the parts of the plan that will require appropriate assessment.

In conclusion it was considered that the only European sites which should be screened for the potential of LSE were the Firth of Forth SPA and Outer Firth of Forth and St Andrews Bay Complex. see Table 1. This is due to connectivity between the effects of the proposals of the plan and their potential to undermine the Conservation Objectives of the sites. When considering the effect of a plan or project on mobile species, the Conservation Objective elements to consider are slightly different depending on whether the interests are within or out with the European site. In particular:

These Conservation objectives only apply to on site effects

- Distribution and extent of habitats supporting the species
- Structure function and supporting processes of habitats supporting the species
- No significant disturbance of the species.

These two Conservation objectives apply to offsite effects, as well as on site effects

- Population of the species as a viable component of the site
- Distribution of the species within site

Whilst offsite Conservation objective were relevant for Edinburgh Local Development Plan HRA, City Plan 2030 has a brownfield site approach, so the offsite effects are not considered relevant to City Plan 2030.

Table 1 Natura Sites Considered in the Screening Process for potential Likely Significant Effects (LSE)

Natura Site	Qualifying feature	Conservation Objectives	Potential impacts	Screening for potential Likely Significant Effect
Firth of Forth SPA	Aggregations of non-breeding birds	<ul style="list-style-type: none"> • Population of species as a viable component of site • Distribution of species within site • Distribution of the extent of habitat supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of species 	<ul style="list-style-type: none"> • Habitat loss - coastal. • Habitat loss - greenfield. • Construction disturbance. • Operational disturbance. 	<ul style="list-style-type: none"> • Potential LSE –development directly affecting coastal habitats. • No LSE • Potential LSE • Potential LSE
Outer Firth of Forth and St Andrews Bay Complex SPA	Aggregation of Wintering Waterfowl and Seabirds of European importance during winter passage	<ul style="list-style-type: none"> • Population of species as a viable component of site • Distribution of species within site • Distribution of the extent of habitat supporting the species • Structure, function and supporting processes of habitats 	<ul style="list-style-type: none"> • Habitat loss - coastal. • Habitat loss - greenfield. • Construction disturbance. 	<ul style="list-style-type: none"> • Potential LSE –development directly affecting coastal habitats. • No LSE • Potential LSE

		supporting the species • No significant disturbance of species	• • Operational disturbance.	• Potential LSE
Sites with No LSE but screened in initially				
Imperial Dock Lock, Leith SPA	Common tern (breeding)	• Population of the species as a variable component of the site • Distribution of species within the site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of the habitats supporting the species • No significant disturbance of the species.		• No LSE • No LSE • No LSE
Forth Islands SPA	Aggregations of breeding birds	• Disturbance to feeding areas through underwater noise from coastal construction projects involving heavy piling, etc.		• No LSE – no projects likely to cause significant underwater noise are proposed

Isle of May SAC	Grey seal	<ul style="list-style-type: none"> Disturbance through underwater noise from coastal construction projects involving heavy piling, etc which could affect the QI, their prey species, and the habitats of their prey species. 		<ul style="list-style-type: none"> No LSE – no projects likely to cause significant underwater noise are proposed.
	Reefs	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE
Firth of Tay & Eden Estuary SAC	Common (harbour) seal	<ul style="list-style-type: none"> Disturbance through underwater noise from coastal construction projects involving heavy piling, etc which could affect the QI, their prey species, and the habitats of their prey species. 		<ul style="list-style-type: none"> No LSE – no projects likely to cause significant underwater noise are proposed.
	Intertidal mud & sandflats	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE
	Subtidal sandbanks	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE
	Estuaries (including sub-features)	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE
Berwickshire and North Northumberland Coast SAC	Grey seal	<ul style="list-style-type: none"> Disturbance through underwater noise from coastal construction projects involving heavy piling, etc which could affect the QI, their prey species, and the habitats of their prey species. 		<ul style="list-style-type: none"> No LSE – no projects likely to cause significant underwater noise are proposed.
	Intertidal mudflats and sandflats	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE
	Reefs	<ul style="list-style-type: none"> No connectivity 		<ul style="list-style-type: none"> No LSE

	Sea caves	<ul style="list-style-type: none"> • No connectivity 		<ul style="list-style-type: none"> • No LSE
	Shallow inlets and bays	<ul style="list-style-type: none"> • No connectivity 		<ul style="list-style-type: none"> • No LSE
River Teith SAC	Atlantic salmon	<ul style="list-style-type: none"> • Disruption of migration through underwater noise from coastal construction projects involving heavy piling, etc. 		<ul style="list-style-type: none"> • No LSE – no projects likely to cause significant underwater noise are proposed.
	Sea lamprey	<ul style="list-style-type: none"> • Disruption of migration through underwater noise from coastal construction projects involving heavy piling, etc. 		<ul style="list-style-type: none"> • No LSE – no projects likely to cause significant underwater noise are proposed.
	River lamprey	<ul style="list-style-type: none"> • Disruption of migration through underwater noise from coastal construction projects involving heavy piling, etc. 		<ul style="list-style-type: none"> • No LSE – no projects likely to cause significant underwater noise are proposed.
	Brook lamprey	<ul style="list-style-type: none"> • No connectivity - doesn't migrate through the Forth. 		<ul style="list-style-type: none"> • No LSE
Moray Firth SAC	Bottlenose dolphin	<ul style="list-style-type: none"> • Disturbance through underwater noise from coastal construction projects involving heavy piling, etc which could affect the QI, their prey species, and the habitats of their prey species. 		<ul style="list-style-type: none"> • No LSE – no projects likely to cause significant underwater noise are proposed.

3.6 Screening Policies, proposals and allocated sites

Section 4 of SNH's Guidance for Plan-making Bodies in Scotland (Version 3, 2015) some of the reasons why a particular aspect of a plan would not be likely to have a significant effect on a European site. The eight reasons shown in Table 2 below have been drawn from this guidance and used in the screening process.

Table 2 Reasons for screening out policies and proposals as having no Likely Significant Effect (LSE)

Reason for screening 'out'	Description
a	General Policy Statement/General Criteria based policies which set out the Councils aspirations for a certain issue
b	Projects referred to in but not proposed by the plan
c	Projects and other proposals which make provision for change but have already been granted planning permission
d	Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any negative effect on a European site
e	Policies which will not themselves lead to development or change such as design or other qualitative criteria
f	Policies or proposals which make provision for change but which could have no conceivable effect on a European site because: <ul style="list-style-type: none"> • there is no link or pathway with the qualifying interest or • any effect would be positive effect or • it would not otherwise undermine the conservation objectives of the site
g	Policies or proposals which make provision for change but could have no significant effect on a European site because any potential effects would be insignificant and therefore 'minor residual' in nature or so restricted or remote from the site that they would not undermine the conservation objectives for the site
h	Policies for which effects on any particular European site cannot be identified, because it is too general or vague and it is not known where, when or how the proposal may be implemented or where effects may occur, or which sites if any may be affected

The screening stage is a series of systematic steps to ensure that those areas of the plan that pose a potential risk of significant effects to European sites are 'screened in' and subject to further appraisal. An effect that could undermine the conservation objectives would be a significant effect and the likelihood of it occurring is a case-by-case judgement, taking account of the precautionary principle and local circumstances of the site. A decision was taken to continue using this system, adopted for Edinburgh Local Development Plan, to track the continues impact on European sites as a result of policies and proposals included in City Plan 2030.

The result of the screening exercise for likely significant effect, alone, for City Plan 2030 policies, proposals and site allocations is shown in **Appendix 1** this indicates whether there is:

- a likely significant effect (red)
- a minor residual effect (orange)
- no likely significant effect (green)

on a European site as a result of its potential impacts on their qualifying interest.

4. Consideration of likely effects in combination

It is considered that two Place Based Proposals, identified as Place 4 Edinburgh Waterfront, Place 15 Seafield (H55) which also link to proposal BGN 24 and BGN 25 have been identified as having a likely significant Firth of Forth and Outer Firth of Forth and St Andrews Bay Complex SPAs.

The disturbance of the assemblage of qualifying bird species is small and not likely to be significant or alter the distribution or population as component part of the SPA, however the cumulative effect of two or three of the development progressing at the same time could limit the opportunities for re distribution.

(Check other Lothian HRAs)

Mitigation

Where likely significant effects have not been ruled out by the screening stage 5, stages 6 & 7 make provision for the application of straightforward mitigation measures and the re-screening of policies and proposals. Mitigation at this stage concerns the avoidance of likely significant effects and examples include: deleting the policy or proposals that may cause the likely significant effect; changing the nature, type or scale of a potentially damaging proposal; programming development to manage or avoid possible effects; or requiring buffer zones.

The proposals included will remain in the plan and, for this reason, it is preferred not to apply straightforward mitigation measures to eliminate likely significant effects on European sites and an appropriate assessment is required.

5. Stages 8&9 Appropriate Assessment

The appropriate assessment is an assessment of the implications of the City Plan 2030 in respect of these sites where a likely significant effect has been identified in view of their conservation objectives. Table 3 outlines the scope of the appropriate assessment with regard to how the Place 4 Edinburgh Waterfront, Place 15 Seafield, could have significant effect on Firth of Forth and Outer Firth of Forth and St Andrews Bay Complex SPAs.

Table 3 Scope of Appropriate Assessment

Proposal	Firth of Forth SPA Qualifying interest: assemblages of birds			Outer Firth of Forth and St Andrews Bay Complex Qualifying interest: assemblages of birds	
	Disturbance	collision risk/barriers	Pollution	Disturbance	Pollution
Place 4 Edinburgh Waterfront	√	√	√		
Place 15 Seafield	√		√	√	√

Appropriate Assessment

The two places which are assessed as having likely significant effect;

Edinburgh Waterfront - Granton Development Framework



Map 17

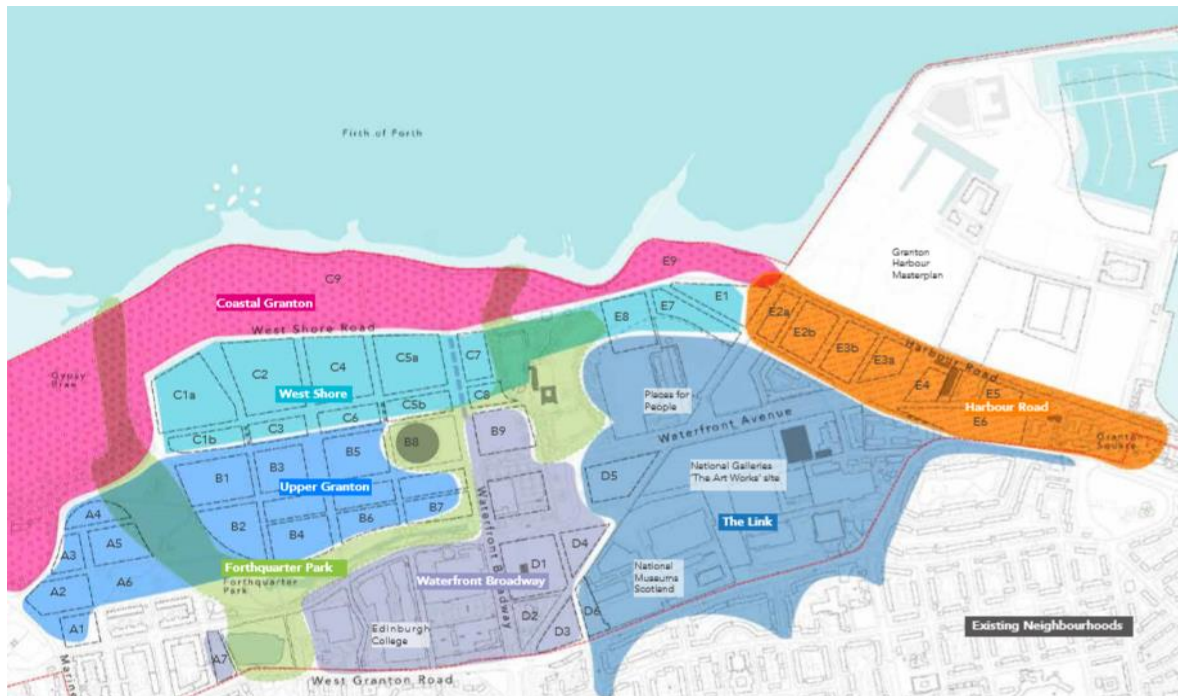
Edinburgh Waterfront - Granton Development Framework

Description of proposals

The approved Granton Development Framework aims to create a new vibrant, healthy and sustainable coastal quarter on Edinburgh's Waterfront. It sets out a vision and principles for the entire framework area and provides an urban design framework and design guidelines for

the potentially developable area, former industrial land in the centre and east of the site. The land at Granton Harbour is subject to its own masterplan.

Granton Waterfront is situated adjacent to the Firth of Forth SPA and the Outer Firth of Forth and St Andrews Bay Complex SPA, Maps 17 and 18 identify the site. The site is supported by a Granton Waterfront Development Framework and Appropriate Assessment. The Appropriate Assessment identified disturbance, and collision risk/barriers to movement, as potential impact on the qualifying interest of the Firth of Forth SPA.



Map 18

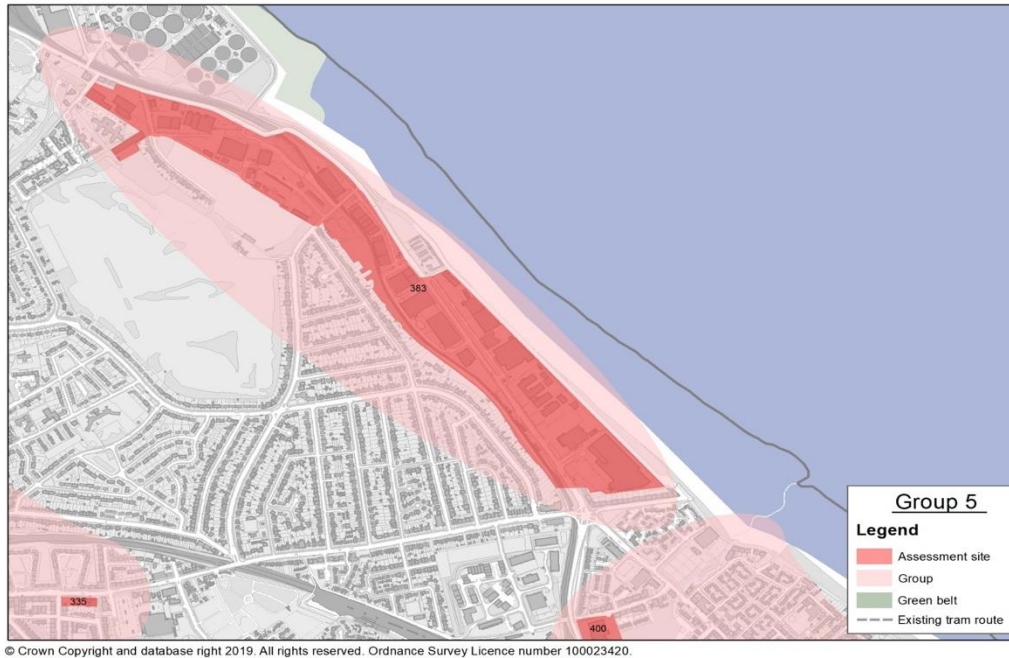
Implications for qualifying interest(s): The Granton Waterfront Development Framework Appropriate Assessment, identified two effective pathways; disturbance and collision risk/barriers to movement, as potential impacts on the qualifying interest of the Firth of Forth SPA. However appropriate mitigation, which will be relevant to all future development was identified as detailed below;

- The preparation of a Construction Environment Management Plan (CEMP), which sets out commitments to: – Adherence to best practice in relation to pollution prevention. – A Surface Water Management Plan – A Waste Management Plan – The appointment of an Environmental Clerk of Works (ECoW) to provide advice and support during construction stages.
- A Lighting Strategy that demonstrates attempts to limit unnecessary light spill, particularly onto the adjacent European Sites.
- Avoidance of works in sensitive areas during the winter period, where possible.
- Where works during the winter cannot be avoided, a general ban on piling activities and a 'slow start' approach to noise generating activities during the winter months.
- The Appointment of an Ornithological Clerk of Works (OCoW) to monitor the effects on works on adjacent European Site qualifying features during the winter months. The OCoW will have authority to temporarily suspend works where he/she considers their impact on adjacent European Site qualifying features is unacceptable. Prior to consent, developers will be required to agree the full scope of the OCoW role with the Planning Authority and NatureScot.

Conclusion. The mitigation measures noted above, which could be included as conditions of any consent, would ensure development of the Granton Waterfront Area will not have a significant effect upon the Firth of Forth SPA; the structure or the functioning of the qualifying features, assemblages of birds, populations.

On the basis of the above, it was concluded there would be no requirement for further assessment in relation to Granton Waterfront. However, in-combination effects should be revisited as individual applications come forward. This approach will ensure any additional, adjacent development pressure is considered within the lengthy timescales of the Granton Waterfront delivery.

Place 15 – Seafield



Description of Proposals

Planning permission will be granted for development within the boundary of Seafield, as defined on the Proposal Map, provided it accords with a Place Brief, a flood risk and coastal erosion appraisal, the Seafield Site Development Principles and an approved master plan.

The Council will prepare a Place Brief for the site. The Place Brief will establish high level principles to inform future master planning and design processes. The Place Brief must consider the implications of flood risk and erosion in the area and be informed by a flood risk and coastal erosion appraisal which develops options which can be supported by the Council. The implications of flooding and coastal erosion should be used to inform the development of this site. Development at Seafield should provide or contribute towards education, and healthcare infrastructure and community facilities.

Local communities and key stakeholders will be consulted through the development of the Place Brief. Once approved the Place Brief will become statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature

in line with Policy Env 2. Proposals will also be assessed against the Seafield Development Principles and other relevant local plan policies, for example on matters such as design, accessibility, landscaping and biodiversity. Development at Seafield Industrial Estate must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA.

Seafield Development Principles

The requirements in principle will be:

- A housing-led mixed use urban extension with a sense of community that can connect with neighbouring areas and the wider city.
- Appropriate mass, scale, height and layout of new development, having regard to views to it from the Firth of Forth
- New open space and outdoor play facilities integrated into the site layout in line with Proposal BGN57
- Deliver a SUDS solution to serve both the site and surrounding area in line with Proposal BGN9
- Provision of sustainable travel infrastructure:
 - Mobility Hub
 - Edinburgh Promenade upgrade and safe connections and safe crossing of Seafield Road East
 - New active travel route: City Centre along Portobello Road/London Road.
 - New Active Travel Route: Along Seafield Road and connection to Craiginny Avenue via Fillyside
 - New Active Travel Route: Along Seafield Road and Portobello High Street
 - Active Travel connections through Harry Lauder Junction
 - New public transport route: Seafield Road to Leith
- Provide or contribute towards education, and healthcare infrastructure and community facilities.

Implications for qualifying interest(s): Development of Seafield may cause acoustic and visual (including lighting) disturbance to waders e.g. Redshank, Oystercatcher and Lesser black-backed gull, feeding and roosting within 150 meters of the site, particularly during construction but also once new development is occupied/operational and human activity, including vehicular movement, increases. However, it should be noted that this area of the SPA is readily accessible and does currently experience large volumes of pedestrian and dog walkers. The factors identified apply only in the winter months, when the wading and roosting birds are present.

Pollution is a potential cause of harm most likely during construction. This could have a direct impact upon the qualifying interest through ingestion or fouling or, more likely, an indirect impact by modifying the habitat – either temporarily -including intertidal sediment quality.

Disturbance and the effects of pollution could significantly alter the SPA populations as a viable component of the Firth of Forth SPA, or alter their disturbance within the site. Both of these scenarios run contrary to the conservation objectives of the SPA.

Mitigation measures applied or taken into account:

Acoustic disturbance during the construction phase of the development can be avoided by preventing work during the overwintering period, between September and April (inclusive). It may be acceptable however to mitigate any noise disturbance if necessary, through:

- noise attenuation (including screening) or restrictions which prevent noise exceeding thresholds above which waders are disturbed;
- phasing plans or agreed programmes of work which prevent activities likely to cause a noise disturbance such as piling from occurring during the overwintering period, or for example, working during high tides at springs between sunrise and sunset during that period.

To prevent pollution events, there should be standard adherence to pollution control measures e.g. SEPA Guidance Note 7.

Conclusion. The mitigation measures noted above would ensure development of the Seafield Industrial Estate would not have a significant effect upon the Firth of Forth SPA; the structure or the functioning of the qualifying features, in terms of the populations or the habitats that they support.

To ensure that this mitigation is applied at project level and that it can be demonstrated that development at Seafield Industrial Estate will not have an adverse effect on site integrity, City Plan 2030 will state:

Development at Seafield Industrial Estate must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction.

The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an international important site will only be approved in exceptional circumstances.

General Mitigation

The mitigation measures considered above are based on information currently available about the habits and the qualifying interests of the Firth of Forth SPA and Outer Firth of Forth and St Andrews Bay Complex SPA. Mitigation and avoidance measures, particularly preventing works which would cause noise disturbance qualifying bird species during the overwintering period may be over specified as a precautionary approach is required because of the limitations of the analysis undertaken to date.

Further detailed field survey work will allow these mitigation measures to be refined, and may be required in some locations to enable project level HRA (including Appropriate Assessment as required where a likely significant effect is identified) to conclude proposals can proceed without adverse effect on the integrity of a European site.

In addition to the mitigation measures noted above, Policy Env 21 Protecting Biodiversity of the Local Development Plan will therefore state:

All proposals should safeguard habitat features of biodiversity value and priority species. This includes sites and species identified in the Edinburgh Biodiversity Action Plan (EBAP) and Green Blue Network section of the Edinburgh Design Guidance.*

Development that adversely affects sites designated for nature conservation or protected species will not be permitted except:

- a. For European designated sites where: there are no alternative solutions; and there are imperative reasons of overriding public interest**; and compensatory measures are provided to protect the overall coherence of the European network. In these circumstances, Scottish Ministers must be notified.*
- b. For Sites of Special Scientific Interest, where: the integrity and objectives of the designation will not be compromised; or any significant adverse effects are clearly outweighed by social, environmental or economic benefits of national importance.*
- c. For Local Nature Conservation Sites and Local Nature Reserves where adverse effects are adequately offset to maintain the integrity of the interests affected and the involvement of people.*
- d. For European Protected species (EPS)***, where: the works accord with relevant legislation and all the relevant licensing tests are passed.*
- e. For other specific species protected by legislation then reference should be made to the EBAP and UK legislation**** for the relevant species and considerations to be taken account of.*

In addition to safeguarding existing features, proposals must also create enhancement in terms of biodiversity value, which should be demonstrated by complying with *policy Env37 Positive Effects for Biodiversity and the mitigation hierarchy in that policy as well as according with Edinburgh Design Guidance.*

*Features to be safeguarded and enhanced include *but are not limited to* woodlands, hedgerows, lochs, ponds, watercourses, wetlands, priority grassland habitats, wildlife corridors, geological features and areas that provide a food source for pollinators/invertebrates and insects.

******For European protected sites then reasons of overriding public interest include those of a social and economic nature. European sites within the City of Edinburgh are the Firth of Forth, Forth Islands (part), and Imperial Dock Lock Special Protection Areas._

Where a proposal may affect an internationally protected site, the Council will carry out a Habitats Regulation Appraisal. If it considers the proposal is likely to have a significant effect, the Council must then undertake an appropriate assessment that considers the implications of the development for the conservation interests for which the area has been designated. Applicants must provide information to inform the

6. Conclusion

Edinburgh City Council, as plan making body, concludes that it has been ascertained through this draft Habitats Regulation Appraisal that the implementation of City Plan 2030 alone or in combination would not have an adverse effect on integrity of any Natura 2000 (European) site.

APPENDIX 1 Screening of the proposed plans proposals and policies for likely significant effects alone

Proposals/policy and description		<div>Likely significant effect (in)</div> <div>Minor Residual out</div> <div>No Likely Significant effect out</div>	Reason
Screening proposals for likely significant effects alone.			
Part 1 STRATEGY			
	<ul style="list-style-type: none"> A sustainable City which supports everyone physical and mental, wellbeing A city which everyone lives in a home which they can afford A city where you don't need to own a car to get around A City where everyone shares in its economic success 	Out	Reason (a) general Policy statement which set out the aspirations for the City of Edinburgh

PLACE BASED POLICIES

Proposal		Screening	Description
Central Edinburgh			
Place 1	Edinburgh City Centre Policy	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 2	Fountainbridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 3	Astley Ainslie	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
North and East Edinburgh			
Place 4	Edinburgh Waterfront		<p>Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site</p> <p>Reason c) Projects which make provision for change but which already have planning permission</p>

			<p>Waterfront Place Brief</p> <p>Leith Western Harbour (EW 1a)</p> <p>Site already has outline consent (NB: expired in 2019, but S42 application to extend it pending 20/03225/PPP) SEPA has flooding concerns) only part of western harbour</p> <p>Central Leith Waterfront (EW 1b) Place Brief</p> <p>Cala under construction Waterfront Plaza</p> <p>preapp /PAN Ocean Terminal</p> <p>Preapp Ocean Point</p> <p>Preapp Rennies Isle</p> <p>East of Salamander Place (EW1c)</p> <p>Part of site under construction. Land adjacent to Salamander Place is still in business use.</p> <p>Seafield (EW 1d)</p> <p>Old outline consent (07/03895/OUT) withdrawn march 2014. No current consents, therefore needs assessed.</p> <p>North and Eastern Docks (EW 1e) Place Brief</p> <p>Old outline consent (07/03895/OUT) withdrawn march 2014. No current consents, therefore needs assessed.</p> <p>Forth Quarter - Ew 2a under construction</p> <p>Central Development Area -EW2b under construction</p>
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			<p>Granton Harbour - Ew2c masterplan planning Extant consent for mixed use development on some of the site. PPP (18/01428/PPP granted at appeal until 20/6/23). Therefore has consent.</p> <p>EW2d LDP safeguard. Opportunity for housing-led mixed use development. Implementation of this proposal unlikely to come forward in the short term</p> <p>Application for outline consent withdrawn in March 2014 due to lack of agreement to S.75 legal agreement. No applications for north shore since.</p> <p>(See Granton Waterfront Development Framework and Appropriate Assessment and in combination assessment)</p>
Place 5	Royal Victoria Hospital	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 6	Crewe Road South	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 7	Stead's Place	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 8	Jane Street	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 9	West Bowling Green Street	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site</p>

Place 10	Newhaven Road 1	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 11	Newhaven Road 2	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 12	Bangor Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 13	South Fort street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 14	Stewartfield	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 15	Seafield	In	
West Edinburgh			
Place 16	West Edinburgh		<i>This policy supports development within West Edinburgh subject to various requirements. There is likely to be a significant impact in terms of the development of greenfield land, however development will also utilise brownfield land e.g. Crosswinds. The detailed impacts of the development of sites is set out in the individual site assessments. There is likely to be indirect benefits associated with the policy's reference to design principles set out in site briefs.</i>

Place 17	Edinburgh Airport	Out	<p>Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site</p> <p>Screen out in LDP 1</p> <p>Part of this proposal includes a second runway which was included as part of the finalised Rural West Edinburgh Local Plan Alteration (approved 25 Feb 2010). A Habitat Regulations Appraisal for the Rural West Alteration concluded that the proposed development (second runway) will have no adverse effect on the integrity of the Firth of Forth SPA.</p>
Place 18	RBS Headquarters Gogarburn	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 19	Edinburgh Park/South Gyle	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 20	Royal Highland Centre	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 21	Riccarton University Campus & Business Park	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Place 22	Maybury	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway</p>

			with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 23	Builyeon Road, South Queensferry	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
South West Edinburgh			
Place 24	Curriemuirend	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 25	Gorgie Road East	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 26	Stevenson Road (A)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 27	Broomhouse Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 28	Murrayburn Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 29	Dumbryden Drive	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site

Place 30	Redford Barracks	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site
Place 31	Edinburgh BioQuarter	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Bioquarter has planning permission in principle (renewed in 2019), Edinburgh park still has outline planning permission.
Place 32	Newcraighall x2	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 33	Brunstane	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 34	Liberton Hospital/Ellen's Glen Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 35	Moredunvale Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Place 36	Edmonstone	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

POLICY

Policy		Screening	Reason
Environment and design policies Env 1	Design Quality and Context	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 2	Co-ordinated Development	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 3	Development Design – Incorporating and Enhancing Existing and Potential Features	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 4	Development Design – Impact on Setting	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 5	Alteration, Extensions and Domestic Outbuildings		Reason (a) This is a design related policy and will not itself lead to development or change.
Env 6	Green and Blue Infrastructure and Networks	Out	Reason (a) This is a design related policy and will not itself lead to development or change. This is a new policy not include in LDP
Sustainable developments Env 7	Sustainability in new Developments	Out	Reason (a) General Policy statement/general criteria-based policy which sets out the Councils aspirations for the sustainable in new developments. This is a new policy developed form policy Des 6 in LDP

Env 8	New Sustainable Buildings	Out	Reason (a) General Policy statement/General criteria-based policy which sets out the Councils aspirations for new sustainable buildings This is a new policy developed from policy Des 6 in LDP
Historic Environment Env 9	World Heritage Sites	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 10	Listed Buildings – Demolition	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 11	Listed Buildings – Setting	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 12	Listed Buildings and structures - Alterations and Extensions	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 13	Conservation Areas – Demolition of Buildings	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 14	Conservation Areas - Development	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
Env 15	Historic Gardens and Designed Landscapes	Out	Reason (d) This policy is intended to protect the natural and historic environment and will not be likely to have a significant effect on a European site.
Archaeology Env 16	Protection of Important Archaeological Remains and the historic environment	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.

Env 17	Development of Sites of Archaeological Significance	Out	Reason (d) This policy is intended to protect the historic environment and will not be likely to have a significant effect on a European site.
The Natural Environment and OpenSpace	Development in the Green Belt and Countryside	Out	Reason (a) General Policy statement/General criteria-based policy which sets out the Councils aspirations for the protection of greenbelt and countryside.
Env 18			
Env 19	Special Landscape Areas	Out	Reason (d) This policy is intended to protect the natural environment and will not be likely to have a significant effect on a European site.
Env 20	Protection of Trees and Woodlands	Out	Reason (d) This policy is intended to protect the natural environment and will not be likely to have a significant effect on a European site.
Env 21	Protecting Biodiversity	Out	Reason (d) This policy is intended to protect the natural environment and will not be likely to have a significant effect on a European site. (Note: This is a merging of LDP policies Env 13, 14, 15 and 16)
Env 22	Pentland Hills Regional Park	Out	Reason (d) This policy is intended to protect the natural environment and will not be likely to have a significant effect on a European site.
Env 23	Open Space Protection	Out	Reason (a) General Policy statement/General criteria-based policy which sets out the Councils aspirations for the protection of open space.
Env 24	Protection of Outdoor Sports Facilities	Out	Reason (a) General Policy statement/General criteria based policy which sets out the Councils aspirations for the protection of sports facilities
Sustainable placemaking	Layout Design	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 25			

Env 26	Housing Density	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 27	Public Realm, New Planting and Landscape Design	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 28	Urban Edge Development	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 29	Waterside Development	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Env 30	Building Heights	Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Open space in new developments Env 31	Useable Open Space in New Developments	Out	Reason (e) This policy will not in itself lead to development but positive change in relation to open space.
Env 32	Useable Communal Open Space and Private Gardens in Housing Development	Out	Reason (e) This policy will not in itself lead to development but positive change in relation to open space.
Env 33	Amenity	Out	Reason (e) This policy will not in itself lead to development but positive change in relation to open space.
Env 34	Pollution and Air, Water and Ground Quality	Out	Reason (a) General Policy Statement which sets out the Councils aspirations for the protection of natural resource.
Env 35	Reducing Flood Risk	Out	Reason (a) General Policy Statement which sets out the Councils aspirations for the flood protection.
Env 36	Designing for surface water	Out	Reason (a) General Policy Statement/General criteria-based policy which sets out the Councils aspirations for the flood protection.

Env 37	Designing-in Positive effects for biodiversity	Out	Reason (a) General Policy Statement/General criteria-based policy which sets out the Councils aspirations positive impacts for biodiversity. This is a new policy not include in LDP
Env 38	Shopfronts	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Housing Policies Hou 1	Housing Development		Reason (h) This is a policy for which effects on any European site cannot be identified because it is too general and it is not known where, when or how the proposal may be implemented or where effects may occur
Hou 2	Affordable Housing	Out	Reason (a) General policy statement which sets out the Councils aspirations for affordable housing.
Hou 3	Mixed Communities	Out	Reason (e) This policy is about the design of housing mix and character. This is policy which sets out a qualitative criteria approach to support housing mix and will not itself lead to development or change.
Hou 4	Housing Land Supply	Out	Reason (h) This is a policy for which effects on any European site cannot be identified because it is too general and it is not known where, when or how the proposal may be implemented or where effects may occur. This is a new policy not include in LDP - expansion of Hou 1
Hou 5	Conversion to Housing	Out	Reason (e) This is a criteria-based policy conversion of housing and will not itself lead to development or change.
Hou 6	Student Accommodation	Out	Reason (h) This is a policy for which effects on any European site cannot be identified because it is too general and it is not known where, when or how the proposal may be implemented or where effects may occur.

Hou 7	Change of use of existing housing	Out	Reason (a) General policy statement which sets out the Councils aspirations for affordable housing. This is a new policy not include in LDP
Hou 8	Inappropriate Uses in Residential Areas	Out	Reason (a) General policy statement which sets out the Councils aspirations for residential areas.
Hou 9	Sites for Gypsies, Travellers and Travelling Showpeople	Out	Reason (h) This is a policy for which effects on any European site cannot be identified because it is too general and it is not known where, when or how the proposal may be implemented or where effects may occur.
Infrastructure and Transport Policies Inf 1	Access to Community Facilities	Out	Reason (a) General policy statement which sets out the Council aspirations for access to community facilities. This is a new policy not include in LDP - expansion of Hou 10 Supports the 20-minute neighbourhood approach
Inf 2	Loss of Community Facilities	Out	Reason (a) General policy statement which sets out the Council aspirations for community facilities This is a new policy not include in LDP - expansion of Hou 10 Supports the 20-minute neighbourhood approach
Inf 3	Infrastructure Delivery and Developer Contributions	Out	Reason (a) General Policy Statement/General criteria-based policy which sets out the Councils aspirations for infrastructure and developer contributions.
Inf 4	Provision of Transport Infrastructure	Out	Reason (a) This policy will not itself lead to development or change as it relates to criteria for sitting major developments in the City or close to transport infrastructure.
Inf 5	Location of Major Travel Generating Development	Out	Reason (e) This policy will not itself lead to development or change as it relates to major travel generating development standards in the city.
Inf 6	Cycle Parking	Out	Reason (e) This is policy will not itself lead to development or change as it relates to cycle parking standards in the city.

Inf 7	Private Car Parking	Out	Reason (e) This policy will not itself lead to development or change as it relates to car parking standards in the city This is a new policy not include in LDP - expansion of Hou 10
Inf 8	Design of Car Parking	Out	Reason (e) This policy will not itself lead to development or change as it relates to car parking standards in the city.
Inf 9	City Centre Public Parking	Out	Reason (e) This policy will not itself lead to development or change as it relates to car parking standards in the city.
Inf 10	Cycle and Footpath Network	Out	Reason (a) This is a criteria-based policy which sets out the Councils aspirations for cycle and footpath network.
Inf 11	Public Transport Proposals and Safeguards		Reason (e) This policy will not itself lead to development or change as it relates Public Transport Proposals and Safeguards
Inf 12	Park and Ride	Out	Reason (a) General policy statement which sets out the Councils aspirations for a park and ride provision. This is a new policy not include in LDP - expansion Tra 6
Inf 13	Road network infrastructure	Out	Reason (a) General policy statement/General criteria-based policy which sets out the Councils aspirations for new and existing roads.
Inf 14	Rail Freight.	Out	Reason (a) General policy statement which sets out the Councils aspirations for retention of viable freight transfer provision at existing locations at Seafield and Portobello.
Inf 15	Edinburgh Airport Public Safety Zones	Out	Reason (a) General policy statement which sets out the Councils developments within the APSZ.
Resources and services Inf 16	Sustainable Energy and Heat Networks	Out	Reason (h) this policy for which any effects on any particular European site cannot be identified because it is too general and it is not known where when or how the proposal may be implemented or where effects may occur.
Inf 17	Safeguarding of Existing Waste Management Facilities	Out	Reason (a) General policy statement/General criteria-based policy which sets out the Councils aspirations for retention of viable freight transfer provision at existing locations at Seafield and Portobello.

Inf 18	Provision of New Waste Management Facilities	Out	Reason (f) as it makes provision for change but could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest and it would not otherwise undermine the conservation objectives on the site. There is a proposal for a new waste management facility at Seafield Industrial Site which is adjacent to the Firth of Forth SPA. However, it is separated from the edge of the SPA by other industrial developments which act as a buffer and for this reason the site can be screened out.
Inf 19	Waste Disposal Sites	Out	Reason (a) General criteria-based policy which sets out the Councils aspirations for limiting provision of new waste disposal sites.
Inf 20	Minerals	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest, and it would not otherwise undermine the conservation objectives on the site.
Inf 22	Telecommunications	Out	Reason (a) General criteria-based policy which sets out the Councils aspirations provision of telecommunications.
Economy Policies Econ 1	Supporting inclusive Growth, innovation and culture	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Econ 2	Commercial development	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Econ 3	Office Development	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Econ 4	Business and Industry Areas	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.

Econ 5	Employment Sites and Premises	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Econ 6	Hotel Development	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Econ 7	Goods distribution Hubs	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 1	Town Centres First Policy	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 2	City Centre Retail Core	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 3	Town Centres	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 4	Alternative Use of Shop Units in the City Centre and Town Centres	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 5	Local Centres	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 6	Commercial Centres	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 7	Out-of-Centre Development	Out	Reason(h) this policy for which any effects on any particular European site cannot be identified because it is too general, and it is not known where when or how the proposal may be implemented or where effects may occur

Re 8	Alternative Use of shop Units in Other Locations	Out	Reason (e) This is a criteria based policy concerning alternative Use of shop units in other centres and will not itself lead to development or change.
Re 9	Entertainment, Leisure and café/restaurant Developments – Preferred locations	Out	Reason (f) Policies which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
Re 10	Entertainment, Leisure and café/restaurant Developments – Other Locations	Out	Reason (h) Policies for which effects on any particular European site cannot be identified because it is too general and it is not known where, when or how the proposal may be implemented or where effects may occur.
Re 11	Food and Drink Establishments	Out	Reason (e) This is a criteria based policy concerning food and drink establishments and will not itself lead to development or change.

Part 4 - Proposals

Proposal - Environmental		Screening	Reason
BGN1	Inch nursery and Park - Park Improvement	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN2	Leith Links Park Improvement	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN3	Inverleith Park Park Improvement	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN4	Clerwood Allotments/ food growing areas	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN5	Gypsy Brae Allotments /food growing areas	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN6	Fernieside Allotments /food growing areas	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN7	Little France - Allotments /food growing areas	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN8	Kirk Loan - Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN9	Seafield - Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.

BGN10	Stewartfield- Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN11	St Clair St (north)- Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest
BGN12	Norton Park (South) - Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN13	North Fort St -- Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN14	Roseburn Street - Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN15	Russell Road - Strategic SuDS basin	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN16	Broomhouse Terrace - On- site green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN17	Murrayburn Road On-site green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN18	Stevenson Rd (A)- On-site green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.

BGN19	Gorgie Rd east - Green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN20	Crewe Rd South - Green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN21	South Fort Street - Green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN22	Royal Victoria Hospital - Green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN23	Astley Ainsley - Green and blue infrastructure	Out	Reason (d) Projects or proposals intended to protect the natural environment, including biodiversity, or to conserve or enhance the natural, environment, where enhancement measure will not be likely to have negative effect on a European site.
BGN24	Granton Waterfront Coastal Park Proposed coastal park and landscaped coastal flood defence.		Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site (See Granton Waterfront Development Framework and Appropriate Assessment and in combination assessment)

BGN25	Granton Waterfront West Shore Road Proposed landscaped coastal flood defence.		Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site (See Granton Waterfront Development Framework and Appropriate Assessment and in combination assessment)
BGN26	Cramond Road - Large standard, publicly accessible open space of good quality to be created	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN27	Redford Barracks New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN28	Lanark Road (d) - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN29	Craiglockhart Avenue - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN30	Eastfield - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN31	Land at Ferrymuir - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN32	Murrayburn Gate New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.

BGN33	Clovenstone House - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN34	Liberton Hospital - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN35	Roseburn Public Park - Upgrade existing play facilities to excellent standard	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN36	Royal Victoria Hospital - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN37	Orchard Brae Avenue - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN38	Duddingston Park South New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN39	London Road (b) - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN40	Morrisons at Gilmerton Road - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN41	Gilmerton Dykes Street - New play facilities to be provided	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN42	Balgreen Park - Upgrade existing play facilities to excellent standard	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.

BGN43	Dalry Community Park- Enhance and extend existing 1.1ha local park and associated green blue infrastructure	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN44	Leith Western Harbour Central Park LDP ref. Greenspace GS2, Western Harbour EW1a New 5.2ha public parkland and associated green blue infrastructure	Out	Reason c) projects which make provision for change, but which have planning permission Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN45	Leith Links Seaward Extension - Linear extension to Leith Links	Out	Reason (f) Policies or proposals which make provision for change, but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN46	South East Wedge Parkland (Little France Park) - Improvements to Little France Park	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN47	Niddrie Burn - Restoration of Niddrie Burn and formation of footpath	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN48	West Edinburgh green network - Green network in Edinburgh 205 development	Out	To update in line with development principles for Ed 205 development brief
BGN49	Gogar Burn - Restoration of Gogar Burn	Out	See HRA FOR AIRPORT

BGN50	Clovenstone Drive and Curriemuirend - Open space, playspace and green blue infrastructure	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN51	Bioquarter - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN52	Edinburgh 205 - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN53	Turnhouse Rd - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN54	Turnhouse Rd (SAICA) - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN55	Crosswinds - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN56	Land adj. to Edinburgh Gateway- Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.
BGN57	Seafield - Play facilities and Open Space	Out	Reason (f) Policies or proposals which make provision for change but which could have no conceivable effect on a European site because there is no link or pathway with the qualifying interest.

Proposal		Screening	Reason
Central Edinburgh – Existing EDLP 2016 Housing Proposals			
CC3	Fountainbridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Existing ELDP 2016 proposal -Part of site has planning consent and is currently under development.
New Housing Proposals – Development Principles set out in Appendix D			
H1	Dundee Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H2	Dundee Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H3	Chalmers Street (Eye Pavilion)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H4	Dalry Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H5	Roseburn Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H6	Russell Road (Royal Mail)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H7	Murieston Lane	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H8	Astley Ainslie Hospital Development Principles set out at Place 3.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out at Place 3.
H9	Falcon Road West	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H10	Watertoun Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H11	Watson Crescent Lane	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H12	Temple Park Crescent	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H13	Gillespie Crescent	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H14	Ratcliffe Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H15	St Leonard's Street (car park)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H16	Eyre Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H17	Eyre Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H18	Royston Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H19	Broughton Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H20	Broughton Market	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H21	East London Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H22	McDonald Road (B)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H23	McDonald Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H24	Norton Park	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H25	London Road (B)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H26	Portobello Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H27	Willowbrae Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H28	Cowans Close	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
North Edinburgh - Existing ELDP 2016 Housing proposals			
EW 2a	Forth Quarter	OUT	<p>Reason C) projects which make provision for change, but which have planning permission</p> <p>Existing ELDP 2016 proposal. Development underway with homes already built along with offices, superstore and a new park. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.</p>
EW 2b	Central Development Area		<p>Reason C) projects which make provision for change, but which have planning permission</p> <p>Existing ELDP 2016 proposal. Part of site developed. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.</p>
EW 2c	Granton Harbour	Out	<p>Reason C) projects which make provision for change, but which have planning permission</p> <p>Existing ELDP 2016 proposal. Housing-led mixed-use development. Some housing development has been completed in accordance with an approved master plan. Development should accord with the Edinburgh Waterfront Development Principles set out in Place 4.</p> <p>Extant consent for mixed use development on some of the site PPP (18/01428/PPP granted at appeal until 20/06/23).</p>

EW 2d	North Shore	Out	<p>Reason C) projects which make provision for change, but which have planning permission</p> <p>Existing ELDP 2016 proposal. Development should accord with the Waterfront Development Principles set out in Place 4.</p>
New Housing Proposals - Development Principles set out in Appendix D			
H29	Silverlea	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
H30	Ferry Road	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
Comely Bank			
H31	Royal Victoria Hospital	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Development Principle set out in Place 5</p>
H32	Crewe Road South	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Development Principles set out in Place 6</p>
H33	Orchard Brae Avenue	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Development Principles set out in Appendix D</p>

H34	Orchard Brae	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
East of Edinburgh - Existing ELDP 2016 Housing Proposals			
EW1A	Leith Waterfront (Western Harbour)	Out	C) projects which make provision for change, but which have planning permission Existing LDP proposal. Development should accord with the Edinburgh Waterfront Development Principles set out at Place 4. LDP HRA assess this site and concluded no LSE
EW 1B	Central Leith Waterfront	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
EW 1C	Leith Waterfront (Salamander Place)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Existing LDP proposal. Development should accord with the Edinburgh Waterfront Development Principles set out at Place 2.
New Housing Proposals - Development principles set out in Appendix D			
H35	Salamander Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H36	North Fort Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H37	Coburg Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H38	Commercial Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H39	Pitt Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Jane Street/ Stead's Place			
H40	Steads Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Place 7
H41	Jane Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development principles set out in Place 8

H42	Leith Walk /Manderston Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development principles set out in Appendix D
Bonnington Cluster - Development Principles set out in Appendix D			
H43	West Bowling Green Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development principles set out in Place 9
H44	Newhaven Road B	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development principles set out in Place 10
H45	Newhaven Road C	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development principles set out in Place 11
H46	Bangor Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Place 12
H47	South Fort Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Place 13

H48	Stewartfield	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Place 14
H49	Corunna Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H50	Bonnington Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H51	Broughton Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H52	Iona Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H53	Albert Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D

H54	St Clair Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H55	Seafield	IN	The Council will prepare a Place Brief for the site which will establish high level principles to inform future master planning and design processes. Once approved the Place Brief will become non-statutory planning guidance. Proposals for any part of this site in advance of an approved Place Brief will be considered as premature in line with Env 2. Proposals will also be assessed against the Seafield Development Principles set out in Place 15.
H56	Sir Harry Lauder Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H57	Joppa Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H58	Eastfield	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D

West of Edinburgh - Existing ELDP 2016 Housing Proposals			
DEL 4	Edinburgh Park/South Gyle	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 1	Springfield	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1
HSG 4	West Newbridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 5	Hillwood Rd	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 7	Edinburgh Zoo	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

HSG 19	Maybury	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1 Development Principles set out in Place 22
HSG 32	Buileyon Road	Out	C) projects which make provision for change, but which have planning permission outline Development Principles set out in Place 23
New Housing Proposals -West Edinburgh			
H59	Land at Turnhouse Road (SAICA)	Out	Development Principles set out at Place 16
H60	Turnhouse Road	Out	Development Principles set out at Place 16
H61	Crosswinds	Out	Development Principles set out at Place 16
H62	Land adjacent to Edinburgh Gateway	Out	Development Principles set out at Place 16
H63	Edinburgh 205	Out	Development Principles set out at Place 16
H64	Land at Ferrymuir	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D

H65	Old Liston Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H66	St John's Road (A)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H67	St John's Road (B)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H68	Kirk Loan	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H69	Corstorphine Road (A)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H70	Corstorphine Road (B)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D

South West of Edinburgh -Existing ELDP 2016 Housing Proposals			
HSG 31	Curriemuirend	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in ELDP
New Housing Proposals - Development principles set out in Appendix D			
H71	Gorgie Park Close	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H72	West Gorgie Park	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H73	Gorgie Road (Caledonian Packaging)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H74	Craiglockhart Avenue	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H75	Lanark Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H76	Peatville Gardens	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Gorgie Road			
H77	Gorgie Road (east)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H78	Stevenson Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Broomhouse			
H79	Broomhouse Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Wester Hailes			
H80	Murrayburn Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H81	Dumbryden Drive	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

H82	Murrayburn Gate	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H83	Clovenstone House	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H84	Calder Estate	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
H85	Redford Barracks	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
South East Of Edinburgh - Existing ELDP 2016 Housing Proposals			
HSG 15	Greendykes Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 17	Greendykes	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 18	New Greendykes	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1

HSG 27	Newcraighall East	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1 Development Principles set out in Place 32
HSG 28	Ellens Glen Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
HSG 29	Brunstane	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1 Development Principles set out in Place 33
HSG 30	Moredunvale Road	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP 1

HSG 40	SE Wedge South - Edmonstone	Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site</p> <p>Screened out in LDP 1</p> <p>Development Principles set out in Place 36</p>
New Housing Proposals			
H86	Edinburgh Bioquarter	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>
H87	Duddingston Park South	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Development Principles set out in Place 31</p>
H88	Moredun Park Loan	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Development Principles set out in Appendix D</p>
H89	Moredun Park View	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p>

H90	Morrisons at Gilmerton Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H91	Liberton Hospital	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Site combined with existing LDP proposal HSG 28. Development Principles set out in Place 34
H92	Gilmerton Dykes Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H93	Rae's Crescent	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Place 31
H94	Old Dalkeith Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D
H95	Peffermill Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site. Development Principles set out in Appendix D

Infrastructure Proposals

Table 3 from CP - Mobility Proposals and Safeguards

Proposal		Screening	Description
ATSR1	Edinburgh Waterfront Promenade	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screend out in LDP1
ATSR2	Roseburn to Union Canal route/green network	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR3	Pentlands to Portobello Walking and Cycling Route	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR4	River Almond Valley Walkway	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR5	Lochend to Powderhall	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR6	West Edinburgh Link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSR7	Meadows to George Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR8	City Centre West-East Link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR9	Lothian Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR10	Waverley Valley Bridge Link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR11	Currie to Heriot-Watt	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR12	A71 South Livingston to West Edinburgh	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR13	Bonnington Link East-West Great Junction Street to Powderhall	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR14	Leith Walk to West Bowling Green Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSR15	Foot of Leith Walk to Ocean Terminal	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSR16	Granton Development Framework	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Table 4 from CP = - Active Travel Proposals relating to development sites

Proposal		Screening	
ATPR1, 2,3,4,5,6,7	Place 15 Seafield	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR8,9,10	Place 3 Astley Ainslie	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR11,12,13,14,15	Place 30 Redford Barracks	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR16,17,18,	Place 5 Royal Victoria Hospital	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR19,20,21	Crewe Road South (B) (Comely Bank)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATPR22,23,24	Liberton Hospital	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR25,26,27	Bioquarter	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR28	Gorgie Road sites 61_63	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TPR29	Murrayburn Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR 30,31,32,33	Broomhouse Terrace	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR34	Bonnington cluster	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR35	Bonnington cluster	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR36	Bangor Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATPR37	South Fort Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR38	Stead's Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR39	Jane Street	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR40	Bonnington cluster	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR41 - 48	Granton Framework, Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATPR 49	East of Milburn Tower	Out	Reason (c) Projects which make provision for change but which already have planning permission.

Active Travel Safeguards – local connections

Proposal		Screening	Description
ATSG1	Blackhall path westwards extension to Cramond Road South	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSG2	Couper Street - Citadel Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG3	Craigentinny - Leith Links at Craigentinny Ave North	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG4	Craigentinny - Leith Links cycle link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG5	Edinburgh Park to Gogar Burn	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG6	Fort Kinnard - Queen Margaret University	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG7	Gillberstoun link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG8	Inglis Green cycle link, new Water of Leith Bridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG9	Liberton Road – Robert Burns Drive link path	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSG10 / ATSR2	Link along railway viaduct - Gorgie/Dalry Community Park - Roseburn Path.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG11	Lochend Butterfly cycle link with new bridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG12 / ATSR5	Lochend - Powderhall	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG13	Mcleod Street/Westfield Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG14	Morningside - Union Canal link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG15	Morrison Crescent - Dalry Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG16	North Meggetland - Shandon link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG17	Off road alternative NCNR 75 at Newmills, Balerno	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSG18	Pitlochry Place - Lochend Butterfly	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG19	Quiet Route Link via Liberton Tower	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG20	Quiet Route link to Blackford Glen Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG21	Round the Forth cycle route at Joppa	Out	Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site Screened out in LDP1
ATSG22	Salamander Cycle Link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG23	To King's Buildings & Mayfield Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG24	West Approach Rd - Westfield Road cycle link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

ATSG25	Wisp - Fort Kinnard link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG26	Ramped access from Canal to Yeoman Place	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
ATSG27	Waterfront Avenue to Granton Rail path link	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Public Transport

Orbital Bus Route and Improved Bus Connections

Proposal		Screening	Description
PT1	Northern Orbital Route	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT2	Seafield Road to Leith (southside of Leith Links)	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT3	Bonnington Road	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

PT4	West Edinburgh A8	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT5	East of Milburn Tower	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT6	North South Orbital bus connection	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT7	Sighthill to Redford Road/Oxgangs	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT8	South Orbital Route - Redford Barracks to Gilmerton	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT9	Gilmerton to BioQuarter	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT10	Little France Drive to the Wisp	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT11	The Wisp to Fort Kinnaird	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

PT12	The Wisp to Newcraighall/Duddingston Rd Junction	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT13	Newcraighall to QMUC Public Transport	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT14	Gorgie Road/A71 and connections with Orbital Bus Route	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT 15	Astley Ainslie: Morningside Rd/Cluny Gardens	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT 16	Bioquarter to City Centre	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
PT 17	Liberton Hospital to City Centre and West	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Table 7 from CP - Tram Route Proposal and Option Safeguards

Proposal		Screening	Description
Granton to South East Option Safeguards options for the extension of the tram network connecting Granton and the south east. The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case.			
TR1	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR2	Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR3	Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR4	Safeguard C1 route leaves the existing tramline at Princes Street / South St David Street and continue east along Princes St to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR5	Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

TR6	Safeguard D: Nicolson Square to Bioquarter	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR7	Safeguard option E1a: BioQuarter to Newcraighall via segregated route	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR8	Safeguard option E1b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR9	Safeguard option E1c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR10	Safeguard Airport to Newbridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
TR111	Safeguard Airport to Newbridge	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

West Edinburgh Transport Proposals

Proposal		Screening	Description
WE1 -38		out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Road Improvements

Proposal		Screening	Description
R1 -9		Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Public Transport – Other Safeguards

Proposal		Screening	Description
PTSG	Edinburgh Glasgow Rail Halts at: Portobello, Piershill and Meadowbank Improvement Project (EGIP) South Suburban Halts	out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

EDUCATION

Proposal		Screening	Description
ED1	Castlebreia	Out	Reason (c) Projects which make provision for change, but which already have planning consent Associated with HSG29 Brunstane which has outline planning consent.
ED2	Castlebreia	Out	Reason (c) Projects which make provision for change, but which already have planning consent. Associated with HSG15 Greendykes

ED3	Craigroyston/Broughton	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Ewb2 Central Development Area</p>
ED4	Craigroyston/Broughton	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Associated with H95 Crewe Road South (B)</p>
ED5	North East: Drummond/Leith/Trinity	Out	<p>Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.</p> <p>Associated with H384 Jane street</p>
ED6	North East: Drummond/Leith/Trinity	Out	<p>Reason (c) Projects which make provision for change, but which already have planning consent.</p> <p>Associated with Site EW1a has consent.</p>
ED7	Liberton/Gracemount	Out	<p>Reason (c) Projects which make provision for change, but which already have planning consent.</p> <p>Associated with Site HSG24 Gilmerton Station Road has consent</p>
ED8	Liberton/Gracemount	Out	<p>Reason (c) Projects which make provision for change, but which already have planning consent.</p> <p>Housing Site H86 Bioquarter has consent</p>

ED9	Queensferry	Out	Reason (c) Projects which make provision for change, but which already have planning consent. HSG32 Builyeon Road.
ED19	West Edinburgh	Out	Reason (c) Projects which make provision for change, but which already have planning consent. Housing site HSG19 has consent
ED10	West Edinburgh	Out	Reason (c) Projects which make provision for change, but which already have planning consent. East of Millburn Tower .
ED11	West Edinburgh	Out	Reason (c) Projects which make provision for change, but which already have planning consent. HSG 282 Turnhouse Road.
ED12 - 13,14.15,16, 17 &18	West Edinburgh		Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site. site 406 Crosswinds, site 516 Edinburgh 205 and Site 514 Edinburgh Gateway . No specific site currently identified.

HEATHCARE

Proposal		Screening	Description
	North West Locality	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	North East Locality	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	South East Locality	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	South West Locality	Out	The Garden District site will create significant new population in an area already under pressure and access to the new practice planned for West Edinburgh is not straightforward. There may be scope to expand some of the existing practices in the area but the constraints of existing accommodation will require further analysis. If the Garden District expands further in future then a dedicated practice would be required. Development in the Gorgie/Slateford/Longstone area will also require additional GP provision. Further analysis of how to increase capacity will be required. Finally, development of the Redford Barracks site would have a significant impact although this could be addressed by expanding capacity at existing local practices particularly those located in the nearby new health centre.

ECONOMY

Proposal		Screening	Description
	Edinburgh Bioquarter	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	Riccarton University Campus and Business Park	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	Edinburgh Airport	Out	<p>Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site</p> <p>Screen out in LDP 1</p> <p>Part of this proposal includes a second runway which was included as part of the finalised Rural West Edinburgh Local Plan Alteration (approved 25 Feb 2010). A Habitat Regulations Appraisal for the Rural West Alteration concluded that the proposed development (second runway) will have no adverse effect on the integrity of the Firth of Forth SPA.</p>
	West Edinburgh Previous IBG planning application	Out	<p>Reason (g) Proposal which make provision for change but which will have no significant effect on European site because it would be insignificant and therefore “minor residual” in nature or so restricted or remote from the site that they will not undermine the conservation objectives if the site</p> <p>(Emp 6 IBG)</p> <p>Screened out in LDP 1</p>

	Royal highland centre	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	RBS Headquarters	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
	Leith Docks	Out	Reason (a) General policy statement which sets out the Council aspirations for business and industry. Continuation from LDP1

COMMERCIAL CENTRES

Proposal		Screening	Description
Ref	Cameron Toll	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Ref	Craigleith	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Ref	Hermiston Gait	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Ref	Meadowbank	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

Ref	Newcraighall/The Jewel	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Ref	Ocean Terminal	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.
Ref	Gyle	Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site.

City Plan 2030 Revised Environmental Report
Proposed Plan

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City Plan 2030 Environmental Report: Non-Technical Summary

Introduction

The City of Edinburgh Council has published the Edinburgh City Plan 2030 **Proposed Plan**. Once adopted the City Plan 2030 will guide development throughout the Council area until 2032.

This Environmental Report forms part of the Strategic Environmental Assessment of the City Plan 2030 and is a requirement of the Environmental (Scotland) Act 2005.

The report highlights any significant effects that land use change and development brought about by the policies and proposals contained within **the Edinburgh City Plan 2030**, may have on the environment. In addition, the Strategic Environmental Assessment process has helped to inform the preparation of the **Proposed Plan**.

Population and Human Health

The total population of Edinburgh has risen to **527,620 in 2020** and is projected to increase by **13% or 68,100 between 2018 and 2043**. In 2018 there was a total housing stock of 248,300 dwellings of which approximately 8% are local authority properties. An ongoing public health priority in Edinburgh, is dealing with poor air quality. This is primarily caused by road transport emissions of gases such as nitrogen oxides (NO_x) and particulate matter (PM_{2.5} and PM₁₀). These can have significant impacts on health, child development and environmental quality. In Edinburgh this is estimated as equivalent to 153 attributable deaths in the same year.

Material Assets

Generally, Edinburgh is well served by public transport with an extensive bus and rail network and developing tram and park and ride network. However, with a growing population, there is increasing pressure on public transport services. Many people travel to work by car causing traffic congestion and significant pressure on parking spaces. There are a number of emerging Council transport schemes which will help improve existing public transport infrastructure including the extended tram route and additional park and ride sites.

Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising in particular former railway alignments or following the banks of the city's watercourses. The area is traversed by a series of core paths that form the Core Path Network across the city.

Soil and Land Use

The majority of farmland in the area is classified as prime agricultural land with the majority also within the Edinburgh Green Belt. Edinburgh has a relatively low incidence of vacant and derelict land compared with other Central Belt authorities. High land values and pressures for development means that land tends to be re-used quickly. However, there are areas of vacant and derelict land in clusters including Newbridge and parts of the waterfront.

Water

Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city. The Water of Leith has been subject to intermittent flooding since people first settled in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The

Murrayfield, Roseburn and Gogar Burn (around the airport) areas have a history of flooding and flood prevention schemes have been implemented to reduce the risk. In addition, due to the extent of hard surfacing within the urban area, there is a significant risk of surface water flooding events.

Cultural Heritage

There are two World Heritage Site designations in Edinburgh, the New and Old Town World Heritage Site and the Forth Rail Bridge. Edinburgh has the largest concentration of listed buildings in the UK outside London (4,812 listings), 50 conservation areas, 56 scheduled ancient monuments and 17 historic gardens and designed landscapes.

Landscapes

Edinburgh has numerous outstanding features within easy reach of the City Centre: Holyrood Park including Arthurs Seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These are designated as Green Belt and also as Special Landscape Areas. The Green Belt around Edinburgh was first established in 1957 and it has been an important tool in managing the City's growth and supporting regeneration.

Review of Environmental Issues

- Loss of prime agricultural land through development.
- Possible future decreases in air quality/need to encourage more sustainable forms of transport.
- Need to adapt to predicted climate change and its potential impacts.
- Need to protect and improve the water status of major waterbodies and avoidance of flood risk and areas which could contribute to flood risk.
- Edinburgh's rich cultural heritage is under significant development pressure. There is a need to protect the cultural heritage from the negative impacts of development.
- Edinburgh has a unique landscape setting surrounded by hills and open countryside and landscape features contained within the urban form. There is a need to protect these features from inappropriate development.
- The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.

Summary of Assessment Findings

All the policies and proposals in the Edinburgh City Plan 2030 Proposed Plan have been assessed. A lot of the policies are being rolled forward from the previous plan, however, a comprehensive assessment including existing policies has been undertaken.

Environmental objectives are well reflected in the LDP policies and the majority have either positive or neutral/no significant impacts. Only 7 significant negative environmental impacts have been identified. These impacts are associated with policies associated with places. In particular, although mixed use development in West Edinburgh is likely to reuse brownfield land a lot of greenfield land will be required. Policy supporting development at the airport and its expansion also has potential for a range of significant impacts including loss of agricultural land, soil sealing and impacts on water courses. Mitigation is identified where appropriate to reduce such negative effects although it will not remove them entirely.

The report also assesses the impact of all the development proposals in the Proposed Plan including proposals carried over from the previous plan that do not have consent. Nearly all the housing proposals within the Proposed Plan are on brownfield sites. Inevitably, particularly given that a significant part of the city has historic status, a lot of the sites have potential significant environmental impacts. However, in the majority of cases the issues raised, for example, impacts on listed buildings, can be mitigated through appropriate assessment, layout and design. Redevelopment of brownfield sites does also provides benefits e.g. an opportunity to factor in surface water flooding by improving water attenuation compared to previous uses.

It should be noted that the SEA was informed by a Strategic Flood Risk Assessment and a Transport Assessment prepared by consultants. The findings of these assessments, which are available separately, helped to inform the analysis of the proposed development sites within the Proposed Plan.

The Environmental Report also identifies cumulative effects of development sites, those internal to Edinburgh and external effects, i.e. cross boundary with adjacent authorities. The internal effects include impact on human health by increasing the number of people exposed to poor air quality, the effect of increased vehicle trips on air quality, impact on soils, particularly from greenfield development, and the landscape impacts of large greenfield developments in West Edinburgh. Redevelopment of brownfield sites rather than greenfield sites provides an opportunity to reduce the cumulative impacts on air quality, caused by increased trips by private vehicles, as brownfield sites are likely to achieve higher mode share for public transport and active travel. However, there are still expected to be some impacts on air quality, and the report sets out the range of mitigation measures that are being pursued and will help to offset these impacts. With regard to external effects there is an unknown risk associated with an increase in commuter vehicle trips from surrounding council areas and their impact on existing air quality management areas. Again the mitigation measures being proposed will help to counter these effects.

Introduction

Purpose of this report

The purpose of this Environmental Report (ER) at the Proposed Plan stage is to:

- Set out changes following the Main Issues Report Stage;
- Provide information on the City Plan 2030 (CP2030) Proposed Plan;
- Identify, describe and evaluate the likely significant and cumulative environmental effects of the policies and proposals within the Proposed Plan;
- Set out an assessment informing the new housing sites in the CP2030;
- Identify appropriate mitigation and monitoring
- Provide a cumulative assessment of the environmental effects of the Proposed Plan.

The revised ER accompanies the Proposed Plan and focuses on the environmental effects resulting from new policies and proposals in the Proposed Plan. Any changes from the MIR to the proposed plan and any matters not covered in the MIR are also considered in this Environmental Report. Changes and additions made to the Environmental Report have been added in green text for ease of reference.

Monitoring

The Council will be required to monitor the significant environmental effects arising from the implementation of the City Plan 2030.

A number of indicators have been identified and linked to the relevant SEA objectives. The report sets out the proposed indicators that will be used to monitor the environmental effects of the plan.

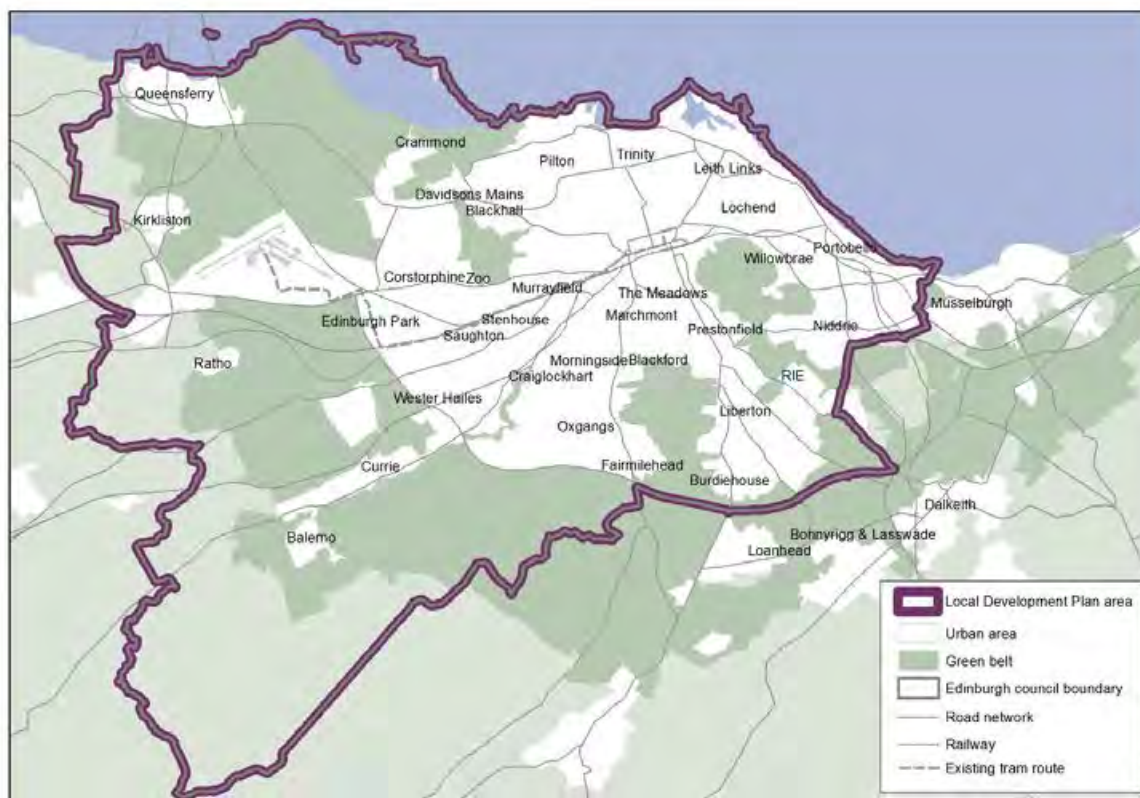
Legislation and Guidance

This report has been prepared in accordance with Section 14 of the Environmental Assessment (Scotland) Act 2005. Various guidance has been used including the Strategic Environmental Assessment Guidance 2013 published by the Scottish Government.

Key Facts

Name of Responsible Authority	The City of Edinburgh Council
Title of PPS	City Plan 2030
Requirement for the PPS	Legislative requirement
Subject of PPS	Land use planning
Period covered by PPS	10 years from date of adoption
Frequency of Update	At least every five years
Area covered by PPS	The City of Edinburgh Council Area (See Figure 1)
Purpose of the PPS	<ul style="list-style-type: none">• Set out a clear spatial strategy for the Council area• Allocate land to meet the needs and targets identified by the Strategic Development Plan and other material considerations• Provide a clear context and policy basis for development and for determining planning applications
Contact Name	Keith Miller

Job Title	Senior Planning Officer
Address	The City of Edinburgh Council Waverley Court Business Centre G3 4 East Market Street Edinburgh EH8 8BG
Contact Number	0131 469 3665
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Figure 1: City of Edinburgh Council area, showing council boundary and LDP boundary

SEA activities to date

The process of environmental assessment of City Plan 2030 has been underway since the beginning of the development plan project. Table 1 sets out the Council's SEA activities to date. Dialogue with the consultation authorities has been maintained throughout the project. The consultation authorities have provided valuable input on the methodology and content of the Environmental Report.

Table 1: SEA Activities to date

SEA Activity	Date
Inception meeting with consultation authorities on the LDP project and timescales and discussion on initial draft of scoping report.	June 2018
Preparatory work on MIR topics and collation of baseline information for SEA	June -July 2018
Preparing of scoping report	July 2018
Submission of scoping report	July 2018

Consultation authority responses to scoping report	August 2018
Prepare environmental report and associated information	September 2018 – October 2019
Circulate draft MIR and Environmental Report to consultation authorities for comment	November 2019
Revise Environmental Report following responses	December 2019
Publication of Environmental Report	January 2020
Consultation on Environmental Report and MIR	January- April 2020
Consultation authority and other stakeholder responses to the Environmental Report	April 2020
Summarise responses to the Environmental Report	May 2020
Publish responses to the MIR and Environmental Report	August 2020
Reassess options set out in the MIR and those received during the consultation period	August -December 2020
Update Environmental Report to accompany Proposed Plan	December 2020- September 2021
Formal publication of revised Environmental Report	September 2021

Summary of comments on Draft Environmental Report and Council response

The Council welcomes the comprehensive range of detailed comments that were submitted to the draft Environmental Report. The comments have resulted in numerous positive changes being made to the ER to provide additional information and clarification. In particular, it has helped inform the updated SEA. A detailed summary of the points raised during the consultation on the environmental report, at the Main Issues Report stage, is included in Appendix 7, with a response as to how the comments have been taken into account in preparing the revised Environmental Report.

Context

Background

The process and timeframe for the preparation and adoption of the City Plan 2030 is set out in the Council's 2021 [Development Plan Scheme](#). The first key stage is the MIR with the accompanying ER and MS.

Scope of the Main Issues Report

The MIR focuses on the main areas of change for Edinburgh since the adoption of the Edinburgh Local Development Plan 2016 (LDP). The 'choices' address these changes, with a preferred option and at least one reasonable alternative for each one. The existing LDP is used as the baseline for preparation of the MIR.

Scope of Proposed City Plan 2030

Following the consultation period on the MIR, all representations were considered and work on the Proposed Plan was progressed. The Proposed Plan sets out the Council's settled view/position on the issues/choices consulted upon in the MIR.

City Plan 2030 includes a spatial strategy for how the Council will meet the requirements of the Strategic Development Plan (SDP), further informed by the second SESplan housing need and demand assessment 2015.

Structure of the Environmental Report

The ER includes all assessment work used to inform the Proposed Plan and the MIR. In addition to the strategic environmental assessment, a housing site assessment has been undertaken to identify suitable land to meet strategic housing requirements.

Relevant Aspects of the Current State of the Environment (Environmental Baseline and Issues)

Relationships with other plans, programmes or strategies (PPS)

The City Plan 2030 is influenced by a hierarchy of International, European, National and Local PPS's that the plan must take into account as shown in Figure 1. In preparing the City Plan 2030, section 1 of the Planning etc. (Scotland) Act 2006 requires authorities to take into account the National Planning Framework and in the SDP areas, be consistent with the SDP.



Figure 2: Relationship with other relevant PPS

Note this diagram only lists key documents as it is a conceptual diagram. Appendix 1 gives a full list of the relevant PPS and associated environmental objectives to be considered in the ER with regard to their relationship with City Plan 2030. PPSs above the national level have not been considered in detail primarily because it is assumed the environmental protection framework provided by European legislation has been transposed into national and regional plans, policies and guidance.

The City Plan 2030 when adopted will sit alongside the emerging City Mobility Plan and the Edinburgh City Centre Transformation Strategy. The preparation of these documents is being carried out in parallel which has presented the opportunity for cross working to ensure consistency and avoid conflicts. This will ensure that their respective objectives, policies and proposals reflect and reinforce each other in a holistic way, to achieve mutually supportive outcomes. It also gave the opportunity to ensure mitigation to address environmental impacts set out in the respective assessments are consistent.

Environmental Protection Objectives

The environmental protection objectives established at national, regional and local level remain those set out in the Environmental Reports for the NPF3, SDP, and SPP. It is not intended to reiterate these objectives but to direct the reader to the relevant reports outlined above. The

Environmental Reports will explain that consideration of those objectives is inherent in statutory plans that City Plan 2030 is required to be consistent with and take account of.

Baseline Information

The following section provides an initial summary describing the key environmental characteristics of the Edinburgh Council area, focusing on SEA issues.

Biodiversity, Flora and Fauna

Edinburgh has a diverse range of designated sites with a mix of habitats and species including the following;

Four Special Protection Areas (SPA) Imperial Dock SPA, part of the Firth of Forth SPA, Forth Island SPA) and St Andrews Bay Complex.

The Firth of Forth is also a Ramsar site which is an international designation for Wetlands of International Importance.

Seven Sites of Special Scientific Interest (SSSI) covering a total area of 1,239ha

Non-statutory designated sites: 109 Local Nature Conservation Sites (including Local Biodiversity Sites and Local Geodiversity sites).

Edinburgh has a Biodiversity Action Plan 2019-21 which takes a landscape scale approach to improve connectivity of natural places, enhance biodiversity which underpins ecosystem services, build in environmental resilience and value natural capital. Sections within the EBAP include blue and green networks and the built environment.

Designation	Number of Sites
Special Protection Area (SPA): Designated under the Wild Birds Directive for wild birds and their habitats.	4 Firth of Forth (Part of), Forth Islands (Part of), Imperial Dock Lock, Outer Firth of Forth and St Andrews Bay Complex.
Ramsar sites: designated under the Convention of Wetlands of International Importance	1 (Within same boundary as Firth of Forth SPA)
Sites of Special Scientific Interest	6 Agassiz Rock, Arthurs Seat Volcano, Balerno Common, Duddingston Loch, Inchmickery, Wester Craiglockhart Hill
Local Nature Reserves	7 and 2 proposed Burdiehouse Burn Valley Park, Cammo Estate,

	Corstorphine Hill, Easter Craiglockhart Hill, Hermitage of Briad & Blackford Hill, Meadows Yard, Ravelston Woods Little France Park (p), West Craiglockhart Hill (p)
Local Nature Conservation Sites	Local Biodiversity sites (LBS) 88 plus 4 proposed sites, Local Geodiversity sites (LGS) 30

Table 2: Natural Heritage Designations

Population and Human Health

(Further detailed information on populations and households is included in the Monitoring Statement)

- The total resident population of Edinburgh has risen to **527,620 (2020)**, see Figure 3, and covers an area of 26,373 hectares (National Records of Scotland).
- The age structure of Edinburgh's population differs significantly from the national average, with fewer children and older people and more young adults.
- The population of Edinburgh is projected to increase by **13% or 68,100 between 2018 and 2043 (National Records of Scotland)**
- In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high with females living 82.21 years and males living to 78.4 years. However, there are significant inequalities in general health and mortality rates between different neighbourhoods within the city.
- Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2008. The Council identified 3 Noise Management Areas and 10 Quiet Areas in 2014 as part of round 1 of the noise mapping process (see Appendix 6). Following round 2 a further 18 Noise Management Areas and 10 Quiet areas were identified in the city. Work by the Edinburgh Agglomeration Working Group is now commencing on the fieldwork for round 3. The working group will continue to co-ordinate the action planning process and work with the Environmental Noise Steering Group and the Scottish Government in its delivery of the requirements of the Environmental Noise Regulations.
- An emerging public health priority in Edinburgh as well as many cities in the UK and across the world, is dealing with poor air quality (see Appendix 6). This is primarily caused by road transport emissions of gases such as nitrogen oxides (NO_x) and particulate matter (PM_{2.5} and PM₁₀). These can have significant impacts on health, child development and environmental quality. In Scotland recent work by Health Protection Scotland estimates that in 2016 there were 1,724 attributable deaths (not actual deaths, but modelled estimates that would be attributable to long term exposure) associated with man-made PM_{2.5}. In Edinburgh this is equivalent to 153 attributable deaths in the same year.

- The Council area includes several establishments controlled under Major Hazards legislation. There is a requirement to ensure that new development is not located so as to put occupants at undue risk from these hazards.

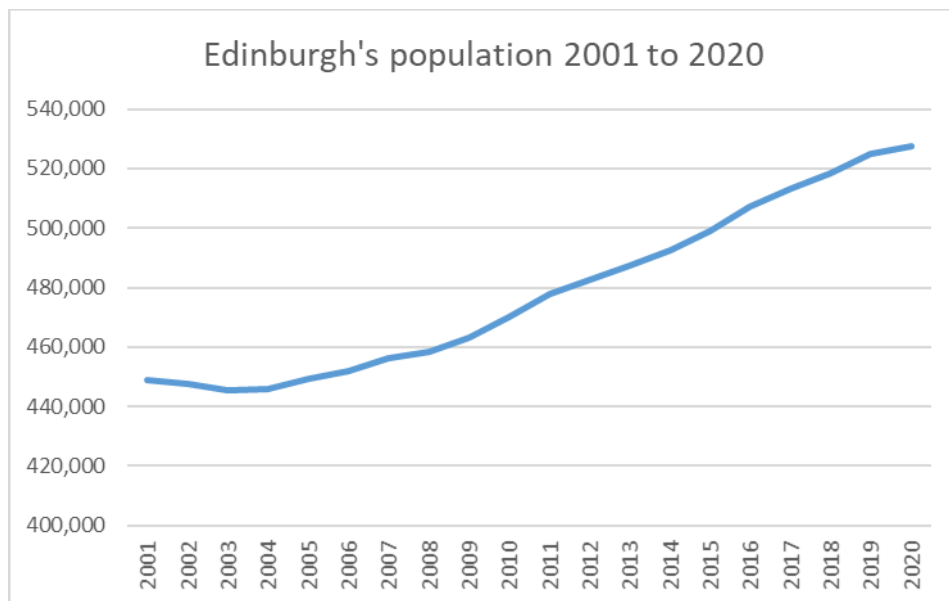


Figure 3: Edinburgh's population (2001-2020)

Material Assets

- **Housing Stock:** Out of a total housing stock of 248,300 dwellings (2018) approximately 8% are local authority properties. About 68% of the total housing stock consists of flats or maisonettes with only 10% detached houses. 35% of the housing stock was built prior to 1919. Sites previously allocated for housing development in the Edinburgh Local Development Plan and the Edinburgh City Local Plan were subject to Strategic Environmental Assessment and therefore form part of the baseline assuming they have consent.
- **Public Transport Infrastructure:** Generally, Edinburgh is well served by public transport with an extensive bus and rail network and developing tram and park and ride network. However, with a growing population, there is increasing pressure on public transport services. Many people travel to work by car causing traffic congestion and significant pressure on parking spaces. There are a number of emerging Council transport schemes which will help improve existing public transport infrastructure including the extended tram route and additional park and ride sites. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the airport to the city centre. The Council is currently undertaking work to extend the tram network to Leith and Newhaven. The current LDP safeguards that route as well as wider long term extension opportunities.
- **Rights of Way:** Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising in particular former railway alignments or following the banks of the city's watercourses. The area is traversed by a series of core paths that form the Core Path Network across the city.

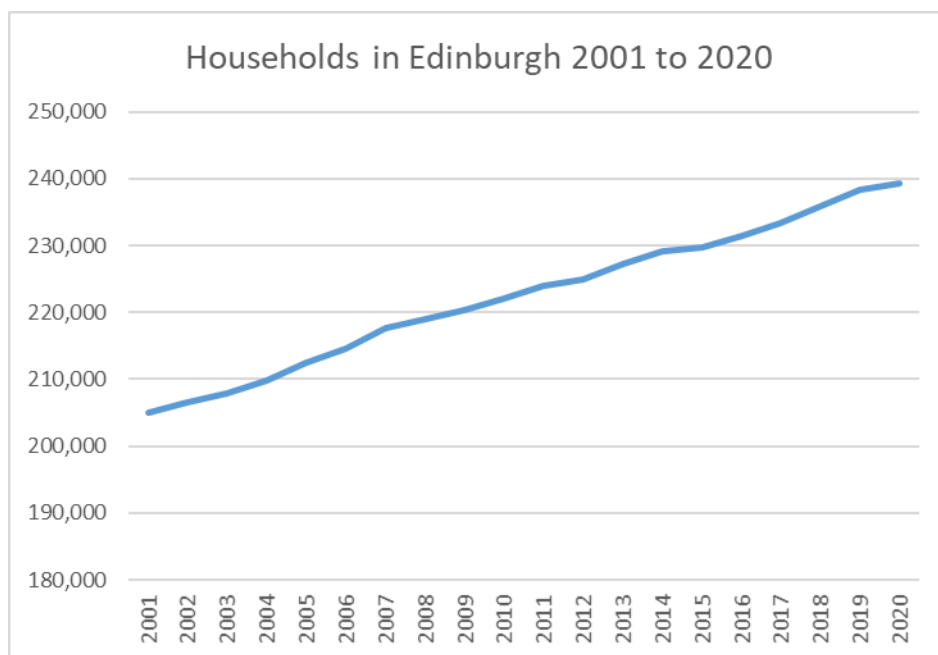


Figure 4: Households in Edinburgh (2001-2020)

Soil and Land Use

- **Agricultural and rural land:** The majority of farmland in the area is classified as prime agricultural land (Soil Survey of Scotland – Land Capability for Agriculture, Macaulay Institute for Soil Research) with the majority also within the Edinburgh Green Belt. In addition, there is a limited amount of carbon-rich and peatland soil which can be found in the Pentland Hills and which is designated a Special Landscape Area.
- **Vacant and derelict land:** Edinburgh has a relatively low incidence of vacant and derelict land compared with other Central Belt authorities. High land values and pressures for development means that land tends to be re-used quickly. However, there are significant areas of vacant and derelict land in clusters including Newbridge and parts of the waterfront, although the total amount in Edinburgh has dropped from 229ha in 2011 to 153ha in 2020.

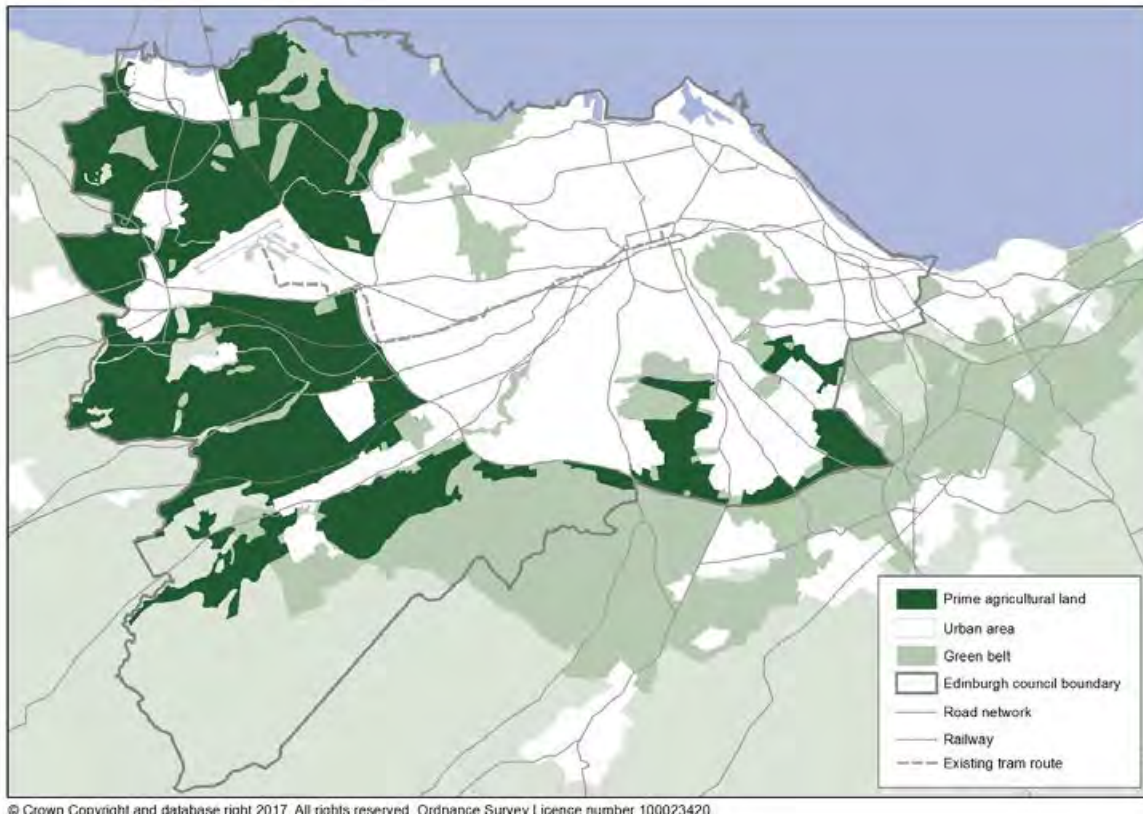


Figure 5: Prime Agricultural Land in Edinburgh

Water

- **Areas of importance for flood management:** These have been identified within the study area associated with specific water bodies (as identified e.g. Water of Leith). A map showing areas of fluvial flooding is in Appendix 6.
- **Rivers:** Edinburgh is drained by a number of relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city.
- **River, coastal and surface water flooding:** The Water of Leith has been subject to intermittent flooding since people first settled in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The Murrayfield, Roseburn and Gogar Burn (around the airport) areas have a history of flooding and flood prevention schemes have been implemented to reduce the risk. In addition, due to the extent of hard surfacing within the urban area, there is a significant risk of surface water flooding events. SEPA has published a Flood Risk Management Strategy for the Forth Estuary. The City of Edinburgh Council as part of the Forth Estuary Catchment Area produces a Local Flood Risk Management Plan (LFRMP). This identifies areas vulnerable to flooding and potential mitigation actions. The plan was adopted in June 2016. An interim update was completed in June 2019. The LFRMP provides further information on the funding and timetable for delivering the actions identified in the strategy between 2016 and 2022. The FRMP and LFRMP will be updated every six years. In addition, the Council will now **develop** surface water management plans following on from the completed Integrated Catchment Study in 2018.

- **Water supply:** Edinburgh's water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some acting as main supply reservoirs and others as holding or compensation reservoirs. This infrastructure was the subject of a major investment programme. *Although the availability of water supply could become more of an issue in the future as a result of increased demand (proposed growth) and climate change (increased frequency of droughts) it is currently* the capacity of the treatment and distribution infrastructure which require consideration in respect of the amount and location of new development in the Edinburgh area.

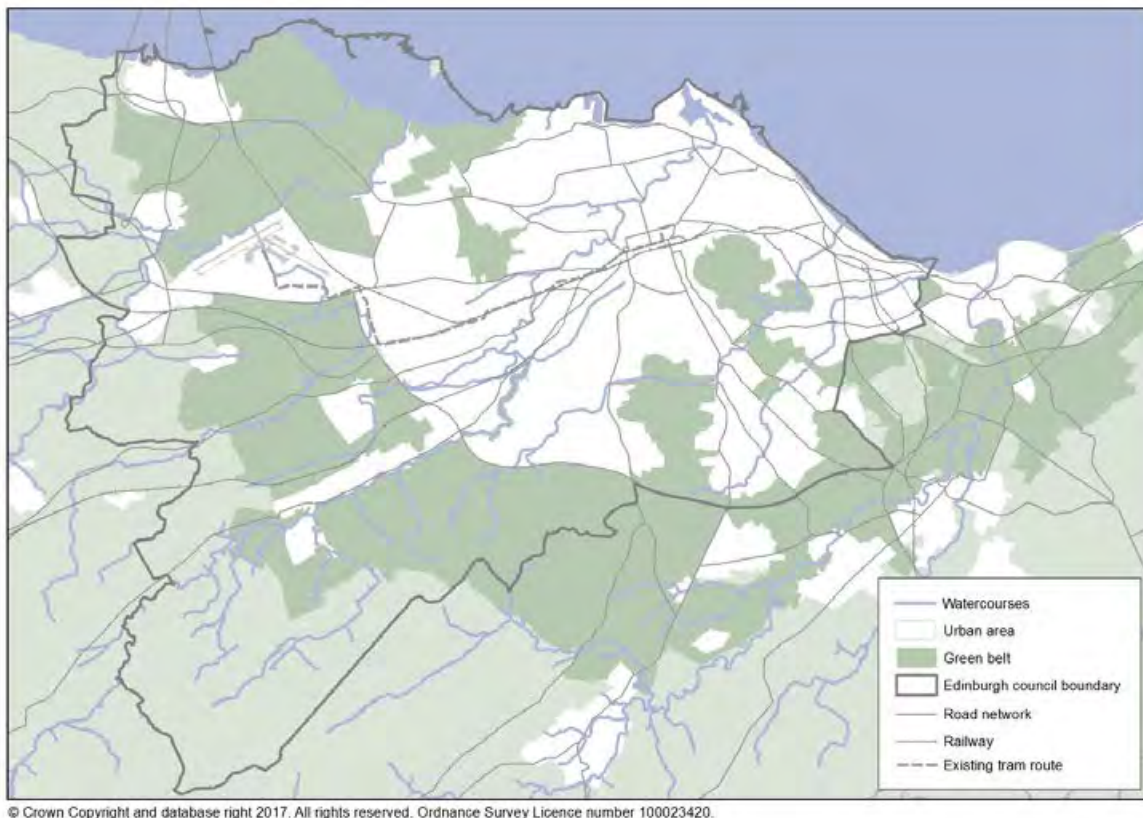


Figure 6: Watercourses in Edinburgh

Cultural Heritage

World Heritage Site: There are two historic designations in Edinburgh. The New and Old Town World Heritage Site, which was inscribed by the United Educational Scientific and Cultural Organisation (UNESCO) in 1995. One of only six in Scotland, it covers approximately 4.5 sq kms of the city's historic core. The other World Heritage site in the Edinburgh area is the Forth Bridge which was inscribed in 2015. Its three diamond-shaped towers form a cantilever bridge which was completed in 1890 and carries a dual-track railway line 46 metres above the Firth of Forth.

Listed Buildings: Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,812 listings, comprising approximately 34,000 individual properties (as at October 2019).

Conservation Areas: There are 50 conservation areas in Edinburgh, an increase of 10 since 2011, of widely varying character, ranging from the mediaeval Old Town, the Georgian New Town, Victorian suburbs and former villages which have been absorbed as the city grew over time.

Scheduled Ancient Monuments: Scotland has a rich heritage of ancient monuments reflecting generations of past lives. They are important both in their own right and as a resource for research, education, leisure and tourism. There are currently 56 scheduled ancient monuments within the City of Edinburgh Council boundary, with five new sites being designated since 2011.

Historic gardens and designed landscapes: Historic Environment Scotland maintains the Inventory of Gardens and Designated Landscapes. The purpose is to record assets of national, regional and local importance. They are valuable in terms of contribution to scenery, history, artistic design, wildlife, horticulture and tourism. A total of 17 sites are listed with the Council's area, a reduction of three since 2011.

Non-designated heritage assets: There are a variety of non-designated heritage assets and sites of known or suspected archaeological significance that can be found across the wider Edinburgh area. It is important to recognise that not all historic buildings, for example those that are pre1919, are listed or within conservation areas. Despite this these buildings are historic assets and are important in providing a sense of place. In addition, the retention of these buildings has a role to play in terms of climate change and carbon capture through the re-use and repurposing of existing buildings.

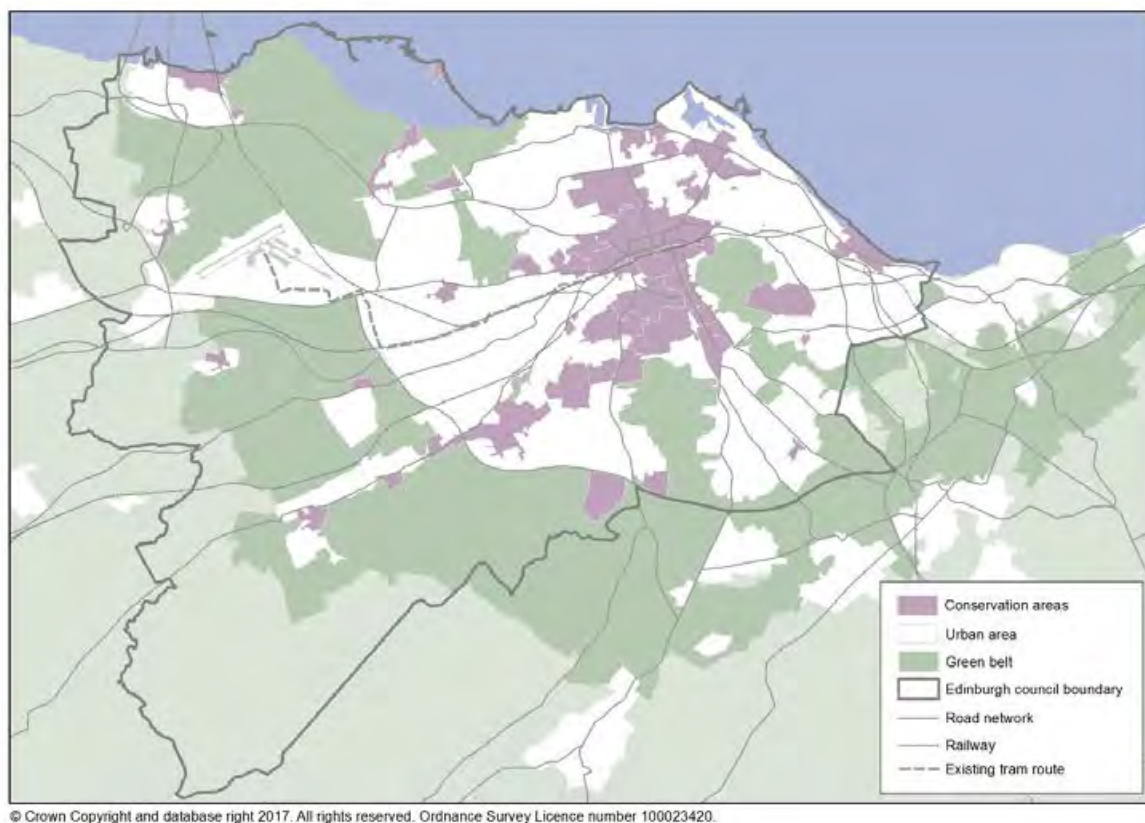


Figure 7: Conservation areas in Edinburgh

Landscapes

Landscape and Green Belt: Edinburgh has numerous outstanding features within easy reach of the City Centre: Holyrood Park including Arthurs Seat and Salisbury Crag, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These are designated as Green Belt and also as Special Landscape Areas. The Green Belt around Edinburgh was first established in 1957 and it has been an important tool in managing the City's growth and supporting regeneration. The current LDP

released a significant amount of land from the Green Belt, primarily to meet housing land requirements in the SDP and to facilitate national planning policy on West Edinburgh and uses such as Riccarton Campus.

Within the City Centre itself, Edinburgh has open spaces of world class value. These include topographic and natural features that define the City such as Arthur's Seat, the Water of Leith and Braid Burn river valleys and the coastline. In addition, there are large areas of open space important to the character of the city, such as the Meadows and Bruntsfield Links. These spaces connect with footpaths, green corridors and water courses to form a strong green and blue infrastructure within the urban area.

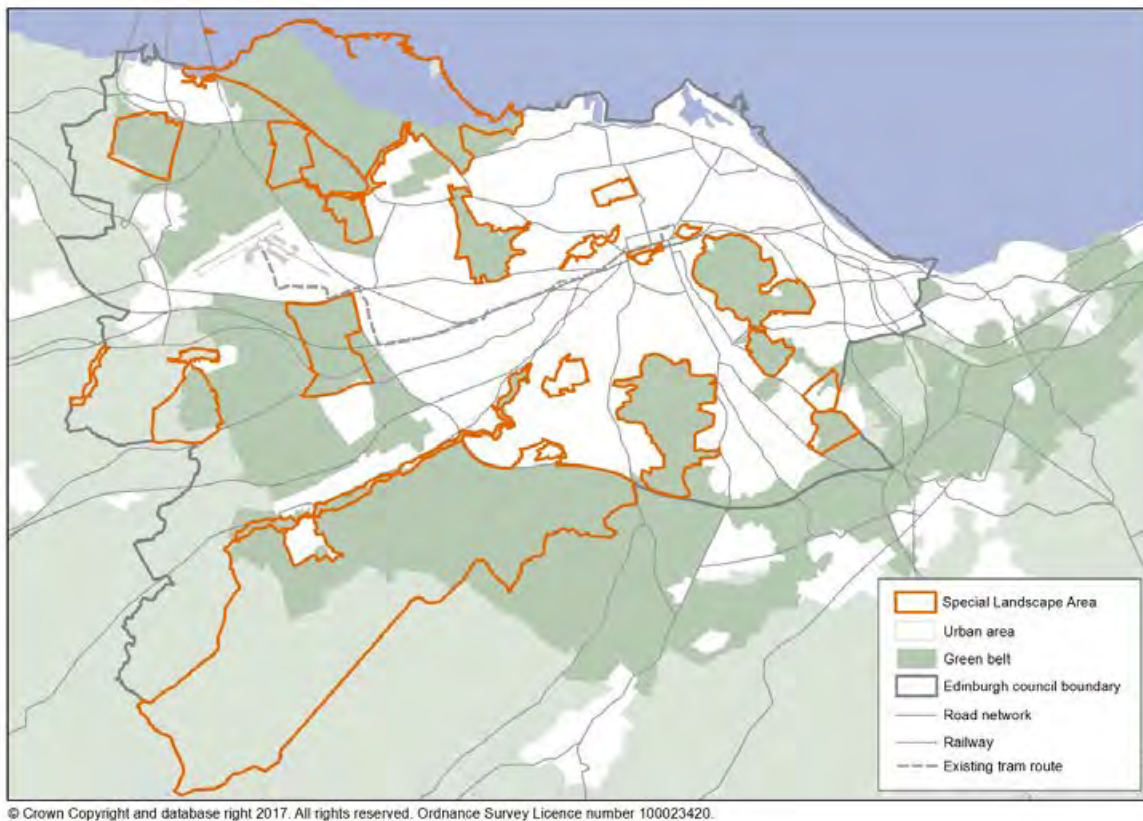


Figure 8: Map showing green belt and special landscape areas.

Environmental Issues

An initial review of environmental issues has been undertaken and has included:

- Review of issues from relevant strategies, plans programmes and environmental objectives
- Review of baseline environmental data
- Inception meetings with key agencies

Relevant environmental issues are summarised in Table 3.

Issue	Topic	Implications for Plan
1. Loss of prime agricultural land (PAL) through development	Population and human health Soil	Meeting development requirements may need release of PAL around Edinburgh and its transport corridors.
2. Possible future decreases in air quality/need to encourage more sustainable forms of transport: There are 6 Air Quality Management Areas in Edinburgh. 1 new Air quality management area (Jan 2017) has been identified since the last LDP due to deterioration of air quality in Leith docks area (see Appendix 6).	Air and Climatic factors	Support City Mobility plan objectives, including minimising need to travel and distances travelled, ensuring new allocations are well connected to public transport and existing and proposed active travel infrastructure, identification of low emissions zone, provide a policy seeking mitigation of air quality impacts and emphasis on delivering brownfield land with low car ownership and good access to active travel and public transport.
3. Need to adapt to predicted climate change and its potential impacts. Climate change is likely to result in increased frequency and magnitude of extreme weather events such as flooding, droughts and heatwaves. Climate change mitigation required through reducing emissions.	Air and Climate factors	Consider the effects of climate change throughout the plan area and for the whole period of the plan and the need for adaptation. Need to identify main adaptation actions for the identified main climate risks e.g. for increased flooding and heatwaves the green and blue network that takes into account climate change. Need to identify mitigation measures E.g. objectives for zero carbon and how this will be achieved
4. Need to protect and improve the water status of major waterbodies and avoidance of flood risk and areas which could contribute to increased flood risk.	Water	Consider potential enhancements to major waterbodies where new allocations are proposed. Consider risk of flooding with regard to redevelopment of brownfield sites resulting in change of use exposing higher risk property to risk of

<p>Climate change is likely to result in increased flooding from rivers, the sea, surface water and sewer flooding.</p> <p>Waste water and water supply infrastructure are going to be placed under increasing pressure due to planned growth and climate change potentially impacting the water environment.</p>		<p>flooding. Deliver improved attenuation as part of new developments.</p> <p>Should consider the effects of climate change and all sources of flooding, including where relevant coastal erosion impacts, on sites and cumulative impact of sites on flood risk.</p> <p>Consider requirements for strategic surface water drainage and waste water infrastructure and impacts on water quality.</p> <p>Consider requirements for water supply infrastructure.</p> <p>Should be part of a multifunctioning green and blue network.</p>
<p>5. Edinburgh has a rich cultural heritage with two World Heritage Sites, Scheduled Monuments, archaeological remains, listed buildings and conservation areas. Edinburgh is under significant development pressure particularly in the historic core. There is a need to protect the cultural heritage from the negative impacts of development e.g. setting of SM, loss of LBs, effect of pollutants, etc</p>	Cultural Heritage	<p>City Plan 2030 should support the protection and enhancement of the cultural heritage resource from the effects of new development. Potential impacts on listed buildings and other heritage assets in the city through the redevelopment of brownfield sites to accommodate mixed use development and new build office and other commercial development in order to meet future demand.</p>
<p>6. Edinburgh has a unique landscape setting surrounded by hills and open countryside. It also has landscape features</p>	Landscape	<p>City Plan 2030 should support the overall protection of the landscape character of areas as well as their visual quality. It will protect where appropriate, designated areas</p>

that are contained within the urban form such as Arthur's Seat, Corstorphine, the Braid Hills etc. There is a need to protect these landscape features from inappropriate development both within and on the edge of the urban form.		from inappropriate development and ensure new developments are designed and sited to minimise landscape/visual impacts. In addition to visual quality, etc. impacts on landscape and access to enjoy them, e.g. beaches and coast line and river corridors, should be assessed and considered.
7. The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.	Population and human health	City Plan 2030 should help create well designed and sustainable communities with good access to amenities, green spaces, services and active travel. In addition, it will continue to deliver affordable, safe, quality housing that meets all needs, improve air quality, and help provide equality of access to employment opportunities. Should also help create communities that are ready for climate change and are resilient to extremes of weather including floods, droughts and heatwaves. And are mitigating climate change by reducing emissions and are zero carbon.

Table 3: Relevant environmental issues

Scope and Level of Detail Proposed for the Environmental Assessment

Alternatives

The MIR focused on the key issues/choices and areas of change in Edinburgh, setting out a series of preferred options and reasonable alternatives. By assessing the impacts of all alternatives, the ER is a key tool in determining the Council's preferred options. The ER proposes recommendations for mitigation and enhanced measures to prevent, reduce or offset adverse impacts and to enhance positive effects that are predicted to arise from the implementation of City Plan 2030.

Scoping in/out of SEA issues

The purpose of the SEA is to assess the likely significant impacts (positive or negative) that the plan will have on the environment. Schedule 3 of the Environmental Assessment (Scotland) Act, requires the MIR/City Plan 2030 to be assessed against the following environmental issues:

- Biodiversity, flora and fauna
- Population and human health
- Soil
- Water
- Air and climatic factors
- Material assets
- Cultural Heritage
- Landscape and townscape

The scoping process concluded that the MIR/City Plan 2030 is likely to significantly impact on all these environmental issues. Therefore, these issues provide the context for, and are directly related to, the development of SEA Objectives and the sub-criteria/questions to be used in the assessment process. The approach for the environmental assessment of the MIR is set out in the Scoping Report. This involves the assessment of the MIR in terms of MIR issues and new sites.

Framework for assessing environmental effects

The overall approach to the SEA assessment is set out in Tables 4 and 5 (SEA Methodology).

Assessing the environmental effects of the MIR/Proposed Plan

The MIR focused on the key issues and areas of change in Edinburgh. This revised ER includes a summary of the assessment undertaken of the main issues/choices included within the MIR, highlighting which options have been progressed into the Proposed Plan. The assessment has evolved in line with the content of the Proposed Plan and considers the environmental effects of the policies, proposals and other issues that are included within it.

The ER proposes recommendations for mitigation and enhancement measures to prevent, reduce or offset adverse impacts, and to enhance positive effects that are predicted to arise from the implementation of the LDP.

At the MIR stage it was not possible to assess the environmental impact of City Plan 2030 policies. Each issue/choice included within the MIR was assessed with an assessment matrix being developed to assess the choices included in the MIR relative to each SEA objective (see Appendix 2). An analysis of the preferred choices and reasonable alternatives is provided with any significant effects recorded and potential mitigation outlined.

Policy Assessment

As anticipated in the MIR, a significant number of policies have been rolled forward from the current Edinburgh LDP. All policies within the Proposed Plan including those which have been rolled forward have been assessed to augment the previous assessment of the MIR issues/choices.

New Sites

Development needs arising from the SDP and other material considerations requires the City Plan 2030 to identify land for new development. Detailed site assessments have been undertaken to identify land with potential for development. A comprehensive urban brownfield site assessment was carried out to assess in full the potential for new development to come forward on previously developed land. This assessment identified over a hundred sites with potential for development. These sites represent the most sustainable options, as they are well located to existing/future public

transport services and active travel networks which in turn ensures high mode share and minimises the increase in private car trips.

Site capacity estimates for brownfield sites included in the Proposed Plan remain based on assumptions of a range of densities; medium low (60-100 dwellings per hectare), medium high (100-175 dwellings per hectare) and high (175-275 dwellings per hectare). The density range has been provided to allow flexibility, e.g. ground conditions may affect site layout.

Each of the potential sites was subject to strategic environmental assessment. The outcomes of the environmental assessment are set out in a matrix based on SEA objectives (See Appendix 4). The matrix allows the cumulative effects for the sites to be assessed, both internally, i.e. within the Edinburgh Council boundary, and externally i.e. combined with identified environmental impacts in adjacent council areas (see Appendix 3).

Environmental constraints have been identified and mapped for all sites.

Following the consultation period, all site options were reviewed to take account of comments from consultees, additional sites proposed by consultees, and other information from various studies including the Strategic Flood Risk Assessment and the Transport Appraisal before the final selection of sites was identified in the Proposed Plan. Volume 2 of the Environmental Report has been updated to reflect this comprehensive reassessment. Whilst all sites within the Proposed Plan have been assessed, some sites not considered appropriate for inclusion within the plan have not been subject to SEA at this stage. If any of these sites are subsequently included e.g. post examination, they would be subject to SEA.

Existing Proposals

In line with paragraph 4.22 of PAN 1/2010 (Strategic Environmental Assessment of Development Plans), (legacy) proposals that are being rolled forward from previous plans that do not have development consent have also been assessed in the ER.

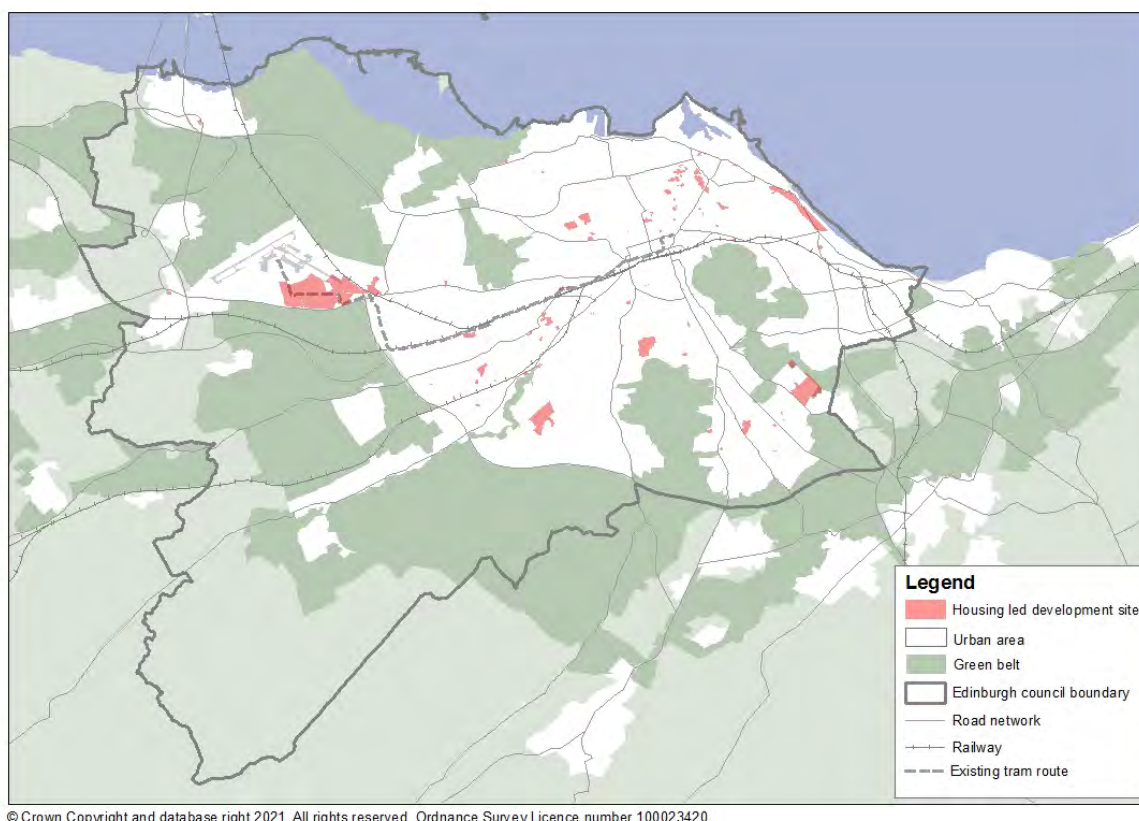


Figure 9: Proposed new housing led development sites subject to assessment

SEA Methodology

Table 4: Methodology for assessing Policy

Biodiversity, Fauna and Flora	To protect and enhance biodiversity, flora and fauna and habitat networks
B1	Would the policy protect and or enhance Biodiversity, including flora and fauna?
B2	Would the policy protect and or enhance existing habitats and established networks?
Population and human health	To improve the quality of life and human health for communities
P1	Would the policy encourage the co-location of development with good health, social and recreational facilities (e.g. useable open space)?
P2	Would the policy protect and encourage the use of core paths, pedestrian walkways and cycle tracks?
Soil	Protect the quality and quantity of soil
S1	Would the policy minimise the use of Greenfield land (promote brownfield)?
S2	Would the policy protect prime agricultural land and carbon rich soils and peat soils from development?

S3	Would the policy minimise soil sealing, as defined in the soil framework?
Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way
W1	Would the policy maintain the status of major water bodies?
W2	Would the policy minimise flood risk both now and in the future?
W3	Would the policy promote the use of SUDs and other water storage solutions?
W4	Would the policy impact upon waste water treatment capacity?
Air and Climatic factors	Maintain and improve air quality and reduce the causes and effects of climate change
A1	Would the policy ensure that measures to improve air quality are not undermined?
A2	Would the policy protect AQMAs and candidate AQMAs?
A3	Would the policy minimise the distance people need to travel?
A4	Would the policy encourage the provision of low/zero carbon technologies
Material Assets	Minimise waste and promote the sustainable use of natural resources
M1	Does the policy encourage the protection and enhancement of open space?
M2	Does the policy contribute towards 'Zero Waste' objectives?
Cultural Heritage	Protect and where appropriate, enhance the historic environment
H1	Does the policy protect and enhance the historic environment?
H2	Does the policy increase access and understanding of historic environment?
Landscape and Townscape	Protect and enhance the landscape character and setting of the city and improve access to the open space network
L1	Does the policy enhance the landscape setting of the city?
L2	Does the policy maintain the diversity of landscape character?
L3	Does the policy improve access to the open space network?

Table 5: Methodology for Assessing Sites

Biodiversity, Fauna and Flora	To protect and enhance biodiversity, flora and fauna and habitat networks
B1	Would site protect and or enhance the integrity of a European and/or National designated biodiversity site?
B2	Would the site protect and or enhance the integrity of local designated biodiversity sites and wildlife sites?
B3	Would the site protect and or enhance the integrity of existing habitat networks and other wildlife corridors?
B4	Would the site protect and or enhance protected species?
B5	Would the site protect and or enhance ancient woodland?

Population and human health	To improve the quality of life and human health for communities
P1	Would the site be located away from regulated site which would increase the population affected by nuisance (odour, noise), poor air quality or regulated major hazard?
P2	Would the site have an impact on designated quiet areas or noise management areas?
P3	Would the site provide opportunities for active travel or recreation?
P4	Would the site provide opportunities for social interaction and inclusion?
Soil	Protect the quality and quantity of soil
S1	Would the site be located on brownfield land?
Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way
W1	Does the site protect and enhance the water status of major water bodies?
W2	Does the site add to flood risk or reduce flood storage capacity?
Air and Climatic factors	Maintain and improve air quality and reduce the causes and effects of climate change
A1	Does the site provide good accessibility to public transport?
A2	Does the site provide good accessibility to active travel networks?
A3	Does the site affect existing AQMAs and air quality?
A4	Does the site prevent increased flooding or instability as a result of climate change?
Material Assets	Minimise waste and promote the sustainable use of natural resources
M1	Does the site result in the loss of/have adverse effects on open space?
M2	Does the site provide access to open space, greenspace/recreational provision?
Cultural Heritage	Protect and where appropriate, enhance the historic environment
H1	Does the site have significant effects on Listed buildings and their settings?
H2	Does the site have significant effects on scheduled monuments and their settings?
H3	Does the site have significant effects on conservation areas?
H4	Does the site have significant effects on the outstanding value of the World Heritage Sites?
H5	Does the site have significant effects on Historic Gardens and Designed Landscapes?
H6	Does the site have significant effects on non-designated heritage assets?
Landscape and Townscape	Protect and enhance the landscape character and setting of the city and improve access to the open space network
L1	Does the site have significant effects on the landscape setting of the city or its townscape?

L2	Does the site enable clear and defensible green belt boundaries to be formed?
L3	Does the site have significant effects on the designated landscape areas?
L4	Does the site support the delivery of the green network?

Assessment of the Environmental Effects and Suggested Mitigation

This section presents the summary findings of the SEA for the 16 choices from the Main Issues Report and identifies which options have been taken forward and included in the Proposed Plan. Appendix 2 provides the detailed assessment information.

Choices for City Plan 2030 (Issues)

Choice 1: Make Edinburgh a sustainable, active and connected city

The preferred choice is to introduce new policies on green spaces and green networks including a 5 hectare green space standard, green and blue infrastructure, new allotments, additional cemetery provision, and long term maintenance and management arrangements. This approach is likely to have a positive effect in terms of biodiversity, flora and fauna, reducing soil sealing, improving quality of life by providing better access to open space, encouraging protection and enhancement of open space and promoting the use of SUDs.

The reasonable alternative is to retain current policies which is expected to have a net neutral effect, i.e. no significant positive or negative effects over the status quo.

Update for Proposed Plan

- A, B & C. Several new subject policies and modified versions of existing policies carried forward from the Adopted LDP have embedded the requirement for new developments to link to, expand and enhance the City's Green network. This includes embedding green and blue infrastructure within developments. Improvements to the City's green and blue network have are also set out through in the Plan.
- D. Modified policy on open space more clearly sets out when open space is important for local communities and when it may be accepted for development, particularly having regard to the overall level and quality of provision available in the local area.
- E. City Plan adopts a brownfield strategy and accordingly does not contain many larger sites. Notwithstanding this, one example of a larger site where this standard would be applicable is Edinburgh 205 and City Plan sets out that this should have a cohesive open space covering at least 5ha that can be accessed by all within the development.
- F & G. Allotment proposals have been included in this plan as there was detail on several of these have been identified as likely to come forward in the lifetime of the plan, however this was not the case with cemeteries or burial sites so these are not included in City Plan.
- H. Modified policy on landscaping requirements sets out the requirement for maintenance arrangements to be agreed as part of planning applications.

Choice 2: Improving the quality, density and accessibility of development

The preferred choice is to introduce a requirement that all developments demonstrate their design will include measures to tackle/adapt to climate change, revise policy to ensure higher density development, revise design and layout policies to achieve better layouts for active travel and connectivity, ensure development delivers quality open space and public realm. This approach is likely to have a positive effect in terms of **minimising the development of greenfield land which will reduce the impact on biodiversity, flora and fauna**, minimising the distance people need to travel through higher density development, minimising the use of greenfield land, providing better access to open space and by encouraging low/zero carbon technologies through better design which seeks to tackle or adapt to climate change. **There is the potential for impacts on the historic environment particularly where brownfield sites are being redeveloped for high density development. Through the preparation of site briefs/masterplans and appropriate policies the potential impacts of high density development on the historic environment can mostly be mitigated.**

The reasonable alternatives are to continue to use existing policy which will have a net neutral effect.

Update for Proposed Plan

- A. New subject policies will require demonstration of measures being embedded into proposals to address climate change, future adaptation and measures to ensure accessibility for all demographics and levels of mobility.
- B. Both site briefs and subject policy shall ensure a high level of minimum density and vertical mix of uses.
- C. This is addressed through modification and addition of several subject policies as well as the specification set out in the site briefs for specific development sites.
- D. A new subject policy has been created which shall mean open space will be required all development.

Choice 3: Delivering carbon neutral buildings

The preferred choice is to introduce a requirement for all buildings and conversions to meet the zero carbon/platinum standards as set out in the current Scottish Building regulations. This approach is likely to have a positive effect in terms of encouraging the provision of low/zero carbon technologies.

The reasonable alternatives are to use the Scottish building regulations bronze standard, the current policy position which will have a neutral effect, the silver standard or the gold standard which will have a more positive impact compared to the existing policy position but not as significant as the platinum standard.

Update for Proposed Plan

Proposed subject policy on this issue requires highest applicable level possible across different aspects of Sustainability within the Building Standards, equating to platinum for carbon emissions and gold for all other aspects.

Choice 4: Preparing place briefs and supporting the preparation of local place plans

The preferred choice is to prepare place briefs for areas and sites within the plan, highlighting the key elements of design and layout new developments should deliver, and support Local Place Plans

for communities by setting out how they can help achieve great places and support community ambitions. The reasonable alternatives are to continue to use existing policy.

No significant environmental effects are anticipated from either approach.

Update for Proposed Plan

The preferred approach was partly carried forward.

- A. City Plan will identify sites where Place Briefs shall be necessary prior to submission of planning applications, with modified subject policies also ensuring proposals should not come forward prematurely in these locations or other sites where a Place Brief is considered necessary.
- B. Legislation on Local Place Plans is still to be finalised so it is not considered appropriate at this stage for City Plan to set out details about how LPPs should work within the planning process as this will be addressed by legislation in due course.

Choice 5: Delivering community infrastructure

The preferred choice is to direct development to where there is infrastructure capacity, to set out where new community facilities are needed and to ensure they are well connected with active travel routes and public transport services. To co-locate community services close to the communities they serve and to set out where new development will be expected to contribute towards new infrastructure. In addition, to stop using supplementary guidance and set out developer contribution policy within the plan. This approach is likely to have a positive effect in terms of encouraging the co-location of development with good health, social and recreational facilities, encouraging active travel and reducing the need to travel.

The reasonable alternative is to retain current policies, which is expected to have a net neutral effect.

Update for Proposed Plan

The preferred approach to community infrastructure was taken forward by updating the policy on Access to Community Facilities and aligning it to the aspiration for Edinburgh to be a walkable city with key community facilities within a 20 minute return trip. Analysis of the proposed plan's housing and mixed use sites is based on an 800m trip.

This approach is evidenced by a transport, education and healthcare appraisal to understand the level of community infrastructure required to support the growth and City Plan's spatial strategy.

Both the above policy and the updated policy on Loss of Community Facilities require co-location of services to be considered wherever possible.

The policy on infrastructure delivery and developer contributions supports development only where there is sufficient infrastructure capacity or where the development can deliver the infrastructure necessary to mitigate any negative impacts.

Choice 6: Creating places that focus on people, not cars

The preferred choice is a new policy that assesses new development against its ability to meet targets for public transport usage, walking and cycling. Also want to use place briefs to set targets for trips by walking, cycling and public transport and this will determine appropriate parking levels to support high use of public transport. This approach is likely to have positive effects in terms of

encouraging the co-location of development with good health/social facilities, encouraging the use of cycleways and active travel routes, reducing the need to travel and contributing towards protection and enhancement of open space as part of a green active travel network.

The reasonable alternative is to retain current policies, which is expected to have a net neutral effect.

Update for Proposed Plan

City Mobility Plan (approved and published February 2021) has committed to establishing mode share targets for Edinburgh. City Plan has worked alongside City Mobility Plan to develop these targets. Since this work started, the Scottish Government published a nationwide target to reduce car kilometres by 20% by 2030. Edinburgh's target now uses this as a basis for establishing its citywide mode share target.

The preferred option is in part taken forward through the site accessibility analysis work. Site briefs have been informed by analysis of accessibility by sustainable transport modes (PTAL score and walkability ratio) and this informs the level of parking that the site briefs set.

Criteria in the Council's transport policies will all work together to ensure that new development works to achieve the Council's mode share targets by establishing appropriate levels of parking and ensuring the location for major travel generating development are where there are high levels of access by sustainable transport.

Choice 7: Supporting the reduction in car use in Edinburgh

The preferred choice is to determine parking levels in new developments based on targets for trips by walking, cycling and public transport, protect against development of additional parking in the city centre to support delivery of the City Centre Transformation programme, update policies to support parking for bikes, those with disabilities and electric vehicles, support the city's park and ride infrastructure through extensions to them, and supporting new park and ride sites. This approach is likely to have positive effects in terms of encouraging active travel, low emissions vehicles, travel by public transport, minimising the distance people travel and the benefits of good air quality that arise from less private vehicle trips.

The reasonable alternative is to retain current policies which is expected to have a net neutral effect.

Update for Proposed Plan

The preferred option has been taken forward by including a new criterion to link parking levels with Council's mode share targets, supporting private parking free developments in the LEZ and other highly accessible locations, other than accessible parking spaces. Updated policy proposes no new off-street parking in the city centre. Any parking is required to have EV charging. Another new aspect to this policy framework is the support for mobility hubs, which reduces the need to own a private car and encourages shared and sustainable transport options.

Cycle parking policy has been updated to increase cycle parking security, convenience and for visitors.

Continued support for park and ride, with updated policy now including criteria to ensure integration with active travel network, mobility hubs and EV charging.

Choice 8: Delivering new walking and cycling routes

The preferred choice is to update policy on the cycle and footpath network to provide criteria for identifying new routes, as part of City Centre Transformation and other relevant projects, to assist in delivering a number of strategic walking and cycling links around the city, and to safeguard or add any other strategic active travel links within any of the allocated sites. This approach is likely to have positive effects in terms of encouraging active travel and the benefits of good air quality that arise from less vehicle trips.

The reasonable alternative is to retain current policies, which is expected to have a net neutral effect.

Update for Proposed Plan

This preferred option has not been taken forward, instead the existing policy that safeguards the cycle and footpath network has been revised to include a criteria that states development will not be supported that would prevent the implementation of proposed cycle paths/footpaths shown on the Proposals Map and Proposals section or other routes identified in the Council's Active Travel Action Plan, or other routes identified through development principles and site briefs following community consultation. It is the intention that this criterion supports the delivery of all identified routes in site briefs and through place briefs and place plans that come forward as City Plan sites progress.

Choice 9: Protecting against the loss of Edinburgh's homes to other uses

The preferred choice is to consult on designating Edinburgh or parts of Edinburgh as a 'Short Term Lets Control Area' where planning permission will always be required for a change of use of whole properties for short term lets. Also want to create a new policy on the loss of homes to alternative uses when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. The reasonable alternative is to continue to use existing policies.

No significant environmental effects are anticipated from either approach.

Update for Proposed Plan

The preferred option has been taken forward with the inclusion of a loss or change of use housing policy and the preparation of a proposal for a short-term let control area prepared for consultation. The new policy presumes against the loss of housing.

Choice 10: Creating sustainable communities

The preferred choice is to revise existing policy on student housing to ensure it is delivered in the right scale in the right locations, creating a policy framework which sets out a requirement for housing on all sites over a certain size, and creating a policy promoting the better use of single-use out of centre retail units and commercial centres where redevelopment is proposed for mixed use including housing. The reasonable alternative is to continue to use existing policy on student housing and mixed use developments.

No significant environmental effects are anticipated from either approach.

Update for Proposed Plan

The preferred option has been taken forward with the revision of the student accommodation policy. The revised policy directs student accommodation to locations where there is good access by public transport and active travel routes to further and higher education institutions.

Choice 11: Delivering more affordable homes

The preferred choice is to amend the existing affordable housing requirement to 35% for all developments of 12 residential units or more, and to require a mix of house types and tenures by being prescriptive on the required mix. The reasonable alternative is to continue to use the existing policy on affordable housing which requires all housing sites to have 25% affordable housing.

No significant environmental effects are anticipated from either approach.

Update for Proposed Plan

The preferred choice has been taken forward with a policy requirement to provide 35 % of all units as affordable housing and policy requiring a mix of house types and sizes.

Choice 12: Building our new homes and infrastructure

The preferred choice is to have all new development delivered by the Council and its partners within the urban area, in order to minimise greenbelt release to reach the affordable housing target. There are two reasonable alternatives. One is a market led greenfield approach, where sufficient land is released from the Green Belt and supporting infrastructure is identified. The other reasonable alternative a blended approach where the Council intervenes to deliver more in the urban area and release some land from the green belt where supported by the ER with appropriate new infrastructure to support it.

The preferred approach would have a positive impact in terms of soil, by encouraging the re-use of brownfield land and help to reduce the distance people have to travel. However, impacts on flood risk, open space and the historic environment are uncertain as it will depend on which sites are brought forward for development. The blended approach would have a negative impact on prime agricultural land compared to the preferred option although it would have a neutral impact on soils in terms of minimising the impact on greenfield land. Impacts on flood risk, historic environment, landscape setting and diversity are uncertain depending on which sites are brought forward. There is also a higher risk of an impact on AQMAs as greenfield developments are more likely to generate additional car trips. The market housing approach is likely to have similar effects to the blended approach but more significant, plus it would not minimise the use of greenfield land and would have a higher risk of an impact on AQMAs.

Through the preparation of place briefs and appropriate assessments the potential impacts of brownfield sites can mostly be mitigated. Greenfield sites are likely to have greater impacts and although some of this can be mitigated through the provision of new infrastructure the longer commuter distances means there is a potential risk of additional vehicle trips and associated impacts even with mitigation.

Update for Proposed Plan

The preferred approach has been taken forward. Housing sites have been identified within the urban area with no green belt release. Development principles have been included for all sites and supporting assessments required are set out (Townscape Visual Impact Assessment,

Heritage/Landscape Impact Assessment, Preliminary Ecological Assessment, Tree survey/constraint Plan, Flood risk assessment, Archaeological mitigation required, noise Impact Assessment, Air Quality Impact Assessment, Protected Species assessment.)

Choice 13: Supporting inclusive growth, innovation, universities and culture

The preferred choice is to create a new policy that provides support for social enterprises, start ups, culture and tourism, innovation and learning and the low carbon sector where there is a contribution to good growth for Edinburgh. The reasonable alternative is to retain current policies.

No significant environmental effects are anticipated from either approach.

Update for Proposed Plan

The preferred choice was carried forward through the preparation of a new policy Econ 1 which supports development that contributes towards these sectors.

Choice 14: Delivering West Edinburgh

The preferred approach is to support best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth by identifying an area of search. In addition, it proposes to remove the LDP safeguard for the Royal Highland Centre at Norton Park and allocate the Edinburgh Airport “crosswinds runway” for development. This approach would have uncertain effects as it is not clear at this stage what sites will be brought forward for development. Although development in this location is more distant to the city than brownfield sites within the city, it does generally have better access to public transport than the other greenfield sites.

The reasonable alternative is to retain current policies which is expected to have a net neutral effect.

Update for Proposed Plan

The preferred approach was carried forward through the allocation of sites in West Edinburgh for mixed use housing led development along the A8 and the preparation of development principles/masterplans to address issues identified in the SEA.

Choice 15: Protecting the City centre, town centres and local centres

The preferred approach is to continue to protect and enhance the city centre, support and strengthen town and local centres and direct new development to them where justified by the Commercial Needs Study, support small scale proposals outwith local centres where is evidence of a lack of provision, review existing town/local centres including the identifying new centres and boundary changes, continuing to prepare supplementary guidance for centres. In addition, support new hotel provision in local, town and commercial centres with good public transport access. This approach would have positive effects by encouraging active travel and discouraging private vehicle trips by ensuring development is in the most accessible locations.

The reasonable alternative is to stop using supplementary guidance and set out policy within the plan, and to seek to reduce quantity of retail floorspace within centres in favour of alternative uses and permit commercial centres to accommodate any growing demand. This approach is likely to result in additional private vehicle trips as commercial centres are generally less accessible by active travel and public transport and there is the potential for impacts on AQMAs.

Update for Proposed Plan

The preferred approach was carried forward through the retention of existing policies although various minor changes were made to make the policies more robust and to provide additional clarity as to their purpose and function in the context of the new strategy set out in the Proposed Plan.

Choice 16: Delivering office, business, and industry floorspace

The preferred approach is to continue to support office use at strategic locations, to support office development at commercial centres, and to strengthen the requirement within the city centre to provide significant office floorspace within major mixed use developments. In addition, identify sites within Edinburgh with potential for office development, introduce a loss of office policy, identify proposals for new modern business and industrial sites, ensure some business space is retained during redevelopment of existing sites, continue to protect industrial estates, and introduce a policy that provides criteria for locations where we would support goods distribution hubs. This approach is likely to have positive effects in terms of minimising the need to travel and improving air quality as long as new office development is located in the most accessible locations with access to public transport services and active travel.

The reasonable alternative is to retain current policies which is expected to have a net neutral effect.

Update for Proposed Plan

The preferred approach was carried forward continuing to support office development in preferred locations, however, the allocation of new office sites and a loss of office policy were not introduced reflecting, in part, the unknown consequences of Covid-19 on the office sector. The preferred approach of continuing to protect industrial estates and introducing policy for goods distribution hubs was also carried forward.

LDP Policy Assessment

All of the policies included within the Proposed City Plan 2030 have been assessed. A significant number of policies are being rolled forward from the previous Edinburgh Local Development Plan (2016), however, it was considered appropriate to reassess all the LDP policies for consistency. The detailed assessments are included within Appendix 2, with a summary of the significant environmental effects as follows.

The assessment demonstrates that environmental objectives are well embedded in the LDP policies and most have either positive or no significant or likely impacts. There is also a range of minor direct or indirect environment benefits likely to occur. This outcome is to expected due to the Proposed Plan's role in seeking to positively enhance the environmental credentials of the plan area and reflecting the objectives set out within higher tier strategies.

Only 7 significant negative environmental impacts have been identified. These impacts are associated with the policies related to specific places. In particular, although mixed use development in West Edinburgh is likely to reuse some brownfield land inevitably a lot of greenfield land will be required. Policy supporting development at the airport and its expansion also has the potential for range of significant impacts including loss of agricultural land, soil sealing and impacts on water courses. Some of these impacts could be mitigated, but not all of them could be. Finally, policy supporting development at the Royal Highland Centre could also have impacts in terms of water courses, cultural heritage and landscape, although these could probably be addressed through mitigation.

LDP Proposals: New Sites

All proposals included within the Proposed LDP have been assessed. Appendix 8 identifies the sites by their reference numbers and lists their corresponding CP2030 references to assist. Proposals rolled forward from previous plans that do not have planning consent have also been assessed, with previous sites that do have consent forming the baseline and cumulative assessments. The detailed assessments are included within Appendix 4, with a summary of the significant environmental effects below.

Brownfield Sites

A detailed site assessment was undertaken of all brownfield sites allocated within the proposed plan. The full housing site SEA matrix is provided in Appendix 4. The sites assessed comprise a mixture of existing uses including existing class 4/5 business use, open space, vacant land, council owned land etc.

The SEA assessment carries out a full assessment of all the environmental impacts of the urban sites. The SEA was informed by data from various sources including a Strategic Flood Risk Assessment prepared by consultants. Inevitably, particularly given that a significant part of the city has historic status, a lot of the sites have potential environmental impacts. In the majority of cases the issues raised, for example impacts on listed buildings, conservation area, townscape impacts etc can be mitigated through appropriate assessment, layout and design. With regard to surface water flooding, the redevelopment of brownfield sites does actually provide an opportunity to reduce the environmental impacts. The majority of such sites have been previously developed without any consideration to flash flooding/surface water events and tend to comprise largely of non-permeable surfaces. The redevelopment of these sites provides an opportunity to introduce sustainable urban drainage systems and introduce water attenuation.

It should be noted that a number of sites that were identified as part of the housing assessment at the MIR stage were considered to raise potentially significant environmental effects in the Draft ER. Particular issues of concern were sites within PM10 air quality management areas, and sites within areas of very high flood risk. Most of these sites have not been brought forward and included within the proposed plan, demonstrating that the SEA and the SFRA has helped inform the selection of proposals within the Proposed Plan. It is not possible to identify the specific effects of individual sites on emissions and air quality in terms of trip rates generated. However, the cumulative effects on air quality have been assessed in the SEA.

There are some issues that apply to all sites that cannot easily be measured in the SEA. In particular, all brownfield sites have the potential for impacts on archaeological remains, particularly within historic parts of the city. Where there is a known historical asset present which has been identified by the Council's archaeological officer, this has been identified in the SEA assessment. However, there will always be the potential for archaeological remains to be present that have not been identified. As a result, it is not possible for all these impacts to be known until development is underway. Therefore, the development of brownfield sites will be required to mitigate this impact by carrying out archaeological assessments in advance of construction to assess and preserve any remains found.

Greenfield Sites

A detailed assessment was undertaken of all greenfield sites around Edinburgh. Detailed information on the assessment work undertaken can be found in the Housing Study. However, a

decision was taken not to include any new greenfield sites within the proposed plan and therefore there is no assessment of these sites in the SEA.

Assessment of Existing Proposals

There are a number of existing (legacy) proposals identified in the previous Edinburgh Local Development Plan that do not currently have consent and therefore are required to be subject to SEA. These proposals were subject to the same methodology as new proposals. The results of this analysis are set out in Appendix 5.

With regard to the existing housing sites the analysis shows there are a range of impacts relating to various matters including local nature designations, undesignated heritage assets and potential impacts on city views. In particular, a lot of the housing sites are likely to be affected by surface water flooding. However, most of these impacts can be mitigated through appropriate analysis, layout and design. With regard to the major development allocations at Leith and Granton, many of the sites within these areas already have consent, however, the remaining sites without consent have been subject to SEA. These sites present a complex range of issues, in particular with potential impacts on the Forth Special Protection Area, flooding issues and impacts on city views and heritage matters. It will be possible to mitigate many of the potential impacts but some issues such as areas of poor air quality, specifically in Leith, may restrict the areas capable of being developed.

Some of the business and industry allocations carried over from the previous plan do not have consent and have therefore been subject to SEA. In addition, one of the sites is a new extension to the west of the existing Newbridge Industrial site. Although it's a new allocation, it has been assessed together with the other industrial allocations for consistency. There are some environmental impacts associated with these sites. In particular, they all involve the development of some greenfield land, which cannot be mitigated. However, most of the other environmental impacts, for example potential flood risk, can be mitigated through appropriate analysis, layout and design.

Greenspace and Infrastructure Proposals

The assessment includes all the proposals within the LDP including greenspace and infrastructure proposals. Analysis shows the greenspace proposals will have overall positive effects in terms of increasing access to active travel networks, open space, recreation and associated health benefits.

The assessment of the infrastructure proposals shows that the majority of them have the objective of improving mode share by active travel and public transport. This is likely to have knock on benefits of discouraging travel by private vehicles, with the potential for reducing congestion and improving air quality.

Cumulative Effects

The cumulative and/or synergistic effects of the Proposed Plan's land use proposals and policies need to be assessed. This section considers the cumulative, secondary and synergistic effects of land use proposals and policies at a strategic level within Edinburgh (internal) and when combined with the effects of development taking place in adjacent local authority areas (external). Some effects are inevitable when a plan has to identify new sites to accommodate development within one LDP area. However, the effects can be mitigated to a certain extent by ensuring new development is of high density, and is delivered in parallel with appropriate new infrastructure, particularly public transport, active travel measures and landscape measures.

A Habitats Regulation Appraisal (HRA) has been undertaken of the Proposed Plan. The HRA includes a cumulative assessment of policies and proposals and concludes that there will be no likely significant effects arising from the Proposed Plan. A number of minor residual effects are concluded for proposals within the Proposed Plan.

Definitions

Cumulative effects; arise where several land use proposals or choices each have insignificant effects but together have a significant environmental effect.

Synergistic effects; where effects interact to produce a total effect greater than the sum of individual effects, so that the nature of the final impact is different to the nature of the individual impacts.

Cumulative Effects (Internal to Edinburgh)

Policies

Analysis shows that cumulative or synergistic negative effects are unlikely to be a major implication from the policies within the LDP, and overall effects are mainly related to the loss of greenfield land associated with development in West Edinburgh. Overall the combination, accumulation and possible synergies of effects of policies and proposals are far more likely to result in net environmental improvements across the plan area and over the plan period.

There is a little uncertainty in respect of a few policies but it is difficult to draw any conclusions that the uncertainties could themselves generate harmful cumulative or synergistic effects. Conversely, the wide range of environmental conservation and enhancement policies are likely to have positive cumulative and synergistic effects on the environment in Edinburgh due to the interactive nature of the policies, for example, policies with regard to enhancing open space are likely to enhance biodiversity and human health.

There are some policies within the Proposed Plan that support new development. In particular, there are a number of general policies that are not site specific but do support development, mainly in existing urban areas across the LDP area. Such general policies include, for example; Econ 1 Supporting inclusive growth, Econ 3 Office Development and Econ 6 Hotel Development. Although the policies do not necessarily have direct negative effects they could potentially have cumulative indirect negative effects.

Population and human health

Air quality and the impact of poor air quality on human health is a key environmental issue in Edinburgh. Policies that are generally supportive of development carry the risk of indirect impacts on air quality, for example through emissions from power generation or through an increase in trip rates and congestion within areas of the city where air quality is poor. The Council already has in place measures to improve air quality and new proposals including the proposed Low Emissions Zone will also help to improve this further. Nevertheless there is a risk that policies that support development within the existing urban area and on brownfield sites could have impacts, but the impacts of a different strategy, for example supporting greenfield development, could be significantly worse.

There are various policies within the plan that set out mitigation which will help to address these issues; for example, Policy Inf 1 Access to Community Facilities, Policy Inf 4 Provision of Transport Infrastructure, Policy Inf 5 Location of Major Travel Generating Developments, Policy Econ 3 Office

development etc. These policies aim to direct development to accessible locations as well as supporting public transport and active travel improvements. Policy Env 34 Pollution and Air, Water and Soil Quality specifically considers the impact of development on air as well as other environmental considerations from new development. Also place briefs and development principles have been set out to provide additional mitigation associated with active travel and public transport to help deliver better air quality.

Waste

Policies Inf 17 to Inf 19 specifically set out the plan's approach to waste management. Policy Inf 17 continues to safeguard existing waste management facilities with policy Inf 18 identifying appropriate locations for new waste management facilities. Policy Inf 19 opposes new landfill or land raise sites unless there are demonstrable benefits to the appearance of the environment and no harmful impacts and that a proposal will address an identified shortfall in landfill capacity established at a national or regional level.

The suite of policies which protect existing facilities as well as restricting new landfill sites ensures that the plan is consistent with national policy and will be contributing to 'zero waste' objectives. The approach ensures that there are no significant negative environmental effects from the plan for waste.

Proposals

Population and human health

Although the majority of sites do not have an impact on human health there are some urban sites within or adjacent to areas of poor air quality and the development of these sites would have the effect of increasing the population exposed to poor air quality. Appropriate design and layout of development should help to mitigate the impacts for these sites, however, uses likely to impact negatively on air quality, for example power generation should not be supported within these sites.

Soil

By focusing development on brownfield sites the Proposed Plan strategy is likely to have an overall positive effect on soils. There are also a range of environmental policies which would help to support positive environmental effects, for example, working towards zero carbon standards and creating green, adaptable and resilient places, by promoting green infrastructure, SuDS, enhanced biodiversity, good health etc. It also sets out place briefs to ensure sites provide sufficient open space and ensure they contribute towards the green/blue networks, which will have positive benefits in terms of habitat creation and biodiversity.

Air and Climatic factors

Air quality is one of the key environmental issues of concern within the Council area. The proposed plan strategy of delivering high density, low car ownership development within the urban area will help to reduce the impact as sites within the urban area have better access to existing public transport services and active travel networks. The air quality issues are mostly attributable to traffic congestion and AQMAs are in place with action plans to help reduce emissions in these areas. Evidence from the TA (see appendix 6) shows that trip rates and traffic delays will increase in specific AQMAs and at Barnton junction as a result of the redevelopment of sites. However, some of these trips may be offset by a reduction in business trips through the redevelopment of former business sites although there is no data available to calculate this. This must also be viewed in the context that air quality is generally improving across Edinburgh as the vehicle fleets are updated, particularly public transport, although there continues to be problem areas. In addition, the Council is bringing

forward various transport proposals including a low emission zone in the city centre and has prepared a City Mobility Plan which will help to address existing air quality issues which in turn will help to mitigate and offset the impacts of new development.

Material Assets

A positive cumulative effect is likely to be the delivery of an extended green blue network. These networks offer a range of environmental benefits. The new housing sites provide opportunities to extend the green blue network and place policy development principles set out the opportunities for sites to contribute.

The scale of housing brownfield release, particularly the larger sites, provides the opportunity for play facilities and areas of open space to be delivered. Some of these play facilities and open spaces are specifically identified in the development principles and proposals within the plan whilst others will be identified in subsequent site briefs and master plans.

The creation of new and improved play facilities and open spaces are likely to lead to a positive cumulative effect. The Open Space Strategy will also be used to inform the location, nature and scale of new open space thus ensuring that more people live within walking distance of play facilities, local and large green spaces and that they are of better quality.

Landscape and Townscape

The most significant impact is the cumulative landscape impact of the development of all the sites in West Edinburgh on the landscape character. There will be a significant change to the open agricultural landscape. This will also have an effect on the views of the skyline and views as you approach the city from the west. This is the result of urbanising the land to the west of Gogar Roundabout, in particular between the A8 and the airport. Whilst it will have a strong visual landscape impact development does provide the opportunity to redevelop the airport crosswinds runway. The creation of a new city district gives the opportunity to change the character of the landscape in a positive way to an urban form, and one that helps integrate the airport into a more urban environment. However, it is important that the development is guided by development briefs and masterplans to ensure a coherent and a holistic approach to maximise the positive overall effects on the landscape.

Cumulative Effects (External to Edinburgh)

Air and Climatic Factors

Edinburgh is at the centre of the city region and is the main travel to work destination and regional shopping centre. Development within other council areas is likely to lead to an increase in commuter vehicle trips into Edinburgh and in turn a deterioration in air quality, particularly within Edinburgh. There is no emissions data currently available to quantify the level of impact on Edinburgh's AQMAs from development outwith Edinburgh so it is assumed that a proportion of the additional trips generated would pass through the AQMAs or other air quality hot spots.

Through strategic/regional transport proposals, and the LDP proposed plan development strategy of delivering high density low car ownership development within the urban area, some of the impacts of increased commuting can be mitigated against. However, there is still likely to be an impact on air quality. The Council continues to monitor air quality annually across Edinburgh. The Council has recently approved a proposal for a city centre Low Emissions Zone and has prepared a City Mobility Plan in parallel to the new City Plan. The City Mobility Plan contains a package of measures

dedicated to ensuring transport and land use planning are working together to deliver the same solutions including, supporting expansion of the tram network, strengthening parking controls in the city centre, exploring a work place parking levy, regional transport/active travel interchanges/hubs etc. Together these strategies will seek to improve air quality in Edinburgh and help to tackle the impacts of commuting.

Landscape and Townscape

The risk of a cross boundary landscape impact is only likely to happen where development sites have been identified next to or close to the Council boundary. As the Proposed Plan strategy is to focus development on brownfield sites within the urban area, and around existing allocations in West Edinburgh there is not expected to be any cumulative or synergistic impacts on the landscape from development outwith the Edinburgh area.

Monitoring

The Council will be required to monitor the significant environmental effects arising from the implementation of the local Development plan. To avoid duplication and measure change, existing monitoring approaches may be utilised.

The baseline data set out in the Environmental Report provides the basis on which any monitoring will be carried out. The main data sources that will be used to monitor the effects of the plan are the Council's UNiform system (which records planning applications) and land use designation as recorded in GIS. GIS analysis allows different categories of development to be viewed against land use designations, for example, nature conservation designations and the green belt.

A number of indicators have been identified and linked to the relevant SEA objectives. Table 6 sets out the proposed indicators that will be used to monitor the environmental effects of the plan.

Table 6: Proposed Monitoring Indicators		
Environmental Objective	Indicators	Data Sources
Biodiversity <i>Protect and enhance biodiversity, flora and fauna, and habitat networks</i>	Number of planning applications for development on, or overlapping a nature conservation site approved/refused (<i>Focusing mainly on major housing and commercial developments</i>).	GIS/UNiform
Population and Human Health <i>Improve the quality of life and human health for communities</i>	Number of planning applications with "good" accessibility to convenience or healthcare facilities.	UNiform and accessibility modelling
	Number of new housing units approved with "good" accessibility to good bus, train or tram services.	UNiform and accessibility data
	Population with good accessibility to open space.	GIS

Soil <i>Protect the quality of soil</i>	<p>Area of remediated brownfield sites as a result of development.</p> <p>Area of prime agricultural land lost from development (planning applications granted/refused) <i>May have to be restricted to housing and large commercial developments</i></p>	<p>HLA and Vacant & Derelict Land Survey.</p> <p>GIS/UNIFORM</p>
Water <i>Prevent the deterioration and, where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way</i>	<p>Number of new housing units/area approved and refused within area designated as a functional flood plain. <i>May have to restrict to housing and large commercial development.</i></p> <p>Number of SUDS features by type in new development (e.g. underground, over-ground or permeable paving).</p> <p>Improvements to water quality and ecological status of water courses.</p>	<p>UNIFORM and GIS</p> <p>UNIFORM/GIS/Scottish Water: no current data source</p> <p>SEPA and River Basin Management Plan</p>
Air and Climate <i>Maintain and improve air quality, and reduce the causes and effects of climate change</i>	<p>Number and changes to existing Air Quality Management Areas (AQMA)</p>	<p>GIS</p> <p>Evidence from annual air quality monitoring report</p>
Material Assets <i>Minimise waste and promote the sustainable use of natural resources and material assets.</i>	<p>Number of applications for waste management facilities.</p>	<p>GIS</p>
Cultural Heritage <i>Protect and, where appropriate/feasible enhance the historic environment</i>	<p>Number of applications approved where adverse effects on the historic environment were anticipated.</p> <p>Number of applications refused or withdrawn due to adverse impacts on the historic environment.</p>	<p>UNIFORM</p> <p>UNIFORM</p>

	Number of listed buildings on "At Risk" register.	Buildings at risk register
	Number of scheduled monuments assessed as being in unsatisfactory condition or with extensive significant problems	Scottish Historic Environment Audit
Landscape and Townscape <i>Protect and enhance the landscape character and setting of the city and improve access to the open space network</i>	<p>Areas of Green Belt and Special Landscape Areas land lost to/protected from development (i.e. planning applications granted/refused) <i>May have to be restricted to housing and large commercial developments.</i></p> <p>Area of open space lost to/protected from development (i.e. number of applications granted/refused).</p> <p>Area of open space, parks and woodland delivered from allocations in the Proposed Plan.</p> <p>Number of applications approved that would impact on the city skyline and key views.</p>	<p>GIS and UNIFORM reports with reference to the Open Space Strategy.</p> <p>UNIFORM / Open Space Audit</p> <p>UNIFORM/ Open Space Audit</p> <p>UNIFORM</p>

Next Steps

The anticipated milestones in the SEA and planning processes related to the [City Plan 2030](#) are set out in Table 7. The main stage for stakeholders and the general public to engage in the preparation of the LDP took place between January 2020 and March 2020 when the MIR and ER were published. The results of that engagement informed the preparation of the Council's Proposed LDP. There will be an opportunity to make representations regarding the Proposed LDP when it is published (August 2020).

Table 7: City Plan 2030 and SEA Timescales

Timescale	LDP Process	SEA Process
August/September 2021	Publish Proposed Plan and receive representations (6/8 weeks: End August-start October)	Publish Revised Environmental Report
January 2022	Submit proposed LDP, Action Programme schedule 4s to Scottish Ministers	Submit Environmental Report with Proposed Plan

November 2022	Examination / Report of Examination	
December 2022	Revised Proposed Plan to include reporter recommended alterations	Prepare revised Environmental Report to reflect reporter recommendations
February 2023	Adoption of LDP	Publish post adoption statement

Appendix 1: Relationship with other relevant Legislation, PPS and environmental objectives

Name of PPS or Legislation	Environmental Objectives
Biodiversity, Flora & Fauna	
Habitats Regulations	The Habitats Regulations transpose the provisions of the EU Habitats and Birds Directives into Scottish Law and require that local development plans are subject to an appropriate assessment of their implications for European sites.
Nature Conservation (Scotland) Act 2004	To conserve biodiversity and protect the nations precious natural heritage. Implementation is linked to the national biodiversity strategy.
Convention on Biological Diversity – UK Post 2010 Biodiversity Framework/Scottish Biodiversity Strategy	Conserve species and habitats that are considered vulnerable or threatened on a local or national basis and in turn contribute to the conservation of our global biodiversity; promote awareness of local natural resources; promote community engagement in and ownership of the practical conservation of natural resources and promote the sustainable and wise use of resources.
2020 Challenge for Scotland's Biodiversity	The focus of the strategy is on protecting and restoring healthy ecosystems, connecting people with nature and ensuring biodiversity contributes to sustainable economic growth.
Scotland's Biodiversity: It's in Your Hands (2004)	The strategy outlines a number of actions with the overall aim of conserving biodiversity for the health, enjoyment and well being of the people of Scotland now and in the future.
Wildlife & Countryside Act 1981 (as amended).	The Act implements the Convention of the Conservation of European Wildlife and Natural Habitats (the 'Bern Convention') and the European Union Directives on the Conservation of Wild Birds and Natural Habitats. The Act is concerned with the protection of wildlife and their habitat (countryside, national parks and designated protected areas). Addresses the problem of species protection and habitat loss by setting out the protection that is afforded to wild animals and plants in Britain.
Pollinator Strategy for Scotland 2017-2027	The strategy sets out measures to respond to threats to pollination services provided by insects such as land-use changes, land management, pesticides, pollution, invasive non-native species, diseases and climate change.
Population & Human Health	

<p>Land Reform (Scotland) Act 2003</p> <p>Getting the best from our lands: A Land use strategy for Scotland 2021-2026</p>	<p>Establishes statutory public rights of access to land for recreational and other purposes.</p> <p>A national land-use strategy has been prepared under the Act. This third strategy sets out a vision, objectives and policies to achieve sustainable land use. It covers the next five years and aims to provide a more holistic understanding of the land, the demands place upon it and the benefits this is provided by the land.</p>
<p>Let's Get Scotland Walking – The National Walking Strategy</p>	<p>The National Walking Strategy outlines a vision of Scotland where everyone benefits from walking. Its 3 strategic aims are;</p> <ul style="list-style-type: none"> • Create a culture of walking, • Better quality walking environments throughout Scotland, • Enable easy, convenient and safe independent mobility for all. <p>It contains recommendations from a working group on measures to assist improvement including removing physical, practical and knowledge barriers.</p>
<p>Cycling Action Plan for Scotland 2017 – 2020</p>	<p>Third iteration of the Cycling Action Plan for Scotland. Sets out a new set of actions to help achieve the vision of “10% of everyday journeys to be made by bike by 2020”. The actions are under 5 sections;</p> <ul style="list-style-type: none"> • Leadership and Partnership • Infrastructure, Integration and Road Safety • Promotion and Behaviour Change • Resourcing • Monitoring and Progress.
<p>Active Travel Task Force Report</p>	<p>The Task Force was announced by the Minister for Transport in November 2016, its remit was to identify and make recommendations to the Minister on ways to improve delivery of inclusive walking and cycling projects. The report sets out recommendations following extensive evidence gathering and consultation under the following headings;</p> <ul style="list-style-type: none"> • Infrastructure • Policies • Processes and resources • Community engagement • Behaviour change and culture.
<p>A Long-Term Vision for Active Travel in Scotland 2030.</p>	<p>Sets out a long-term vision for delivering lasting change and increasing the number of people choosing to travel actively.</p>

Soil	
Scottish Soil Framework	To promote the sustainable management and protection of soils consistent with the economic, social and environmental needs of Scotland, to be achieved through targeted activities including reducing soil erosion; greenhouse gas emissions from soil and contamination
Water	
Water Environment and Water Services (Scotland) Act 2003 (WEWS) Act – Scotland River Basin Management Plan 2015-2027	To prevent deterioration in the status of the water environment, including rivers, lochs, estuaries, coastal waters and groundwater and protect, enhance and restore all surface water bodies to 'good' status. The area management plan supplements the river basin management plan (RBMP) for the Scottish river basin district in the delivery of Water Framework Directive requirements.
Flood Risk Management (Scotland) Act 2009 Flood Risk Management Strategy: Forth Estuary Local Plan District	To reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity through improved assessment and the sustainable and coordinated management of flood risk. The Act imposes a new duty on local authorities to exercise their flood risk related functions with a view to reducing overall flood risk and establishes the requirement to prepare plans to manage flood risk which will provide a framework for coordinating actions across catchments to deal with all forms of flooding and its impacts. Strategy identifies flooding sources, its impacts and outlines actions to address this flood risk in the Forth estuary area.
Marine (Scotland) Act 2010	Aims to achieve good environmental status of the EU's marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend. The Marine (Scotland) Act transposes the Directive into Scots law and makes provision for a new statutory marine planning system to sustainably manage demands on the marine environment.
Air	
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland	Air quality targets have been set at the European and UK levels. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland sets objectives for Particulate Matter (PM), oxides of nitrogen (NOx), sulphur dioxide (SO2) and ozone (O3) amongst others.

Environmental Noise (Scotland) Regulations 2006	Implements the EU Environmental Noise Directive. Introducing strategic noise mapping and noise action planning for large urban areas. Introduces Noise management areas and Quiet areas.
Climate	
Climate Change Scotland Act 2009	The Act introduces a new duty on the Council (and all public bodies) to exercise their function in a way that is best calculated to contribute towards the greenhouse gas emissions by at least 80 percent by 2050.
Material Assets	
Zero Waste Plan	To achieve a zero waste Scotland, where we make the most efficient use of resources by minimising Scotland's demand on primary resources, and maximising the reuse, recycling and recovery of resources instead of treating them as waste.
Cultural Heritage	
Historic Environment Policy for Scotland 2019	Policy statement directing decision-making that affects the historic environment. HEPS sets out a series of principles and policies for the recognition, care and sustainable management of the historic environment. It promotes a way of understanding the value of the historic environment which is inclusive and recognises different views. It encourages consistent, integrated management and decision-making to support positive outcomes for the people of Scotland. It also supports everyone's participation in decisions that affect the historic environment.
Landscape	
European Landscape Convention	To promote the protection, management and planning of all landscapes, including natural, urban and peri-urban areas, and special, everyday and also degraded landscapes.
Other Relevant PPS	
National Planning Framework 3 (2014)	The National Planning Framework 3 aims to guide Scotland's development over the next 20 to 30 years and sets out strategic development priorities to support the Government's goal of sustainable economic growth. The framework will play a key role in co-ordinating policies with a spatial dimension and will help move Scotland towards a low carbon economy.
Scottish Planning Policy	The SPP sets out the Scottish Government's planning policy on nationally important land-use planning matters. This places planning within the wider context of the Scottish

	Governments overarching aim to increase sustainable economic growth.
SESplan Strategic Development Plan	The SDP sets out a strategy to guide the development of the Edinburgh city region over the next 20 years.
Central Scotland Green Network	Identified as National Development in NPF3. Aims to deliver a high quality green network that will meet environmental, social and economic goals designed to improve people's lives, promote economic success, allow nature to flourish and help Scotland respond to the challenge of climate change.
SEStran Regional Transport Strategy 2015-2025	Sets out a regional transport strategy for the Edinburgh city region with 4 key objectives, Economy: to ensure transport encourage growth in a sustainable manner, Accessibility: to improve accessibility for those with limited transport choice, Environment: to ensure development is achieved in an environmentally sustainable manner, and Safety and Health: to promote a healthier and more active population
Edinburgh Adapts Plan 2016-20	The plan sets out a vision to take action to prepare for the challenges that Edinburgh will face in the future in the context of climate change. The associated Action Programme sets out specific actions under 5 sections including the Built Environment and Infrastructure. Initial work on the next phase of the plan is about to commence.
2030 Climate Strategy – Delivering a net zero climate ready Edinburgh	This draft strategy sets out how the Council will support and deliver action to meet the Council's net zero ambition working with leading strategic partners and highlights actions citizens, communities and the wider business community could take to help drive down emissions.
Edinburgh Economy Strategy 2018	Sets out priorities and actions to be taken by the Council and partners over the next five years from 2018 to deliver the strategy's aim to enable good growth for the Edinburgh economy.
City Vision 2050	Emerging new 2050 vision for Edinburgh with four emerging themes: An Inspired City, a Thriving City, A Connected City and a Fair City.
City Mobility Plan	The City Mobility Plan, which supersedes the Local Transport Strategy, provides a strategic framework for the safe and effective movement of people and goods around Edinburgh. It is made up of a series of objectives and policy measures, under the

	categories of People, Movement and Place, which will focus on mobility's role in maintaining Edinburgh as a vibrant, attractive city while addressing the environmental and health impacts associated with transport. Measures include a proposal for a low emissions zone.
Edinburgh City Centre Transformation	This document outlines a programme for a vibrant and people-focused capital centre, which improves community, economic and cultural life. Within the city centre the CCT programme seeks to improve the experience of the streets as places to spend time and shop. The proposals include; wider pavements, pedestrian priority at crossings, inclusive design and disabled parking provision, new cycle infrastructure, stronger links to Princes Street Gardens, St Andrew Square and Charlotte Square and improved public transport stops and journey times.
Towards Edinburgh 2050 (West Edinburgh Strategy Phase 2)	This document sets out a vision for the future of West Edinburgh and the steps required to maximise its potential. It offers an opportunity to deliver the benefits of inclusive economic growth in the South East of Scotland and beyond. The strategy is to be used to assist with the preparation of future policy and delivery plans for physical development, investment and infrastructure projects to 2050. The strategy is the starting point of the process which will require collaboration, engagement and consultation.

Appendix 2: SEA Main Issues/Choices and CP2030 Policies Assessment

Assessment Key

A significant Positive environmental effect

A significant negative environmental effect

Uncertain as to whether any significant positive or negative effects would be likely

Neutral or no significant effect is likely

✓
X
?
-

Choice 1: Make Edinburgh a sustainable, active and connected city																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	✓	✓	✓	✓	-	-	✓	-	-	✓	-	-	-	-	-	✓	-	-	-	✓	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to create a new policy which will help connect our places, parks and greenspaces together as part of a multi-functional, local, city-wide, regional, and national green network.</p> <p>B. We want all development (including change of use) to include green and blue infrastructure. Where appropriate this should include trees, living roofs, and nature-based drainage solutions including, ponds, swales, rain gardens and ecosystem services as well as making best use of natural features in the surrounding environment.</p> <p>C. We want City Plan 2030 to identify areas that can be used for future water management within a green / blue corridor to enable adaptation to climate change.</p> <p>D. We want City Plan 2030 to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable.</p>																				

	<p>E. We want to introduce an 'extra-large green space standard' which recognises the need for communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces. A 5-hectare green space is the equivalent of The Meadows or Saughton Park. At present our policies require new development areas to provide a park of 3ha. We want to increase this requirement.</p> <p>F. We want City Plan 2030 to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area.</p> <p>G. We want City Plan 2030 to identify space for additional cemetery provision, including the potential for green and woodland burials.</p> <p>H. We want to revise our existing policies and greenspace designations to ensure that as part of planning consents new green spaces have long term maintenance and management arrangements in place. The Council favours factoring on behalf of the private landowner(s) but will consider adoption should sufficient maintenance resources be made available.</p> <p>This will have a positive effect in terms of biodiversity, flora and fauna, reducing soil sealing, encouraging use of core paths, pedestrian walkways/cycle paths and improving quality of life/human health by providing better access to open space, encouraging protection and enhancement of open space and will promote the use of SuDS.</p>
Reasonable alternative	<p>I. We could maintain our current policies on Climate Adaption (Policy Des 6) and Greenspaces (Policies Env 18 and 19) which require developments to deliver green infrastructure and open space.</p> <p>J. We could not implement a new 5-hectare standard</p> <p>This will have a neutral effect.</p>
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.

Choice 2: Improving the quality, density and accessibility of development																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	✓	✓	-	-	✓	-	-	-	-	-	-	-	-	✓	✓	✓	-	x	-	✓	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want all development (including change of use), through a design and access statement, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts.</p> <p>B. We want to revise our design policy on Housing Density. This is to ensure that we make best use of the limited space in our city and that sites are not under-developed.</p> <ul style="list-style-type: none"> Across the city, on both urban area and greenfield sites, new development must achieve a minimum of 65 dwellings per hectare. 																				

	<ul style="list-style-type: none"> Where identified in the plan, higher density development with a minimum of 100 dwellings per hectare will be required. A vertical mix of uses to support the efficient use of land. <p>C. We want to revise our design and layout policies to achieve better layouts for active travel and connectivity. To do this we want to ensure that the places, streets and road layouts we create in development reflects our Street Design Guidance and the six qualities of successful places in Scottish Planning Policy in that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient.</p> <p>D. We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, whilst allowing for higher densities.</p> <p>This will have a positive effect in terms of minimising the development of greenfield land which will minimise the impact on biodiversity, flora and fauna, minimising the distance people need to travel, through higher density development, minimising the use of greenfield land, better access to open space, improving landscape setting and by encouraging low/zero carbon technologies through designs that seek to tackle or adapt to climate change. There is the potential for impacts on the historic environment particularly where brownfield sites are being redeveloped for high density development.</p>
Reasonable alternative	<p>E. We could continue using our existing policy on housing density (Hou 4) which seeks an appropriate density based on the characteristics of the surrounding area, not based on maximising the benefits of achieving higher densities and being close to high quality public transport services.</p> <p>G. We could continue to use our current local development plan policies on development quality (Des 1) site layouts (Des 7) public realm and landscape (Des 8), and on open spaces and private spaces (Env 20).</p> <p>This will have a neutral effect.</p>
Mitigation	<p>Through the preparation of site briefs/masterplans and appropriate policies the potential impacts of high density development on the historic environment can mostly be mitigated. In some cases there may be the opportunity for enhancement of the historic environment where development removes an existing use that does not sit well within the existing urban form.</p>

Choice 3: Delivering carbon neutral buildings																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-
Effect: Reasonable 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Effect: Reasonable 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-
Effect: Reasonable 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-
Preferred	A. We want to require all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish building regulations. We will continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies. This will have a positive effect in encouraging the provision of low/zero carbon technologies.																				
Reasonable alternative 1	B. We could continue to use our current sustainable buildings policy (Des 6) which requires buildings and conversions to meet the Scottish Building Regulations bronze standard. This will have a neutral effect.																				
Reasonable alternative 2	C. We could require all buildings and conversions to meet the silver standards as set out in the current building regulations. This will have a positive effect compared to the existing policy position, but not as good as the preferred option.																				
Reasonable alternative 3	D. We could require all buildings and conversions to meet the gold standards as set out in the current building regulations. This will have a positive effect compared to the existing policy position, but not as good as the preferred option																				
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.																				

Choice 4: Preparing place briefs and supporting the preparation of Local Place Plans																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Effect: Reasonable alternative	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	A. We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, open space, biodiversity net gain and community infrastructure development should deliver.																				

	B. We want to support Local Place Plans for our communities. City Plan 2030 will set out how Place Plans can help us achieve great places and support community ambitions. No significant environmental effects are anticipated.
Reasonable alternative	C. We could continue to use our current local development plan policies on design to guide our development. This will have a neutral effect.
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.

Choice 5: Delivering community infrastructure																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	✓	✓	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated (deliverable within the plan period), encouraging improvements and investment in the services on offer.</p> <p>B. We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services.</p> <p>C. We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel.</p> <p>D. We want to set out where development will be expected to contribute toward new or expanded community infrastructure. We want to use of cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms.</p> <p>E. We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance.</p> <p>This has the potential for positive effects in terms of encouraging the co-location of development with good health, social and recreational facilities, encouraging active travel and reducing the need to travel.</p>																				
Reasonable alternative	<p>F. We could continue to use our existing policies on community infrastructure (Hou 10) and developer contributions (Del 1) and finalised Supplementary Guidance on Developer Contributions.</p> <p>This has a neutral effect.</p>																				
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.																				

Choice 6: Creating places that focus on people, not cars																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	✓	✓	-	-	-	-	-	-	-	-	-	✓	-	✓	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes.</p> <p>B. We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport.</p> <p>This has the potential for positive effects in terms of encouraging the co-location of development with good health/social facilities, encouraging the use of cycleways and active travel routes, reducing the need to travel and contributing towards protection and enhancement of open space as part of a green active travel network.</p>																				
Reasonable alternative	<p>C. We could continue to use our policy on the location of major travel generating development (Tra 1) which only applies to offices, retail and leisure developments not housing.</p> <p>This has a neutral effect.</p>																				
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.																				

Choice 7: Supporting the reduction in car use in Edinburgh																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	✓	-	-	-	-	-	-	-	✓	✓	✓	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to determine parking levels in new developments based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking.</p>																				

	<p>B. We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme.</p> <p>C. We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure.</p> <p>D. We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride at Gilmerton Road and Lasswade Road and extensions to the current sites at Hermiston and Newcraighall. There is also the potential to safeguard an extension to the park and ride at Ingliston as part of the International Business Gateway masterplan. Policies on Park and Rides will be amended to reference these sites and any other sites that are identified in the City Mobility Plan or its action plan. This has the potential for positive effects in terms of encouraging active travel, low emissions vehicles, and travel by public transport, minimising the distance people travel and the benefits of good air quality that arise from less private vehicle trips.</p>
Reasonable alternative	<p>F. We could continue to use our current policies on car and cycle parking (Tra 2 and Tra 3) which sets minimum standards for car parking.</p> <p>F. We could continue to use our policy on Park and Ride (Tra 6) sites.</p> <p>This has a neutral effect.</p>
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.

Choice 8: Delivering new walking and cycling routes																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	✓	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. This could include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • New cross-boundary routes that connect growth areas with strategic employment areas; • Local walking and cycling links around the city; • Connections between park and ride; and, • Public transport interchanges and the network of town and local centres and new development. 																				

	<p>B. As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals for the new plan to assist in delivering:</p> <ul style="list-style-type: none"> • Completion of the River Almond Walkway • The A71 cycle super highway linking south Livingston with West Edinburgh • Edinburgh Waterfront Promenade (realigned – Granton Beach through Granton Waterfront and Western Harbour to Ocean Terminal; Ocean Terminal to Leith Links – avoiding operational port estate) • The Pentlands to Portobello link • Meadows to George Street • City Centre East-West Link • Waverley Valley bridge link • Lothian Road • West Edinburgh Link • Roseburn – Union Canal • Lochend – Powderhall • West Approach cycle link • Pilrig Park - Pirrie Street • Link to Morevundale Road. <p>C. We want City Plan 2030 to also safeguard and add any other strategic active travel links within any of the proposed options for allocated sites and/or that may be identified in the forthcoming City Plan 2030 Transport Appraisal or the City Mobility Plan.</p> <p>This has the potential for positive effects in terms of encouraging active travel and the benefits of good air quality that arise from less vehicle trips.</p>
Reasonable alternative	<p>D. We could continue to use our existing policy (Tra 9) on the cycle and footpath network which only states that planning permission will not be granted for development that prevents the implementation of the proposed cycle network, rather than ensuring that development delivers it.</p> <p>This has a neutral effect.</p>
Mitigation	<p>As this specific choice will not have any significant negative environmental effects no related mitigation is identified.</p>

Choice 9: Protecting against the loss of Edinburgh's homes to other uses																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets.</p> <p>B. We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses.</p> <p>No significant environmental effects are anticipated.</p>																				
Reasonable alternative	<p>C. We could continue to use our current policies which prevent development which would have a detrimental effect on the living conditions of nearby residents. These include our policies on amenity (Des 5), alterations and extensions (Des 12) and inappropriate uses in residential areas (Hou 7).</p> <p>This will have a neutral effect.</p>																				
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.																				

Choice 10: Creating sustainable communities																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. We will do this by requiring:</p>																				

	<ul style="list-style-type: none"> • New purpose-built student accommodation to located on a direct walking, cycling, or public transport route to its intended university or college. • To deliver market and affordable housing as part of the mix. • To be built for, and managed by, one of Edinburgh's universities or colleges and, • Deliver a maximum of 10% studio flats. <p>B. We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. On sites over 0.25 hectares coming forward for student housing, hotels and short-stay commercial visitor accommodation, and other commercial business, retail and leisure developments, at least 50% of the site should be provided for housing. The new policy would not apply to land specifically allocated or designated within the plan for a specific use – i.e. business and industry land, safeguarded waste management sites, minerals sites, single school sites, our town and local centres or sites covered by our office policy.</p> <p>C. We want to create a new policy promoting the better use of single-use out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported.</p> <p>No significant environmental effects are anticipated from this proposal.</p>
Reasonable alternative	<p>D. We could continue to use our existing policy (Hou 8) on student accommodation which sets out criteria on which purpose-built student housing will be allowed based on its location and concentration only. Other guidance is currently set out in our non-statutory guidance on student housing.</p> <p>E. We could continue to use our current policies which support housing as part of mixed-use development on appropriate sites to meet housing need and create strong, sustainable communities and seek to ensure a co-ordinated approach to development.</p> <p>This will have a neutral effect.</p>
Mitigation	As this specific choice will not have any significant negative environmental effects no related mitigation is identified.

Choice 11: Delivering more affordable homes																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	A. We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. All development, including conversions, which consist of 12 residential units or more must include provision for affordable housing amounting to 35% of the total units.																				

	<p>B. We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector.</p> <ul style="list-style-type: none"> The affordable housing should be tenure blind and should be a representative mix of the housing types and sizes which make up the total development, All private and/or rented residential accommodation of more than 12 units will be expected to make an onsite affordable housing contribution, and, Affordable housing units which will be owned or managed by a Registered Social Landlord through Affordable Housing Contracts must meet the RSL's design guidance and Social Rented homes will be expected to meet Housing for Varying Needs standards <p>No significant environmental effects are anticipated.</p>
Reasonable alternative	<p>C. We could continue to use our current policy on affordable housing (Hou 6) which requires all housing sites to deliver 25% affordable housing and our non-statutory guidance and practise note.</p> <p>This will have a neutral effect.</p>
Mitigation	<p>As this specific choice will not have any significant negative environmental effects no related mitigation is identified.</p>

Choice 12: Building our new homes and infrastructure																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	✓	-	-	-	?	-	-	-	✓	✓	-	?	-	?	-	-	-
Effect: Reasonable 1	?	?	-	-	X	X	-	-	?	-	-	?	?	X	-	-	-	?	-	?	?
Effect: Reasonable 2	?	?	-	-	-	X	-	-	?	-	-	?	?	-	-	-	-	?	-	?	?
Preferred	<p>A. We want our new homes to be delivered by the Council and its partners within the Urban Area. We want City Plan to avoid the unnecessary use of greenfield land and build our new communities on brownfield land, at a better density, reducing the need to travel, supported by active and public transport. Our proposed approach minimises the amount of new homes we need to build to reach our affordable housing target, with no green belt release.</p>																				

	This option would have a positive impact on soil, by encouraging the re-use of brownfield land, would help to protect AQMAs and help to reduce the distance people travel. However, impacts on flood risk, open space and the historic environment are uncertain as it will depend on what sites are brought forward for development.
Reasonable alternative 1	<p>B. We could use a greenfield approach – instead we could release enough from the Green Belt and identify the supporting infrastructure to meet the market and affordable housing targets, as a market-developer led approach. An approach which uses market housing to deliver affordable housing will require new greenfield land for 27,900 units.</p> <p>This would have a negative impact on soils as it does not minimise the use of greenfield land, would not protect prime agricultural land and would not minimise the distance people need to travel. Impacts on biodiversity/flora/fauna, flood risk, historic environment, landscape setting and diversity are uncertain as it will depend on what sites are brought forward for development. There is a higher risk of an impact on AQMAs as greenfield developments are more likely to generate additional car trips.</p>
Reasonable alternative 2	<p>C. We could use a Blended Approach – in which we intervene to deliver significantly more housing in the existing urban area, as set out in option A and release some land from the green belt where it can be supported by the Environmental Report, and with viable new infrastructure required to support it. To meet the 17,600 target we would need to release greenfield land for around 6,600 units.</p> <p>This option would have a negative impact on prime agricultural land compared to the preferred option although it would have a more neutral impact on soils in terms of minimising the impact on greenfield land. Impacts on biodiversity/flora/fauna, flood risk, historic environment, landscape setting and diversity are uncertain as it will depend on what sites are brought forward for development. There is a higher risk of an impact on AQMAs as greenfield developments are more likely to generate additional car trips.</p>
Mitigation	<p>Through the preparation of site briefs/masterplans, and appropriate assessments, e.g. flood risk assessments, the potential impacts of brownfield developments can mostly be mitigated. Greenfield developments are likely to have greater impacts. Some of this can be mitigated against through the provision of new infrastructure that supports active travel and public transport. However, the longer distances from the city centre and other sources of employment mean that there is a risk of additional vehicle trips even with mitigation and associated impacts on congestion and air quality. There are also impacts such as loss of prime agricultural land which cannot be mitigated. This mitigation must be viewed in the context of the overall strategy for City Plan 2030, identified infrastructure requirements and underlying aims, objectives and policies.</p>

Choice 13: Supporting inclusive growth, innovation, universities & culture																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Effect:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Reasonable																					
Preferred	<p>A. We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh.</p> <p>No significant environmental effects are anticipated from this proposal.</p>																				
Reasonable alternative	<p>B. We could continue to use our existing policies which support development in Special Economic Areas (Policies EMP 2 and Emp 3).</p> <p>This has a neutral effect.</p>																				
Mitigation	<p>As this specific choice will not have any significant negative environmental effects no related mitigation is identified.</p>																				

Choice 14: Delivering West Edinburgh																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	?	?	-	-	?	?	-	-	?	-	?	-	-	-	?	-	?	?
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through ‘an area of search’ which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites.</p> <p>B. We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and the site allocated for other uses.</p> <p>C. We want City Plan 2030 to allocate the Airport’s contingency runway, the “crosswinds runway” for development of alternative uses next to the Edinburgh Gateway interchange.</p> <p>Impacts are uncertain as at this stage it is unclear which sites will be brought forward for development. Although the development in this location is more distant to the city than brownfield sites within the city, it generally has better access to public transport than the greenfield sites. (It should be noted that the SEA brownfield site assessment of the crosswinds runway site carries out a detailed assessment of this site and its environmental issues)</p>																				
Reasonable alternative	<p>D. We could retain existing policy (Emp 4, Emp 5, Emp 6 and Emp 7) which restricts uses to those associated with the airport and retain the existing LDP allocation for the Royal Highland Showground.</p> <p>This has a neutral effect.</p>																				

Mitigation	Development of the cross winds runway should seek to take account of the existing airport in terms of mitigation and design and seek to deliver the Gogar Burn diversion which would resolve existing flood risk issues in this area.
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Choice 15: Protecting the City Centre, Town and Local Centres																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	✓	-	-	-	-	-	-	-	✓	-	✓	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	X	-	X	-	-	-	-	-	-	-
Preferred	<p>A. We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities.</p> <p>B. We will also support and strengthen our other town and local centres (including any new local centres) by ensuring that new shopping and leisure development is directed to them and only permitted where justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance.</p> <p>C. We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan.</p> <p>D. We also want to continue to prepare and update supplementary guidance tailored to the city centre and individual town centres. The use of supplementary guidance allows us to adapt to changing retail patterns and trends over the period of the plan. It also helps us ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking.</p> <p>E. We also want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh in response to evidence of strong growing visitor demand and reflecting limited availability of sites in the city centre.</p> <p>This encourages active travel and discourages vehicle trips by ensuring development in most accessible locations.</p>																				
Reasonable alternative	<p>F. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan.</p> <p>G. We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand.</p> <p>This is likely to result in additional vehicle trips as commercial centres are generally less accessible by active travel and public transport and potential impacts on AQMAs.</p>																				
Mitigation	As this specific preferred choice will not have any significant negative environmental effects no related mitigation is identified.																				

Choice 16: Delivering Office, Business and Industry Floorspace																					
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape	
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2
Effect: Preferred	-	-	-	-	-	-	-	-	-	-	-	✓	✓	✓	-	-	-	-	-	-	-
Effect: Reasonable	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Preferred	<p>A. We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Support office development at commercial centres as these also provide accessible locations. Strengthen the requirement within city centre to provide significant office floorspace within major mixed-use developments. Amend the boundary of the Leith strategic office location to remove areas with residential development consent. Continue to support office development in other accessible locations elsewhere in the urban area.</p> <p>B. We want to identify sites and locations within Edinburgh with potential for office development.</p> <p>C. We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market.</p> <p>D. Or we could introduce a ‘loss of office’ policy limited to the city centre.</p> <p>E. We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations:</p> <ul style="list-style-type: none">1. Leith Docks: Seafield (Eastern Leith Docks), Britannia Quay and land to the south of Edinburgh Dock potentially as part of mixed use development.2. Newbridge: Extend the boundary of designated business land to include a section of land to the southwest adjacent to the M8 and potential development capacity of land to the west. Support in principle for bringing back into industrial use derelict or former industrial uses, including the former Continental Tyres site.3. Newcraighall Industrial Estate.4. The decommissioned runway, Edinburgh Airport (‘Crosswinds’): An opportunity to provide business land as part of mixed use development (see Choice 14-West Edinburgh) <p>F. We also want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for Greenfield sites.</p> <p>G. We also want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8).</p>																				

	<p>H. We also want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs.</p> <p>This could have positive effects in terms of minimising need to travel, and improving air quality as long as new office development is located in the most accessible locations with access to public transport services and active travel routes.</p>
Reasonable alternative	<p>I. Instead we could continue to use our current policies which support office use in the city centre, strategic business centres, town and local centres and other accessible locations and require significant office floorspace within major mixed-use developments in the city centre (Policy Emp 1)</p> <p>J. Instead we could to use our current policies on the protection of employment land (Emp 8) and which aim to deliver employment land as part of mixed use developments (Emp 9).</p> <p>This has a neutral effect.</p>
Mitigation	<p>As this specific choice will not have any significant negative environmental effects no related mitigation is identified.</p>

CP2030 Policy Assessment

Plan Section: Place Based Policies Central Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Edinburgh City Centre	This policy ensure development within the city centre is appropriate in terms of the type, design and mix of uses. There is likely to be positive impacts in terms of protecting the historic environment and some minor indirect benefits in terms of human health i.e. encouraging active travel and access to open space.																					
Policy Place 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fountainbridge	This policy supports development within the boundary of the Fountainbridge site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Astley Ainslie	This policy supports development within the boundary of Astley Ainslie site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					

Plan Section: Place Based Policies North and East Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh Waterfront	This policy supports development within the boundary of the Leith Waterfront and Granton Waterfront sites subject to it being in accord with the relevant development principles and masterplans. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessments.																					

Plan Section: Place Based Policies North and East Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Royal Victoria hospital	This policy supports development within the boundary of the Royal Victoria hospital site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crewe Road South	This policy supports development within the boundary of the Crewe Road South site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Steads Place	This policy supports development within the boundary of the Steads Place site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jane Street	This policy supports development within the boundary of the Jane Street site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Bowling Green Street	This policy supports development within the boundary of the West Bowling Green Street site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newhaven Road 1	This policy supports development within the boundary of the Newhaven Road 1 site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					

Plan Section: Place Based Policies North and East Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newhaven Road 2	This policy supports development within the boundary of the Newhaven Road 2 site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bangor Road	This policy supports development within the boundary of the Bangor Road subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Fort Street	This policy supports development within the boundary of the South Fort Street site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stewartfield	This policy supports development within the boundary of the Stewartfield site subject to it being in accord with development principles. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seafield	This policy supports development within the boundary of Seafield subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					

Plan Section: Place Based Policies West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Edinburgh	This policy supports development within West Edinburgh which will create new urban quarters, which is in accord with development principles and a masterplan. There is likely to be benefits associated with the policy's reference to design principles but the level of impact is unknown. The detailed impacts of the development of sites is set out in the individual site assessments.																					
Policy Place 17	?	-	-	-	-	x	x	?	?	-	-	-	-	x	-	-	-	?	-	-	-	-
Edinburgh Airport	This policy supports the development and enhancement of the airport subject to various requirements. There is likely to be various significant impacts depending on the scale of development at the airport. In particular, the unknown impacts on the river Almond, if a second runway is built and Gogar Burn in terms of flood risk. There is also the unknown risk of impacts on the scheduled Ancient Monument (Carlowrie Cat Stane). If a second runway is developed mitigation measures will be required to protect the River Almond and its connection with the Firth of Forth SPA. There will also be impacts that cannot be mitigated for example the loss of agricultural land and soil sealing and the likelihood of encouraging people to travel more by air.																					
Policy Place 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RBS Gogarburn	This policy supports office and ancillary development at the RBS headquarters subject to various requirements. There is not anticipated to be any significant environmental impacts.																					
Policy Place 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh Park/South Gyle	This policy supports development within the boundary of the existing strategic business centre Edinburgh Park/South Gyle subject to various requirements and development principles. There is not anticipated to be any significant environmental impacts but is likely to be minor indirect benefits in terms of strengthening green space and active travel. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 20	-	-	-	-	-	-	-	-	x	-	-	-	-	✓	-	-	-	x	-	x	-	-
Royal Highland Centre	This policy supports the development and enhancement of the Royal Highland Centres subject to various requirements and safeguards land at Norton Park for the future relocation of the RHC. Development on and adjacent to the existing RHC site is not anticipated to have significant environmental impacts although there are some listed buildings on the site and mitigation may be required although the level of impact is unknown. Proposed relocation of the showground has a number of positive and negative impacts. In particular, positive opportunity to create better active travel links, and public transport accessibility, reducing the need to travel by private vehicle. Risk of negative impacts on built heritage, landscape and potential flooding which could be addressed through mitigation. No detailed assessment of the relocation site has been done as the site is only a policy safeguard for possible relocation not a formal allocation.																					

Plan Section: Place Based Policies West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riccarton University Campus & Business Park	This policy supports development within the Riccarton University Campus and Business Park subject to various requirements. There is not anticipated to be any significant environmental impacts but is likely to be minor indirect benefits in terms of landscape and accessibility etc.																					
Policy Place 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maybury	This policy supports development within the boundary of the Maybury site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Builyeon Road	This policy supports development within the boundary of the Builyeon Road site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					

Plan Section: Place Based Policies South West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Curriemuiend	This policy supports development within the boundary of the Curriemuiend site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					

Plan Section: Place Based Policies South West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Place 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gorgie Road East	This policy supports development within the boundary of the Gorgie Road East site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stevenson Road	This policy supports development within the boundary of the Stevenson Road site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Broomhouse Terrace	This policy supports development within the boundary of the Broomhouse Terrace site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Murrayburn Road	This policy supports development within the boundary of the Murrayburn Road site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dumbryden Drive	This policy supports development within the boundary of the Dumbryden Drive site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Redford Barracks	This policy supports development within the boundary of Redford Barracks site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may																					

Plan Section: Place Based Policies South West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
	be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh BioQuarter	This policy supports development within the boundary of the Edinburgh Bioquarter subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newcraighall	This policy supports development within the boundary of the Newcraighall site. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brunstane	This policy supports development within the boundary of the Brunstane site. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					
Policy Place 34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Liberton Hospital/Ellen's Glen Road	This policy supports development within the boundary of Liberton Hospital/Ellen's Glen Road subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Moredunvale Road	This policy supports development within the Moredunvale Road site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be minor benefits but the level of impact is unknown. The detailed impacts of the development of the site is set out in the individual site assessment.																					
Policy Place 36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edmonstone	This policy supports development within the Edmonstone site subject to it being in accord with development principles and a masterplan. There is not anticipated to be any significant environmental impacts from the development principles but there may be																					

Plan Section: Place Based Policies South West Edinburgh																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
	minor benefits but the level of impact is unknown. This site has consent and therefore has not been subject to SEA and forms part of the baseline.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Design Quality & Context	This policy sets out design principles to ensure successful places. There is not anticipated to be any significant environmental impacts.																					
Policy Env 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Co-ordinated Devt	This policy ensures the effective development of land within and adjacent to development sites. The policy would have minor indirect positive benefits in terms of improving quality of life by ensuring appropriate access to key amenities and connections to surrounding area.																					
Policy Env 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Devt Design – Existing & Potential Features	This policy seeks to incorporate and enhance existing and potential features worthy of retention in development. This policy could have minor indirect benefits in terms of biodiversity, habitat, built and cultural heritage etc.																					
Policy Env 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-
Devt Design – Impact on Setting	This policy protects the setting of the important townscape and landscape features. This policy could have minor indirect benefits in terms of protecting the historic and cultural environment. Policy is likely to have positive impacts in terms of protecting the landscape setting/townscape of the city.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alterations, Extensions and Domestic Outbuildings	This policy sets out requirements for alterations, extensions and domestic outbuildings. The policy has minor positive environmental benefits in terms of improving quality of life and protecting and enhancing the historic environment.																					
Policy Env 6	-	-	✓	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Blue & Green Infrastructure	This policy requires that new development incorporates existing and provides new green and blue infrastructure. Policy has a range of minor benefits in terms of biodiversity, water and air and climate. However, in particular policy will significantly help to minimise flood risk now and in the future and protect/enhance habitats.																					
Policy Env 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sustainable Developments	This policy requires statements to be submitted with applications demonstrating sustainable credentials of the development. There is not anticipated to be any significant environmental impacts.																					
Policy Env 8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-
New Sustainable Buildings	This policy requires new buildings meet a minimum standard of sustainability and carbon neutrality. This policy will have significant environmental benefits by encouraging the use of low/zero carbon technologies.																					
Policy Env 9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
World Heritage Sites	This policy protects world heritage sites from the adverse effects of development. This policy will have significant environmental benefits by protecting and enhancing the historic environment.																					
Policy Env 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Listed Buildings - Demolition	This policy protects listed buildings from demolition unless reasonably justified. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Listed Buildings - Setting	This policy protects listed buildings from adverse impacts to their setting. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Listed Buildings – Alterations & Extensions	This policy protects listed buildings from inappropriate alterations and extensions. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Conservation Areas - Demolition	This policy protects conservation areas from demolition unless reasonably justified. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Conservation Areas - Devt	This policy protects conservation areas from the adverse effects of development. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Historic Gardens & Design Landscapes	This policy protects historic gardens and design landscapes from the adverse effects of development. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Protection of Important Remains	This policy protects archaeological remains from the adverse effects of development. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					
Policy Env 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-
Devt of sites of Archaeological Significance	This policy sets out circumstances and requirements needed to enable development of sites of archaeological significance. This policy will have significant environmental benefits by helping to protect and enhance the historic environment.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 18	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Devt in Green Belt & Countryside	This policy protects the greenbelt and countryside and sets out the circumstances where development is considered acceptable. This policy will have significant environmental benefits by helping to minimise the use of greenfield land.																					
Policy Env 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-
Special Landscape Areas	This policy protects special landscape areas from the adverse effects of development. This policy will have significant environmental benefits by helping to protect the landscape character and setting of the city. This policy will have minor indirect benefits in terms of protecting and enhancing biodiversity and habitats.																					
Policy Env 20	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Protection of Trees & Woodlands	This policy protects trees and woodlands from adverse effects of development. This policy will have significant environmental benefits in protecting biodiversity and habitats.																					
Policy Env 21	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Protection of Biodiversity	This policy protects biodiversity including designated species and habitats from adverse effects of development. This policy will have significant environmental benefits in protecting biodiversity and habitats.																					
Policy Env 22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-
Pentland Hills Regional Park	This policy protects the Pentland Hills Regional Park from adverse effects of development. This policy will have significant environmental benefits in terms of protecting and enhancing the landscape setting of the city and its landscape character. This policy will have minor indirect benefits in terms of protecting and enhancing biodiversity and habitats.																					
Policy Env 23	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-
Open Space Protection	This policy will protect existing open space from the adverse effects of development. This policy will have significant environmental benefits in terms of protecting and enhancing open space and preventing soil sealing.																					
Policy Env 24	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-
Protection of Outdoor Sport Facilities	This policy will protect outside sport facilities from the adverse effects of development. This policy will have significant environmental benefits in protecting and enhancing open space and preventing soil sealing.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Layout Design	This policy requires new development to include a high-quality design layout. There is not anticipated to be any significant environmental impacts.																					
Policy Env 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Housing Density	This policy ensures an appropriate density of dwellings in new development. This policy has minor indirect benefits in terms of minimising the use of greenfield land.																					
Policy Env 27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Realm, New Planting and Landscape Design	This policy ensures appropriate planting and landscaping within new development. This policy has minor indirect benefits in terms of habitat and biodiversity, soil sealing, water management, and human health.																					
Policy Env28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-
Urban Edge Development	This policy ensures that development provides a high-quality edge to settlements. This policy has significant environmental benefits in terms of protecting and enhancing the landscape setting of the city and its character.																					
Policy Env 29	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Waterside Devt	This policy ensures that development adjacent to the waters edge is appropriate to that location. This policy has significant environmental benefits in terms of maintaining the status of major water bodies and minimising flood risk both now and in the future.																					
Policy Env 30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-
Building Heights	This policy ensures that new development has a height that is appropriate to its context. This policy has significant environmental benefits in terms of maintaining the townscape setting of the city. This policy has indirect positive benefits in terms of the historic environment.																					
Policy Env 31	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Useable Open Space in new Devt	This policy ensures that new non-residential development includes appropriate open space. This policy has significant environmental benefits in terms of opens space in terms of open space enhancing quality of life and human health.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 32	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Useable Communal Open space & Private Gardens in Housing Devt	This policy ensures that new housing development includes appropriate communal and private space. This policy has significant environmental benefits in terms of opens space enhancing of quality of life and human health.																					
Policy Env 33	-	-	✓	✓	-	-	-	-	-	-	-	-	-	✓	-	✓	-	-	-	-	-	-
Amenity	This policy ensures a minimum standard of amenity. The policy has minor indirect benefits in terms of quality of life and human health.																					
Policy Env 34	-	-	-	-	-	✓	-	✓	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-
Pollution and Air, Water & Ground Quality	This policy ensure a minimum standard of air, water and soil quality. This policy has significant environmental benefits in protecting important soils, maintaining the status of water quality and protecting air quality.																					
Policy Env 35	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Reducing Flood Risk	This policy protects against flood risk and reduces its effects. This policy has significant environmental benefits in maintaining the status of major water bodies and minimising flood risk.																					
Policy Env 36	-	-	-	-	-	-	-	✓	✓	✓	✓	-	-	-	-	-	-	-	-	-	-	-
Designing for Surface Water	This policy sets out requirements for handling of surface water arising from development. This policy has significant environmental benefits in maintaining the status of major water bodies, minimising flood risk, promoting the use of SUDS, and reducing impact on waste water treatment capacity.																					
Policy Env 37	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Designing in Positive effects for Biodiversity	This policy sets out how new development should incorporate positive effects for biodiversity. The policy has significant environmental benefits in protecting and enhancing biodiversity and habitats.																					

Plan Section: Environment																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Env 38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shopfronts	This policy set out requirements for shopfronts. The policy has minor positive environmental benefits in terms of protecting and enhancing the historic environment.																					

Plan Section: Housing																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Hou 1	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Housing Devt	This policy supports housing development on allocated sites. This policy helps to minimise the development of greenfield land by supporting development on brownfield sites.																					
Policy Hou 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Affordable housing	This policy sets a requirement to provide affordable housing on market sites. There is not anticipated to be any significant environmental impacts.																					
Policy Hou 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Communities	This policy sets a requirement for a mix of housing types and sizes. There is not anticipated to be any significant environmental impacts.																					
Policy Hou 4	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Housing Land Supply	This policy sets criteria for housing development in the countryside or green belt. This policy helps to minimise development of greenfield land by setting out criterion which restricts greenfield development and limits the negative environmental impacts of development.																					
Policy Hou 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Conversion to Housing	This policy allows the change of use of existing buildings in non-residential use to housing. This policy may have some minor environmental benefits by promoting brownfield development, however, there is not anticipated to be any significant environmental impacts.																					
Policy Hou 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Student Accommodation	This policy supports purpose-built student accommodation. There is not anticipated to be any significant environmental impacts.																					

Plan Section: Housing																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Hou 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Change of use or loss of housing	This policy protects change of use or loss of existing housing. This policy may have minor environmental benefits by reducing the loss of existing houses and therefore helping to reduce the pressure for greenfield development. However, there is not anticipated to be any significant environmental impacts.																					
Policy Hou 8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inappropriate uses in Residential Areas	This policy protects residential amenity. This policy may have some minor benefits for population health, however, there is not anticipated to be any significant environmental impacts.																					
Policy Hou 9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sites for Gypsies, Travellers & Travelling Show People	The policy supports development of sites for gypsies, travellers and travelling show people. There is not anticipated to be any significant environmental impacts.																					

Plan Section: Infrastructure and Transport, & Resources and Services																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Inf 1	-	-	✓	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-
Access to Community Facilities	This policy ensures development is within walking distance of key community services. This policy will have significant environmental benefits by encouraging development to be close to these community facilities in the context of the 20-minute neighbourhood strategy. The policy will also minimise the need to travel.																					
Policy Inf 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Loss of Community Facilities	This policy protects against the loss of valuable community facilities. The policy will have minor benefits in terms of allowing proposals which result in loss where it results in a net improvement in terms of the co-location of community facilities.																					
Policy Inf 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plan Section: Infrastructure and Transport, & Resources and Services																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Infrastructure Delivery & Developer Contributions	This policy ensures that the requisite infrastructure capacity is available or can be delivered to absorb any additional impact of development. There is not anticipated to be any significant environmental impacts.																					
Policy Inf 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Provision of Transport Infrastructure	This policy ensures the impact of local, city wide, cross boundary, individual and cumulative transport impacts are understood and addressed. This policy has minor indirect benefits from the proposed mitigation resulting from applying transport assessments to understand and mitigate impacts of development, e.g. protecting AQMAs, and reducing the need to travel.																					
Policy Inf 5	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-
Location of Major Travel Generating Devt	This policy ensures that development which generates a significant travel demand has very good accessibility by sustainable transport. This policy has significant environmental benefits in terms of minimising the distance people need to travel.																					
Policy Inf 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cycle Parking	This policy ensures appropriate levels and quality of cycle parking in development. This policy has minor indirect benefits in terms of encouraging and supporting more active travel to the benefit of human health.																					
Policy Inf 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Private Car Parking	This policy sets out the criteria for appropriate levels of private car parking. This policy has minor indirect benefits in terms of supporting development with low levels of car parking development with resulting benefits to air quality through reduced car ownership and reduction in site area taken up with parking providing more land for other purposes e.g. green/blue infrastructure.																					
Policy Inf 8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Design of Car Parking	This policy sets out criteria for the design of car parking. This policy has minor indirect benefits in terms of reducing the amount of hard surfaces within development to the benefit of more housing and green/blue infrastructure.																					
Policy Inf 9	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-
City Centre Public Parking	This policy does not support new car parking in the city centre or the Low Emissions Zone. This policy has significant environmental benefits in terms of discouraging private vehicle trips and improving active travel and public transport mode share to the benefit of human health and benefits to air quality in the central Edinburgh AQMA.																					

Plan Section: Infrastructure and Transport, & Resources and Services																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Inf 10	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cycle & Footpath Network	This policy supports and protects and allows for the expansion of the cycle and footpath network. The policy has significant environmental benefits by protecting and encouraging the use of core paths and walkways. It will also have minor indirect benefits in terms of encouraging activity travel to the benefit of human health and benefits to air quality in terms of AQMAs.																					
Policy Inf 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Public Transport Proposals & Safeguards	This policy protects public transport proposals and safeguards from prejudicial development that would prejudice their implementation. This policy has minor indirect benefits in terms of discouraging private vehicle trips and improving active travel and public transport mode share to the benefit of human health and benefits to air quality in terms of AQMAs.																					
Policy Inf 12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride	This policy sets criteria for supporting park and ride sites. This policy has minor indirect benefits in terms of discouraging private vehicle trips and improving active travel and public transport mode share to the benefit of human health and benefits to air quality in terms of AQMAs.																					
Policy Inf 13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Road network Infrastructure	This policy does not support road network infrastructure likely to prejudice new transport infrastructure improvements. This policy has minor indirect benefits in terms of discouraging private vehicle trips and improving active travel and public transport mode share to the benefit of human health and benefits to air quality in terms of AQMAs. However, there is not anticipated to be any significant environmental impacts.																					
Policy Inf 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Freight	This policy does not support development likely to prejudice freight transfer facilities at Seafield and Portobello. This policy has minor indirect benefits in terms of supporting the Council's approach to waste management, which includes waste proposals at Seafield, to meet the objectives of Zero waste.																					
Policy Inf 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Edinburgh Airport Public Safety Zones	This policy does not permit development within the airport safety zone. There are minor environmental benefit in terms of human health but there is not anticipated to be any significant environmental impacts.																					

Plan Section: Infrastructure and Transport, & Resources and Services																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Inf 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-
Sustainable Energy and Heat Networks	This policy supports low and zero carbon energy schemes. This policy will have significant environmental benefits by encouraging the provision of low/zero carbon technologies and will have positive benefits in terms of climate change.																					
Policy Inf 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Safeguarding Existing Waste Management Facilities	This policy does not permit development immediately surrounding a waste management facility. This policy has minor benefits in terms of improving quality of life and human health.																					
Policy Inf 18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-
Provision of New Waste Management Facilities	This policy permits new waste management facilities in appropriate locations. This policy will have significant environmental benefits by contributing towards zero waste objectives.																					
Policy Inf 19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-
Waste Disposal Sites	This policy does not support new landfill or land raise sites. This policy will have significant environmental benefits by contributing towards zero waste objectives by restricting facilities for landfill. This policy has minor indirect benefits in terms of improving quality of life and human health.																					
Policy Inf 20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	?	-	-	-	-	-
Minerals	This policy grants proposals for mineral extraction at existing quarries. This policy may have some significant negative impacts in terms of promoting use of natural resources depending on scale but impact uncertain.																					
Policy Inf 21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Telecommunications	This policy supports telecommunications development subject to various criterion. This policy may have minor positive impacts in terms of the historic environment and landscape depending on the location of proposals but impact uncertain. There is not anticipated to be any significant environmental impacts.																					

Plan Section: Infrastructure and Transport, & Resources and Services																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Inf 22	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Water Supply and Foul Waste Water	<p>This policy requires proposals to have adequate water supply or waste water sewerage to meet the demands of the development.</p> <p>This policy will have significant benefits in terms of maintaining the status of major water bodies.</p>																					

Plan Section: Economy																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Econ 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Supporting Inclusive Growth	<p>This policy supports proposals for development associates with social enterprise, business start ups, universities, research etc. There is not anticipated to be any significant environmental impacts.</p>																					
Policy Econ 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Commercial Devt	<p>This policy requires proposals for commercial uses on sites over 0.25ha to provide 50% of the site for housing. There is not anticipated to be any significant environmental impacts.</p>																					
Policy Econ 3	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-
Office Devt	<p>This policy directs major office development to the city centre, strategic business centres and other accessible mixed-use locations and therefore encourages the reuse and regeneration of brownfield land, thus protecting soil. There are sustainable principles embedded within the policy including proximity to public transport, mixed use proposals with appropriate densities, which will help to minimise distances people have to travel.</p>																					
Policy Econ 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Business & Industry Areas	<p>This policy seeks to retain employment sites across the city in employment use. There is not anticipated to be any significant environmental impacts.</p>																					
Policy Econ 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plan Section: Economy																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Employment Sites and Premises	This policy supports redevelopment of employment sites within the urban area. There is not anticipated to be any significant environmental impacts.																					
Policy Econ 6	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-
Hotel Devt	This policy supports hotel development in the city centre and other accessible locations. The policy will have significant environmental benefits by helping to minimise the distance people have to travel.																					
Policy Econ 7	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-
Goods Distribution Hubs	This policy supports good distribution hubs. The policy will have significant environmental benefits by helping to minimise the distance people have to travel and will encourage provision of low carbon technologies through reduced vehicle emissions e.g. EV's.																					
Policy Re 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Town Centres First	This policy supports the hierarchy of town centres. The policy will have minor indirect benefits in terms of minimise the distance people have to travel.																					
Policy Re 2	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-
City Centre Retail Core	This policy supports retail development in the city centre. The city centre has excellent accessibility with strong public transport links, but strong parking restrictions and therefore has significant environmental benefits by helping to minimises the distance people have to travel by private vehicle.																					
Policy Re 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Town Centres	This policy supports retail development in town centres. These centres are generally more accessible by public transport therefore the policy will have minor indirect benefits in terms of minimise the distance people have to travel.																					
Policy Re 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Alternative Use of Shop Units -City and Town Centres	This policy sets out the circumstances where the change of use of a shop unit to a non-shop use is permitted. There is not anticipated to be any significant environmental impacts.																					

Plan Section: Economy																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Policy Re 5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Centre	This policy supports retail development in local centres and supports the change of use of shop units to non-shop uses in certain circumstances. There is not anticipated to be any significant environmental impacts.																					
Policy Re 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Commercial Centres	This policy only supports retail development in commercial centres subject to various criteria being met. There is not anticipated to be any significant environmental impacts.																					
Policy Re 7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Out of Centre Devt	This policy only supports retail development in out of centre locations subject to various criteria being met. There is not anticipated to be any significant environmental impacts.																					
Policy Re 8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Alternative Use of Shop Units – other locs	This policy guides proposals for the change of use of a shop unit in out of centre locations. There is not anticipated to be any significant environmental impacts.																					
Policy Re 9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Entertainment Leisure and Café Devts, Preferred Locs	This policy guides proposals for entertainment, leisure and cafes in preferred locations. There is not anticipated to be any significant environmental impacts.																					
Policy Re 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Entertainment Leisure and café Devts, other locs	This policy guides proposals for entertainment, leisure and cafes in other locations. There is not anticipated to be any significant environmental impacts.																					
Policy Re 11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Plan Section: Economy																						
SEA Objective	Biodiversity		Population		Soil			Water				Air & Climate				Material Assets		Cultural Heritage		Landscape		
Question	B1	B2	P1	P2	S1	S2	S3	W1	W2	W3	W4	A1	A2	A3	A4	M1	M2	H1	H2	L1	L2	L3
Food and Drink Establishments	This policy guides proposals for change of use to food and drink establishments. There is not anticipated to be any significant environmental impacts.																					

Cumulative Effects of Edinburgh Sites (Internal)

The cumulative and or synergistic effects need to be assessed. This section considers the cumulative, secondary and synergistic effects of land use proposals at a strategic level. The effects set out are inevitable if a plan has to identify a significant number of new sites to accommodate required development. The effects cannot be avoided in that context. However, the effects can be mitigated to a certain extent by ensuring new development is of high density, and is delivered in parallel with appropriate new infrastructure, particularly public transport, active travel measures and green infrastructure.

Definitions

Cumulative effects; arise where several land use proposals or choices each have insignificant effects but together have a significant environmental effect.

Synergistic effects; where effects interact to produce a total effect greater than the sum of individual effects, so that the nature of the final impact is different to the nature of the individual impacts.

Potential Cumulative Effects before mitigation (Internal to Edinburgh)

Effect	Summary of Cumulative Effects
Biodiversity, Fauna and Flora	
-	Although there is the potential for some impacts on biodiversity, fauna and flora the range of mitigation identified in the SEA assessment should address this impact. In addition, through appropriate layout and design of development higher levels of biodiversity could be established within development sites compared to existing uses such as agricultural land or current business/industrial sites.
Population and Human Health	
X	Although the majority of sites would not have an impact on human health there are some urban sites within areas of poor air quality and the development of these sites would have the effect on increasing the population exposed to poor air quality. Appropriate design and layout of development could help to mitigate the impacts for most sites, however, in some locations it would not be possible to mitigate it fully, particularly PM10, and this may prevent some sites from being redeveloped in full for particular uses. It is important that uses likely to impact negatively on air quality, for example power generation, should not be supported within these sites. Although the LDP is bringing forward a brownfield development strategy the Transport Assessment shows that there is likely to be an increase in vehicle trips and delays within parts of the city with air quality problems. By promoting urban high density, low car ownership urban development there is the potential to encourage the use of active travel and more efficient public transport and therefore minimise the impact on air quality in Edinburgh. Failure to do so could have an impact on human health. With regard to other issues, for example noise management areas, it is likely that most of the impacts can be addressed through appropriate design and in turn avoid cumulative effects.
Soil	
✓	By focusing development on brownfield sites the Proposed Plan strategy is likely to have an overall positive effect on soils. There are also a range of environmental policies which would help to support positive environmental effects, for example, working towards zero carbon standards and creating green, adaptable and resilient

	places, by promoting green infrastructure, SuDS, enhanced biodiversity, good health etc. It also sets out development briefs to ensure sites provide sufficient open space and ensure they contribute towards the green/blue networks, which will have positive benefits in terms of habitat creation and biodiversity.
Water	
-	All sites have been assessed in a strategic flood risk assessment. The sites with the highest levels of flood risk have not been included in the Proposed Plan. However, there is still the potential for some sites to be affected by flooding and it is acknowledged that as a result of climate change the situation is not static. All sites within areas of flood risk as identified in the SFRA must be subject to a flood risk assessment which should factor in climate change. This should also factor in coastal erosion, where relevant, which can augment the impacts of coastal flooding. Development must be designed to ensure that there is no associated increase in flood risk outwith the site and to ensure there is no unacceptable flood risk for future uses of the site. The implementation of this mitigation should ensure there are no cumulative or synergistic negative environmental effects of the proposals regarding flooding. At present the Council has yet to prepare a surface water management plan for Edinburgh. In the absence of such information all sites have to be assessed by developers in terms of the quality of the existing water course using SEPA catchment data, the SFRA and a surface water management plan will have to be prepared. However, the redevelopment of brownfield sites provides an opportunity to introduce SUDs and improve water attenuation as a step change to existing circumstances, where surface water is discharging to combined sewers and overland flows outwith the site. In addition, through the green blue network project there is an opportunity to provide further improvements to water attenuation to offset the impacts of new development and climate change.
Air and Climatic Factors	
X	Air quality is one of the key environmental issues of concern within the Council area. Existing air quality is monitored annually and in certain locations emissions levels exceed maximum permitted levels. The proposed plan strategy of delivering high density, low car ownership development within the urban area will help to reduce the impact as sites within the urban area have better access to existing public transport services and active travel networks. The air quality issues are mostly attributable to traffic congestion and AQMAs are in place with action plans to help reduce emissions in these areas. Evidence from the TA (See Air Quality Hot Spots map in Appendix 6) traffic delays associated with an increase in trip rates will increase in specific AQMAs and at Barnton junction, where there are existing air quality issues, as a result of the redevelopment of sites. However, some of these trips may be offset by a reduction in business trips through the redevelopment of former business sites although there is no data available to calculate this. This must also be viewed in the context that air quality is generally improving across Edinburgh as the vehicle fleets are updated, particularly public transport, although there continues to be problem areas. In addition, the Council is bringing forward various transport proposals including a low emission zone in the city centre and has prepared a City Mobility Plan which will help to address existing air quality issues which in turn will help to mitigate and offset the impacts of new development. There are also air quality issues, including PM10, associated with the functioning Leith Docks. This is outwith the Council's control, however, the Scottish Government's proposed green ports model provides an opportunity to address this issue.
Material Assets	
✓	<u>Green Blue Infrastructure</u>

	<p>A positive cumulative effect is likely to be the delivery of an extended green blue network. These networks offer a range of environmental benefits. The new housing sites provide opportunities to extend the green blue network and site briefs sets out the opportunities for sites to contribute.</p> <p>The scale of housing brownfield release, particularly the larger sites, provides the opportunity for play facilities and areas of open space to be delivered. Some of these play facilities and open spaces are specifically identified in the site briefs within the plan whilst others will be identified in place briefs and master plans.</p> <p>The creation of new and improved play facilities and open spaces are likely to lead to a positive cumulative effect. The Open Space Strategy will also be used to inform the location, nature and scale of new play facilities and open space thus ensuring that more people live within walking distance of play facilities, local and large green spaces and that they are of better quality.</p>
Cultural Heritage	
-	<p>Although there are numerous listed buildings, conservation areas, gardens and designed landscapes, and non-designated heritage assets etc likely to be affected by new development their existence does not preclude development. Through the appropriate analysis, layout and design of development, as identified in the assessment, the impacts should be mitigated and as a result no cumulative or synergistic effects are anticipated.</p>
Landscape and Townscape	
x	<p><u>Impacts on city views</u></p> <p>As the strategy set out in the Proposed Plan focuses development on existing brownfield sites within the urban area, there are many sites that are located within the viewcones of sensitive city views. As a result, there is the risk of cumulative impacts on the townscape of Edinburgh by insensitive development. However, the majority of these impacts can be mitigated through appropriate design and layout, factoring in the height of proposed buildings and the sensitivity of sites with respect to the origin point of each relevant viewcone. Site briefs have been prepared for sites which highlight townscape impacts where relevant.</p> <p>The most significant impact is the cumulative landscape impact of the development of all the sites in West Edinburgh on the landscape character. There will be a significant change to the open agricultural landscape. This will also have an effect on the views of the skyline and views as you approach the city from the west. This is the result of urbanising the land to the west of Gogar Roundabout, in particular between the A8 and the airport. Whilst it will have a strong visual landscape impact development does provide the opportunity to redevelop the airport crosswinds runway. The creation of a new city district gives the opportunity to change the character of the landscape in a positive way to an urban form, and one that helps integrate the airport into a more urban environment. However, it is important that the development is guided by development briefs and masterplans to ensure a coherent and a holistic approach to maximise the positive overall effects on the landscape.</p>

Potential Cumulative Effects of Sites (External): Other SESplan Councils and City of Edinburgh Combined

Information for this table has been sourced from the Environmental Reports for the adopted LDPs for each respective council. Any significant cumulative impacts identified by the other councils have been assessed in the context of the impacts identified for sites in the Edinburgh area to establish if there are any overall cumulative or synergistic effects.

Potential Cumulative Effects before mitigation (External to Edinburgh)

Council	Effect	Summary of Cumulative Effects of sites taken from respective Environmental Reports
Biodiversity, Fauna & Flora		
Midlothian Council		No cumulative Biodiversity, fauna and flora environmental effects identified in the ER.
East Lothian Council		Compact strategy: Overall very positive impacts are predicted for biodiversity. Not expected to cause significant harm, to Forth SPA for example. With appropriate master planning and delivery offers scope for mitigation and improvement of the green network, active travel etc.
West Lothian Council		No cumulative biodiversity, fauna and flora effects identified in ER.
Fife Council		No cumulative Biodiversity, fauna and flora environmental effects identified in the ER.
Scottish Borders		There is the possibility of negative cumulative effects from developments on the River Tweed Special Area of Conservation. The HRA takes cognisance of this risk and will assess and identify mitigation measure to avoid likely significant effects on the conservations objectives for which site is designated. Positive cumulative effect on the biodiversity, flora and fauna as extension of Green Networks (including their protection in new policy), protection of Key Greenspaces, changes to Natural Environment policies and promotion of green infrastructure all bring a combines positive for habitat conservation and creation.
Cumulative/synergistic effects for Edinburgh	-	There are not expected to be any cumulative or synergistic impacts on biodiversity, fauna and flora from development outwith the Edinburgh area.
Population & Human Health		
Midlothian Council		No cumulative population and human health effects identified in ER
East Lothian Council		Compact strategy: Would contribute to regeneration of communities in the west of East Lothian (currently most deprived area). The west of East Lothian is the most accessible part of area with good public transport connectivity to wider city region etc which would help minimise CO2 emissions. Uncertain impacts in terms of air quality and noise, although plan's policies require these impacts to be mitigated. An air quality management strategy is likely to be needed. A neutral impact on human health is predicted.
West Lothian Council		No cumulative population and human health impacts identified in ER
Fife Council		No cumulative population and human health effects identified in ER
Scottish Borders		Possible significant positive cumulative effects as a result of the LDP. The promotion of digital connectivity, extension of prime retail frontages, promotion of existing employment sites, extension of the

	green network, protection of key greenspace and the promotion of allocations close to sustainable transport links and service brings a cumulative positive change on quality of life.	
Cumulative/synergistic effects for Edinburgh	-	There is not expected to be any cumulative or synergistic impacts on population and human health from development outwith the Edinburgh area.
Soil		
Midlothian Council	Across all three Strategic Development Areas there would appear to be a consistency of cumulative effects. The negative effect on soils (loss of prime agricultural land) and greenfield land is significant and is unlikely to be resolved, as there are limited options available for brownfield/non-prime sites.	
East Lothian Council	Loss of some prime agricultural land is inevitable if development requirements are to be met. Wherever possible the re-use of previously developed land will be promoted to minimise this. Also will ensure land developed in most efficient way, however, overall, a negative impact on soils is predicted.	
West Lothian Council	The negative effects on soils (loss of prime agricultural land) and greenfield land is significant and unlikely to be resolved as there are limited options available for brownfield/non-prime sites.	
Fife Council	No cumulative environmental effects on soil are identified in the ER.	
Scottish Borders	There are positive cumulative effects on soil as promotion of allocations within settlement boundaries or on brownfield land, which means less development of land where there may be disturbance of carbon rich soil or loss of prime agricultural land.	
Cumulative/synergistic effects for Edinburgh	-	There is cumulative loss of soil, particularly high quality agricultural land which is irreplaceable, as a result of greenfield development outwith Edinburgh. However, as a result of promoting a brownfield only strategy in the Proposed Plan the cumulative impacts have not been augmented in Edinburgh. Such an approach is not always possible in other council areas.
Water		
Midlothian Council	Many of the sites will require a flood risk assessment, which will address the issues of the individual site but also the impact beyond. A strategic flood risk assessment has been prepared to accompany the MIR and this has allowed the cumulative impacts of development on flooding risk to be considered within the scope of current knowledge and advice.	
East Lothian Council	Compact strategy avoids areas of flood risk in site selection and plan policies ensure that the risk of flooding is not increased as a result of new developments in the area. It may be at the detailed project level that flood risk assessments will be required for some sites. Overall a neutral impact on the water environment is predicted.	
West Lothian Council	Many of the sites require a flood risk assessment, which will address the issues of the individual sites and also impact beyond. A strategic flood risk assessment has been prepared to the West Lothian LDP MIR strategy and this has allowed the cumulative impacts of development on flooding risk to be considered.	
Fife Council	No cumulative environmental effects on water are identified in the ER.	
Scottish Borders	There is the possible cumulative effect on the River Tweed and other watercourses in the Borders as a result of development of a number of	

	<p>allocations on water quality. Existing legislation will prevent negative effects occurring from development and as a result will also prevent negative cumulative effects. In addition, there is a commitment in the LDP policy to meet the objectives of the Solway Tweed River Basin Management Plan and there should be measures to improve the water quality of the Tweed and its tributaries.</p> <p>Only possible synergistic effect identified was the potential for negative impacts on water quality such as pollution from construction, contaminating soil or land (including destruction of habitat) due to increase flood risk. However, this was considered a remote possibility due to existing legislation and the mitigation measures such as flood risk assessment, SFRA findings and Habitats Regulations Appraisal findings which are stated for relevant allocations in the LDP.</p>	
Cumulative/synergistic effects for Edinburgh	-	There is not expected to be any cumulative or synergistic impacts on water from development outwith the Edinburgh area.
Air & Climatic Factors		
Midlothian Council	No cumulative air and climatic factors identified in ER.	
East Lothian Council	Although strategy focuses development in most accessible locations promoting use of public transport and active travel and minimising need to travel by car, there are currently air quality issues in Musselburgh and emerging concerns in Tranent. Impact of development on air quality will require mitigation and the impact may be more acute in certain locations e.g. Musselburgh High Street. A strategy to manage air quality to be developed alongside the LDP strategy. Overall a negative impact on air and climatic factors is predicted.	
West Lothian Council	No air and climatic factors cumulative effects identified in ER.	
Fife Council	The most likely example of impact is the cumulative impact of increased traffic movement in AQMAs where issues of air quality are already being monitored. The ER states that the mitigations introduced by the plan address this issue.	
Scottish Borders Council	There are positive cumulative effects on the air and climate factors because of measures such as promotion of digital connectivity, promotion of town centres and promotion of allocations within settlement boundaries or on brownfield land, as they combine to help maintain the high standard of air quality.	
Cumulative/synergistic effects for Edinburgh	?	Edinburgh is at the centre of the city region and is the main travel to work destination and regional shopping centre. Development within other council areas is likely to lead to an increase in commuter vehicle trips into Edinburgh and in turn a deterioration in air quality, particularly within Edinburgh. There is no data currently available to quantify the level of impact on Edinburgh's AQMAs or other air quality hot spots from development outwith Edinburgh so it is assumed that a proportion of the additional trips generated will pass through the AQMAs.
Mitigation	Through strategic/regional transport proposals, and the LDP proposed plan development strategy of delivering high density low car ownership development within the urban area, some of the impacts of increased commuting can be mitigated against. However, there is still likely to be an impact on air quality. The Council continues to monitor air quality	

	annually across Edinburgh. The Council has recently approved a proposal for a city centre Low Emissions Zone and has prepared a City Mobility Plan in parallel to the new City Plan. The City Mobility Plan contains a package of measures dedicated to ensuring transport and land use planning are working together to deliver the same solutions including, supporting expansion of the tram network, strengthening parking controls in the city centre, exploring a work place parking levy, regional transport/active travel interchanges/hubs etc. Together these strategies will seek to improve air quality in Edinburgh and help to tackle the impacts of commuting.	
Material Assets		
Midlothian Council	No cumulative material asset effects identified in ER.	
East Lothian Council	Limited amount of brownfield land available but making efficient use of it. Although greenfield land will be developed, it would be developed in such a way that it could help ensure an efficient use of land and could be used to help better integrate land use and transport. Overall, a very positive impact on material assets is predicted.	
West Lothian Council	No material assets cumulative effects identified in ER.	
Fife Council	No material assets cumulative effects identified in ER.	
Scottish Borders Council	<p>Some positive effects are identified which largely relate to lessening the pressure on existing material assets, it is considered this effect arises through the promotion of renewable energy in sustainable locations and in promoting sustainable development where potentially harmful infrastructure development does not need to occur.</p> <p>There is a risk that some development will necessitate additional infrastructure development which may be less sustainable. This is not considered a negative effect because a relatively low level of development is proposed which it is considered can be accommodated in the Borders landscape. In addition, existing policy should prevent any harm.</p>	
Cumulative/synergistic effects for Edinburgh	-	There is not expected to be any cumulative or synergistic impacts on material assets from development outwith the Edinburgh area.
Cultural Heritage		
Midlothian Council	No cumulative cultural heritage effects identified in ER.	
East Lothian Council	Range of cultural heritage assets in the area. Where development may impact upon them the policies of the plan would ensure those impacts are mitigated. Overall, a neutral impact on heritage is predicted.	
West Lothian Council	No cultural heritage cumulative effects identified in ER.	
Fife Council	No cultural heritage cumulative effects identified in ER.	
Scottish Borders Council	There is the possibility of cumulative effects on the landscape and townscape and cultural heritage features of Borders towns as a result of development of allocations. However, this follows the precautionary principle: if developments are insensitive then there is the potential for a cumulative negative effect on the respective settlement as it may adversely affect the townscape and built heritage features. Conversely there is the potential for a cumulative positive effect because the development is sensitive and improves the townscape and conservation area or brings a listed building back into productive uses or achieves both these aims.	

Cumulative/synergistic effects for Edinburgh	-	There is not expected to be any cumulative or synergistic impacts on cultural heritage from development outwith the Edinburgh area.
Landscape & Townscape		
Midlothian Council	The assessment of the A7/A68/Borders Rail Corridor SDA notes that a number of sites could have landscape impacts over wider views. Added to the effect of committed but undeveloped sites at Mayfield there will be potential negative cumulative impact on the landscape corridor. The possibility of coalescence has been identified in locations at Bonnyrigg/Eskbank. Some of these locations were previously identified in the Midlothian Local Plan 2008 and additional development will have a cumulative impact on settlement identity. The Midlothian LDP retains a policy to protect settlement identity but accepts the visual separation provided by green network proposals, to enable development of sustainable sites.	
East Lothian Council	Accommodating SDP development requirements will have a landscape impact irrespective of where new development is directed within the area. Preferred strategy focuses majority of East Lothian population in west and this could lead to coalescence of settlements or impact upon their landscape settings. However, may be significant opportunities to mitigate this impact and improve important areas of open space and the green network for this area by implementation of Central Scotland Green Network. Overall, a negative impact on landscape is predicted.	
West Lothian Council	The assessment of the West Lothian Strategic Development Area notes that a number of sites could have landscape impact over wider views. Added to the effect of committed, but undeveloped sites within the SDAs there will be potentially negative cumulative impacts on the landscape of this development area. The possibility of coalescence has been identified in a number of locations at Calderwood and West Livingston. Additional development will have a cumulative impact on settlement separation/community identity.	
Fife Council	No cumulative impacts on landscape have been identified in the ER	
Scottish Borders Council	<p>There are significant positive effects identified from many of the Key Outcomes on the Landscape and Townscape topic. Effects from the outcomes such as promotion of the green network; enhancement from SLA statements of importance; and natural flood management should result in overall improvements of the landscape. In addition, the encouragement of renewable energy generation schemes in sustainable locations, promotion of town centres, and regeneration will reduce the pressure on out of town/edge of town greenfield land, which brings a positive effect on the landscape and townscape of the Borders.</p> <p>As for cultural heritage above there is a risk that insensitive regeneration or development of brownfield land could result in adverse effects, however council policy and guidance should prevent this from happening.</p>	
Cumulative/synergistic effects for Edinburgh	-	The risk of a cross boundary landscape impact is only likely to happen where development sites have been identified next to or close to the Council boundary. As the Proposed Plan strategy is to focus development on brownfield sites within the urban area, and around existing allocations in West

		Edinburgh there is not expected to be any cumulative or synergistic impacts on the landscape from development outwith the Edinburgh area.
Overall Conclusion	The main cumulative cross boundary impacts relate to deteriorating air quality. This can be largely mitigated against through the measures set out above.	

Appendix 4: Site Assessment

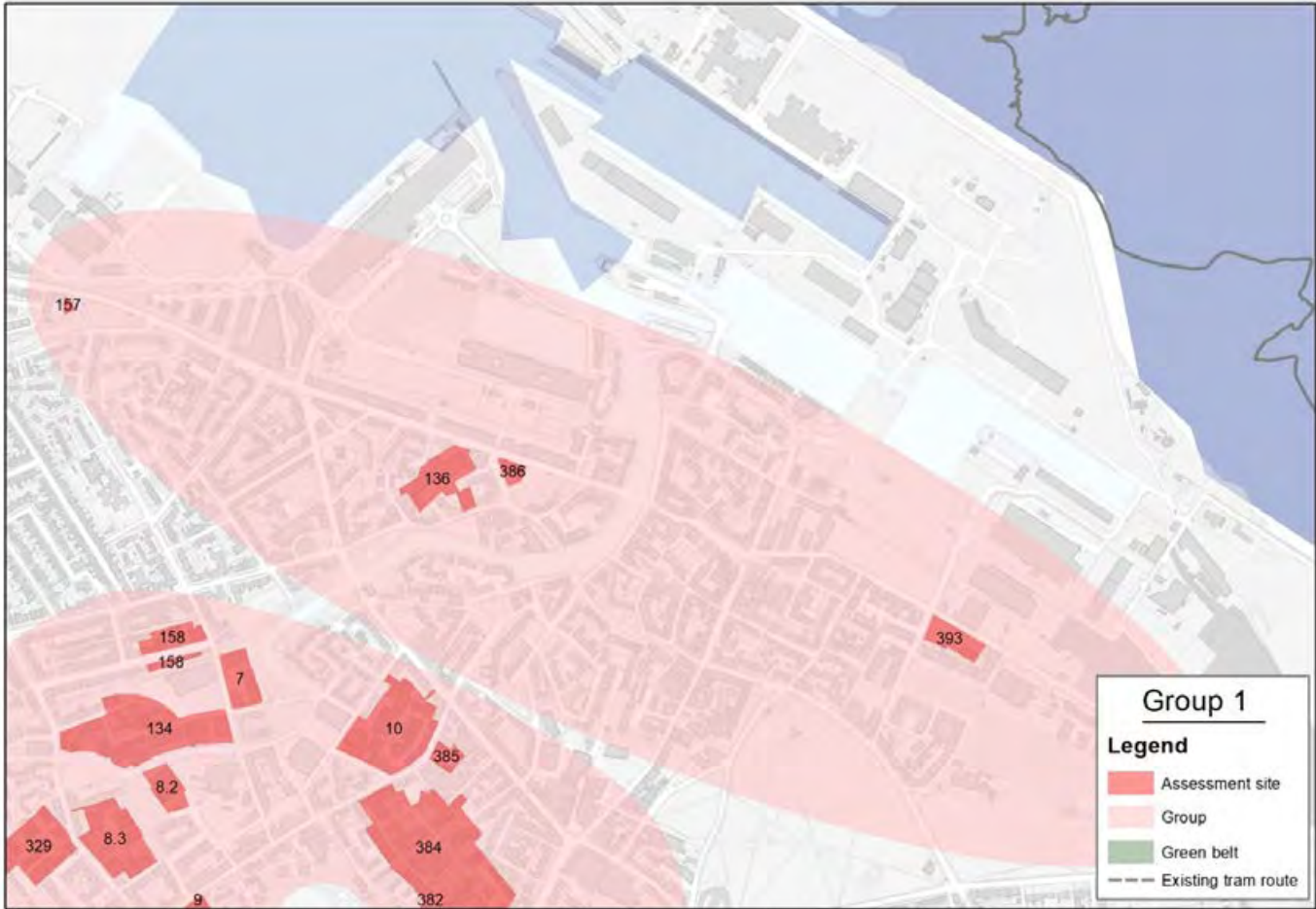
Assessment Key

- A significant Positive environmental effect
- A significant negative environmental effect
- Uncertain as to whether any significant positive or negative effects would be likely
- Neutral or no significant effect is likely

✓
X
?
-

Assessment of new housing led allocations in the City Plan 2030.

Group 1: North Leith



Site Assessment: (136) Coburg Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	-	✓	x	-	-	✓	?	x	-	-	?	?	x	-	-	x	?	-	-	-
Comment	Existing industrial estate. There is potential for protected species within the area. Adjacent uses are residential. The SFRA identifies the site as having a medium risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site within AQMA buffer and Leith Conservation area. Site within 250m of a NMA. Some listed buildings adjacent to site and within Leith Conservation Area, and aspirational core path passes through site. There is a scheduled ancient monument (Citadel Arch) adjacent to the site. The site has significant archaeological and heritage implications. Site potentially visible in city protected viewcones but from a distance. Site in some local views, weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. The SFRA recommends a flood risk assessment is prepared. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within 250m of a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. Site not highly visible in protected city views. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a Scheduled Ancient Monument the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. This site includes nationally significant heritage which must be preserved, respected and interpreted, in particular the fort's defences and adjacent designated assets. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. LDP policies to drive proposals. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (157) North Fort Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	-	?	✓	?	✓	-	-	-	✓	-	-	-	✓	-	-	-	-	-	x	?	-	-	-
Comment	Existing use is vacant land. Adjacent uses residential, retail and existing industrial use. There is the potential for protected species within the area. Site adjacent to LNCS. Site is within 250m of a NMA. Site benefits from being adjacent to core path and open space. There is potential for archaeological remains on the site (Anchorfield House). Site potentially visible in city protected viewcones from a distance. Site is in some local views. Weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Links to the adjacent cycle paths should be provided. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation and on any valuable habitats on site. As the site is within 250m of a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. Design and layout of development should establish linkages with open space and core path, but adjacent industrial mill will have impact in terms of social interaction/inclusion. Redevelopment of the site may require archaeological mitigation. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											

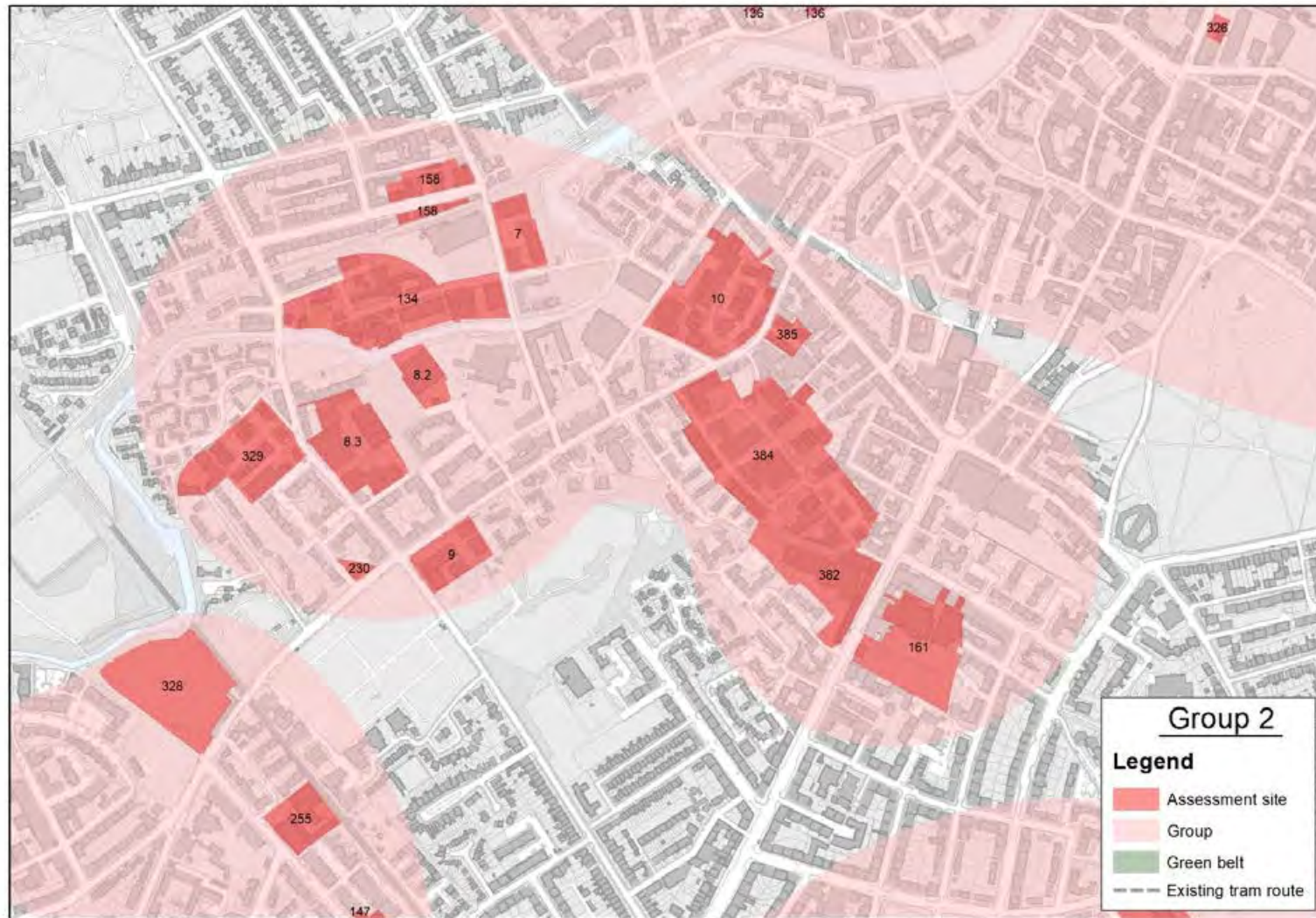
Site Assessment: (386) Commercial Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	x	✓	x	x	-	-	?	x	-	-	-	?	x	-	-	x	?	-	-	-
Comment	The existing use is empty industrial units. There is the potential for contamination within the site. Adjacent uses are restaurants offices, residential and light industrial. There is the potential for protected species within the site. The site is within AQMA buffer and Leith Conservation area. The site is next to new Aldi, which could have both positive and negative impacts on social interaction. The SFRA identifies a medium risk of surface water flooding and medium risk of fluvial flooding in the future. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The site is adjacent to a Scheduled Ancient Monument (Citadel Arch). Site within area of archaeological potential (Cromwellian Cital and early medieval town). Site potentially visible in city protected viewcones but from a distance and in many local views. Mixed pattern of development adjacent.																											

Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of the development should seek to mitigate the impacts of adjacent uses to ensure adequate residential amenity. The SFRA recommends a FRA is prepared. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Careful design will be required to protect character of conservation area. As the site is adjacent to a Scheduled Ancient Monument the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. Redevelopment of the site requires archaeological mitigation: Excavation, reporting & analysis, publication and public engagement. Phase 1 of which will be evaluation (10%) recommended to be undertaken pre-determination. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.</p>
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Site Assessment: (393) Salamander Place (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	x	-	-		✓	x	-	-	-	x	-	-	x	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is a scrap yard. There is the potential for contaminated land within the site. Adjacent uses are residential and industrial unit/yard (Site 389). There is the potential for protected species within the site. The SFRA identifies the site as having a medium risk of surface water flood risk. SW requires a wastewater drainage impact assessment for this site. The site is within an AQMA PM10 zone and next to an aspirational core path. Site of archaeological significance (18 th -20 th century industrial expansion of Leith). Site visible within protected view cones. Site visible in many local views. Pattern of development typical of industrial units. Site not within 400m of open space.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of the development should seek to mitigate the impacts of adjacent uses to ensure adequate residential amenity. As the site is within an (PM10) AQMA, it may not be developable until such time as emissions are reduced. If it is capable of being developed then air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional																											

	<p>respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc. should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Sufficient open space should be provided to meet the open space standard. Should be developed with Site 389 in comprehensive plan. Development to accord with LDP masterplan. Redevelopment of the site will require archaeological mitigation (excavation, historic building recording, reporting and analysis, publication and public engagement). Pre-application/determination evaluation is advised due to potential. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.</p>
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Group 2: Leith - Bonnington & Leith Walk



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Site Assessment: (7) West Bowling Green Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	?	?	✓	?	✓	x	-	-	✓	?	x	-	✓	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is a trade park with potential risk of contamination. Adjacent uses are Site 134, residential, former railway line (adopted core path) and Water of Leith. Site is adjacent to a LNCS and an existing industrial site. There may be protected species in the area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding as the site is adjacent to potential surface water flooding risk which is likely to be located on the footpath below the site. Site also is in AQMA buffer zone and within 250m of a NMA. SW requires a wastewater drainage impact assessment for this site. Potential for non designated historic assets on the site. Site is visible in several protected view cones. Site visible in few local views. Pattern of development typical of industrial areas.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Links to the Local Nature Conservation Sites and the cycle network are to be provided. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. Due to the previous uses or context of the site, an assessment of the land for risks presented by potential contamination will be required. The site is within 250 metres of a designated Noise Management Area. The layout and design of development should seek to mitigate the impacts of adjacent uses on residential amenity. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Design and layout of development should seek to make linkages with the adopted core path. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. SEPA request a flood risk assessment is prepared for this site. Adjacent industrial site (134) should be redeveloped in parallel. Redevelopment of the site will require archaeological mitigation (Excavation, reporting & analysis, publication, public engagement). Phase 1 of which will be evaluation (10%) recommended to be undertaken pre-determination. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. Comprehensive masterplan to be developed with adjacent site and development to accord with LDP policies.																											

Site Assessment: (8.2) Newhaven Road (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	x	-	-	✓	✓	✓	x	x	-	✓	-	x	-	?	-	-	-	-	-	x	x	-	-	-
Comment	There is potential for protected species in the area. Existing use is industrial with potential risk of contamination. Adjacent uses are residential, Water of Leith and John Lewis distribution centre and a car showroom with potential for noise on residential amenity. Site adjacent to a LNCS and adopted core path. The SFRA identifies the site as having a high risk of fluvial flooding and a medium risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. There are non-designated heritage assets (former distillery, and flour mill) within the site. Site is visible in several protected view cones.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Adjacent car showroom could have an impact on social interaction. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses on residential amenity. Layout and design of site should seek to make linkages with adopted core path. Layout and design of site should seek to maximise natural heritage interest and include living roofs. Built development should be a minimum of 15m back from the water of Leith top of bank. The SFRA identifies potential sources of flooding and recommends a flood risk assessment is prepared. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Redevelopment of the site will require archaeological mitigation (Excavation, reporting & analysis, publication, public engagement). Phase 1 of which will be evaluation (10%) recommended to be undertaken pre-determination. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (8.3) Newhaven Road (C) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	x	?	-	-	-	x	-	-	x	-	-	-	-	x	x	-	-	-

Comment	There is the potential for protected species in the area. Existing use is industrial units with potential for contamination. Adjacent industrial uses to east and north are currently being redeveloped for residential use. The SFRA identifies the site as having a medium risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. There is a C listed building within the site. There is a non-designated heritage asset (former chemical works, foundry and tannery) within the site. Site is visible in several protected view cones. Visible in local views. Mixed pattern of development adjacent.
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. As the adjacent sites are being redeveloped for residential use the development of this site will provide an opportunity to enhance social interaction and inclusion. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses on residential amenity. The SFRA recommends a flood risk assessment is prepared. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As there is a listed building within the site, appropriate re-use of the listed building/structure should be a priority of the development. The design of the development should be justified and seek to fully understand and preserve and/or enhance the character and appearance of the listed building/structure including its setting. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Outwith the listed buildings redevelopment of the site requires archaeological mitigation: (Excavation, reporting & analysis, publication and public engagement). Phase 1 of which will be evaluation (10%) recommended to be undertaken pre-determination. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (9) Bonnington Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	✓	✓	x	-	-	-	-	x	-	✓	-	-	?	-	-	x	x	-	-	-
Comment	There is potential for protected species in the area. Existing use is a commercial retail use with potential for contamination. Site adjacent to open space providing opportunity for enhanced social interaction, residential, a cemetery and a conservation area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. The SFRA does not consider the site is at risk of flooding but surface water management should be considered in the site design. Site has potential for non-designated heritage assets. Site is visible in several protected view cones. Site in some local views. Mixed pattern of development adjacent.																											

	<p>assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone (Water of Leith). If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk outwith the site and to ensure that there is no unacceptable flood risk for future uses of the site. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. Design and layout of development should take advantage of access to adjacent core paths. An suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Development should be progressed in parallel with adjacent sites to ensure good social interaction. Preparation of comprehensive masterplan with minimum 15m setback from top of bank of Water of Leith of all development, living roofs to be used. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. The redeveloped of the site should also take into account the historic streetscape including the cobbled surfaces and any historic street furniture. A programme of pre-application archaeological works and conditioned archaeological mitigation (historic building survey, excavation, recording, analysis, publication and public engagement) is required for this site. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	-	-	?	?	✓	-	✓	x	-	-	✓	?	x	-	-	x	?	x	-	-	?	x	-	-	-
Comment	Existing uses are industrial units and yards with potential for contamination. Adjacent uses are residential, former railway line, and Site 134. Part of site adjacent to LNCS and next to core path. Site is within 250m of a NMA. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. The SFRA does not identify any flood risk, however, it recommends that surface water management should be considered in the site design. Part of site includes a listed building and is within Leith Conservation Area. Part of site within AQMA buffer zone. There is a non-designated heritage asset (public house/tenement) adjacent to the site. There are also non-designated historic elements such as gable sculptures, industrial buildings, and streetscape e.g. cobbles. Potential for archaeological remains within the site. Site is in some protected view cones. Site visible in few local views. Strong pattern of development. Site is visible in several protected view cones.																											

	known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. Site in a few local views but not any protected view cones. Strong pattern of development adjacent.
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The design and layout of the development should seek to mitigate the impacts of adjacent uses on residential amenity. As there is a listed building with the site and also listed buildings adjacent to the site, the design of the development should seek retain the existing listed building within the site where possible and to fully understand and preserve and/or enhance the setting of the adjacent listed building/structures. As part of the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Should seek to develop site in parallel with site 296 to ensure better social interaction. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Redevelopment of the site will require detailed archaeological mitigation (excavation, reporting, analysis, publication and public engagement). Depending on the proposal and excavation results public realm interpretation may be required. Recommended evaluation (10%) pre-determination. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (296) Leith Walk/Manderston Street (North East Locality) site merged with site 161																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	?	✓	x	-	-	-	?	x	-	-	-	-	?	-	-	x	x	-	-	-
Comment	Existing use is warehouse buildings. There is the potential for contaminated land within the site. Adjacent to Site 161, residential, commercial businesses and retail units. There is the potential for protected species within the site. Part of site is in the AQMA buffer. The site is adjacent to Leith conservation area. Good site for social inclusion if adjacent site (161) is redeveloped. There is a non-designated heritage asset (cinema) within the site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having no risk of river flooding but a medium risk of surface water flooding. Site of archaeological significance associated with 16 th century siege works, 18 th and 19 th century industry. Site is visible in several protected view cones and in some local views. Strong pattern of development adjacent.																											

Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the effects of adjacent uses to ensure adequate residential amenity. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Site needs to be developed in parallel with adjacent site (161). As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Redevelopment will require detailed archaeological mitigation (excavation, reporting & analysis, publication and public engagement). Public realm interpretation should be explored. Recommended that site is evaluated (10%) pre-determination. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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Site Assessment: (230) Broughton Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	?	-	-	-	-	x	-	✓	-	-	?	-	-	-	x	-	-	-
Comment	Existing use is commercial retail. There is the potential for contamination on the site. Site adjacent to residential and designated open space (cemetery) providing opportunity for enhanced social interaction and a conservation area. There is the potential for protected species within the area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA does not identify any risk of flooding, however, surface water flood management should be considered as part of the design. Site is visible in several protected view cones. Site in few local views. Strong pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. However, design could take																											

Site Assessment: (382) Steads Place (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	x	-	-	-	?	x	-	-	?	-	?	-	-	x	x	-	-	-
Comment	Existing use is a garage and MOT station. There is the potential for contaminated land within the site. Surrounding uses are residential, and a car park. There is the potential for protected species in the area. Part of the site is within an AQMA buffer zone. The SFRA does not identify any flood risk or require a FRA, however it does recommend a surface water management plan is prepared. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Part of the site is within Leith Conservation Area and there also adjacent listed buildings. Site of archaeological significance (historic settlement of Slatford, post medieval milling/Gray’s Mill). Site is visible in several protected view cones. Site in few local views. Mixed pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of the development should seek to mitigate the impacts of adjacent uses to ensure adequate residential amenity. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is partly within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As there are listed buildings adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structures. Redevelopment of the site will require a programme of archaeological work, historic building recording and excavation plus preservation in situ of historic mill lades and weir located on northern boundary of site. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

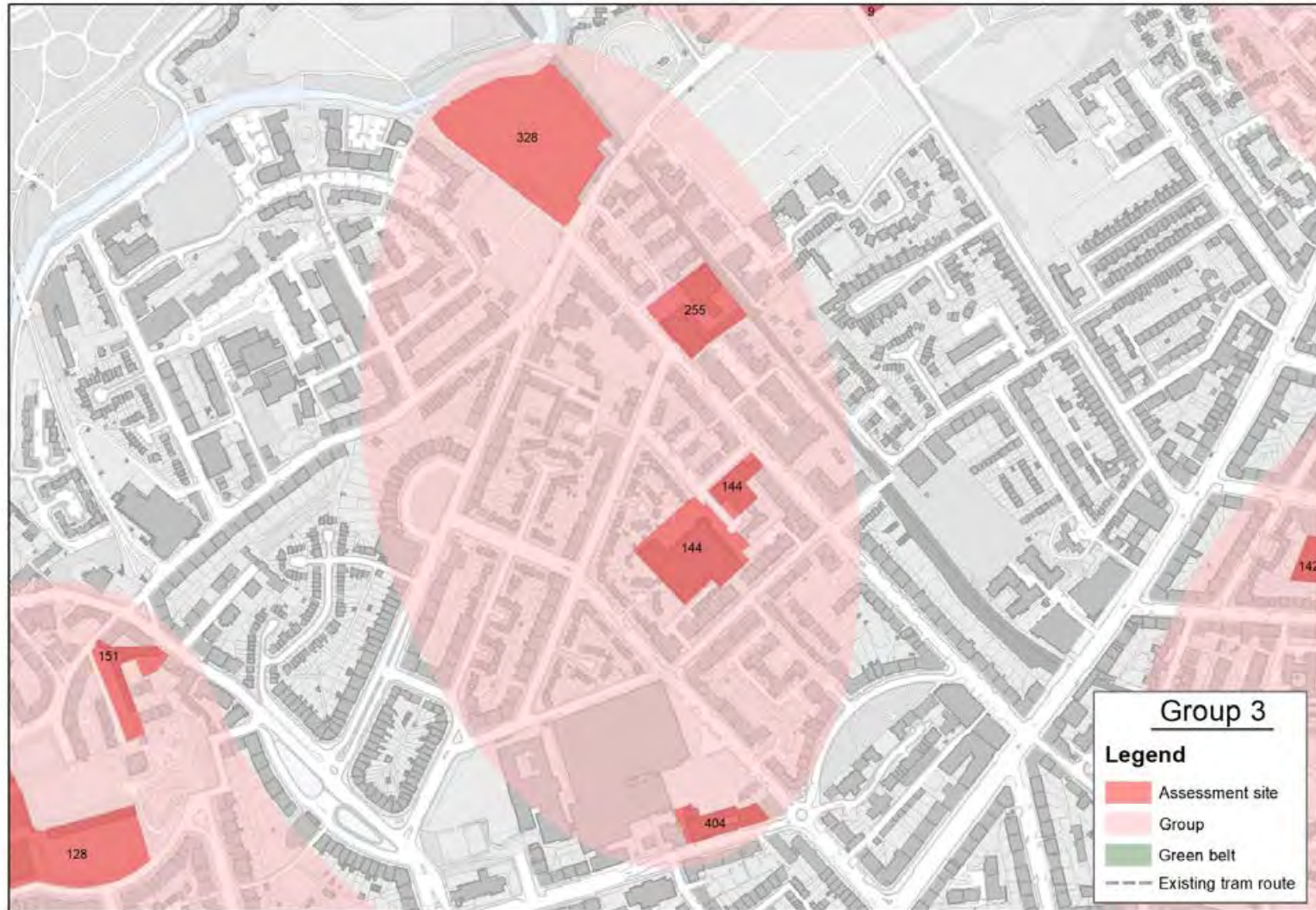
Site Assessment: (384) Jane Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	-	✓	x	-	-	-	?	x	-	-	?	-	?	-	-	x	-	-	-	-

Comment	The existing use is industrial units. There is the potential for contaminated land within the site. Adjacent uses are residential, a swimming centre and office. There is the potential for protected species within the area. Most of the site is within an AQMA buffer zone. The site is within 250m of a NMA. It is adjacent to listed buildings and Leith Conservation Area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a high risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. There is a non-designated heritage asset (church) adjacent to the site. Site of archaeological significance (16 th Century siege of Leith, 19 th century industry, Caledonian railway line). Development on site at low risk of affecting any city protected views. Site in some local views. Strong pattern of development adjacent.
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. There is a non-designated heritage asset (church) adjacent to the site, which should be considered when developing proposals. The surviving arched sections of the railway and embankment must be retained. Older industrial units of local importance on the site should be assessed. Redevelopment of the site will require detailed archaeological mitigation (excavation, reporting, analysis, publication and public engagement). Pre-determination evaluation (10%) may be recommended. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (385) Corunna Place (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	-	✓	?	-	-	-	?	x	-	-	x	-	x	-	-	x	-	-	-	-

Comment	<p>The existing use is industrial estate. There is the potential for contaminated land within the site. Adjacent uses are Springfield Industrial Estate, a swimming centre and other industrial buildings. There is potential for protected species within the site. The site is within an AQMA buffer, Leith Conservation area and there are listed buildings within the site and adjacent to it. The site is within 250m of a NMA. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site of archaeological significance (siege defences and works, industrial remains). Development on site at low risk of affecting any city protected views. Site in few local views. Mixed pattern of development adjacent.</p>
Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Careful design will be required to protect character of conservation area. As there is a listed building within the site, the design of the development should seek to retain the building and fully understand and preserve and/or enhance the setting of the listed building/structure. Redevelopment of the site will require archaeological mitigation (Excavation, reporting & analysis, publication, public engagement). Phase 1 of which will be evaluation (10%) recommended to be undertaken pre-determination. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.</p>

Group 3: Beaverbank



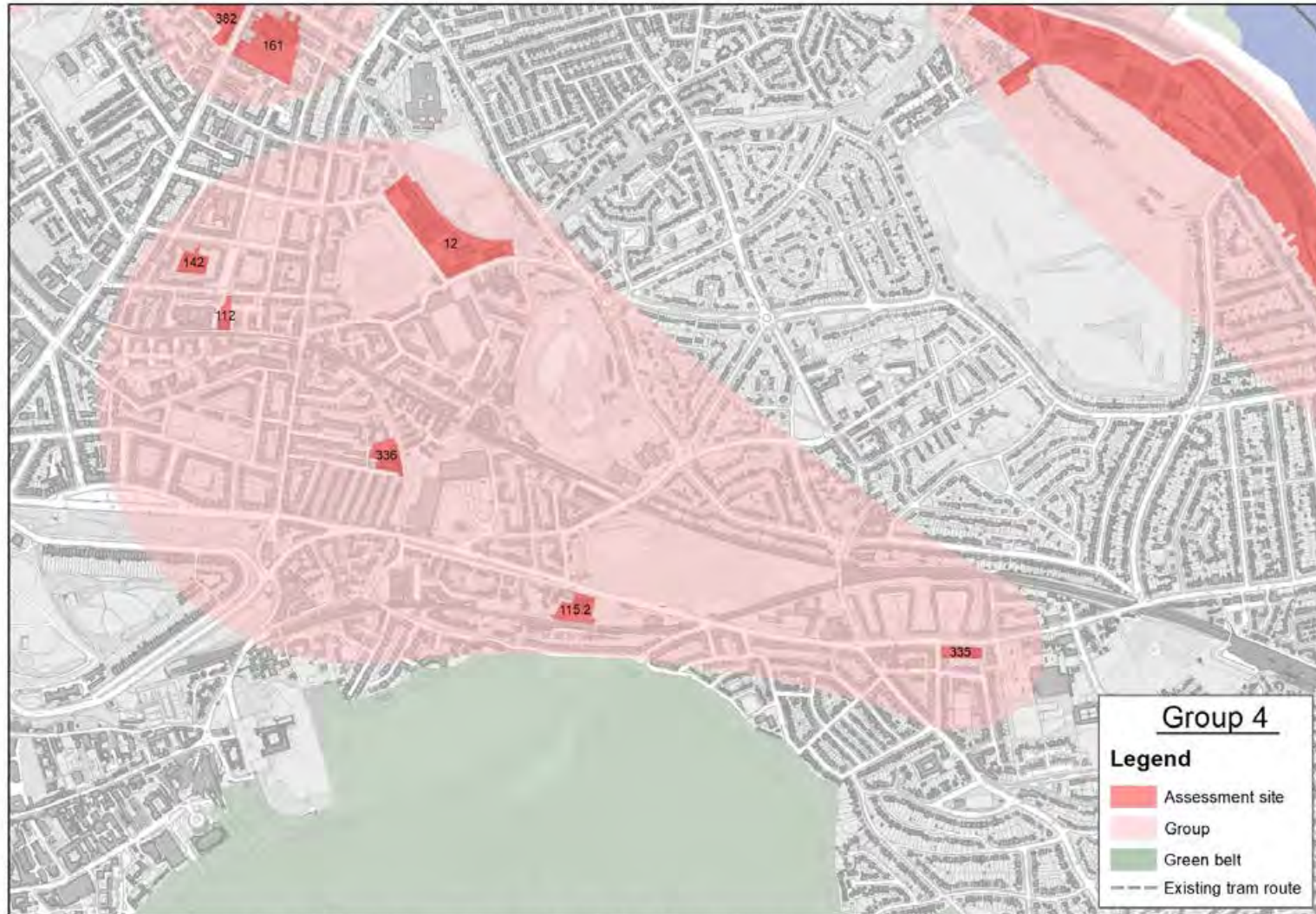
Site Assessment: (144) McDonald Place (North East Locality)																													
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape				
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4	
Effect	-	-	-	?	-	-	-	-	-	✓	x	-	-	-	-	x	-	-	x	-	-	-	-	-	-	x	-	-	-
Comment	Existing use are a cash and carry, an industrial unit (Site 144) and an army cadet centre with potential for contamination. There is the potential for protected species within the site. Adjacent use is residential. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. Part of site involves re-use or removal of a listed building. Site potentially visible in several protected view cones. Site visible in some local views. Mixed pattern of development adjacent.																												
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Links to the adjacent cycle paths should be provided. Appropriate re-use of the C listed Army Reserves Centre (124 MacDonald Road)on the site should be a priority of the development. The design of the development should seek to understand, preserve and enhance the special architectural character and historic interest of the listed building including its setting. Detailed archaeological historic building surveys may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The design of the development should be justified and seek to fully understand and preserve and/or enhance the character and appearance of the listed building/structure including its setting. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																												

Site Assessment: (255) McDonald Road (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	✓	x	-	-	-	-	x	-	-	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is a printers office/industrial unit. There is the potential for contamination within the site. Adjacent to a church, disused railway line, residential and an office. The SFRA identifies the site as having a high risk of surface water flooding. SEPA has concerns about risk of flooding from Broughton Burn. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to																											

	the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. There is a non-designated heritage asset (factory) within the site. Site is visible in several protected view cones. Site visible in some local views.
Mitigation	Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends a FRA is prepared due to high risk of surface water flooding. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site has a non-designated heritage asset (Broughton Soap works) within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. A historic survey should be carried out of the buildings which may include archaeological excavation as part of a conditioned response. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (328) Broughton Road (Powderhall Waste Transfer) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	-	-	✓	-	✓	x	x	-	✓	-	x	-	✓	x	-	-	-	-	x	x	-	-	-
Comment	Existing use is a waste transfer station. There is the potential for contaminated land within the site. Site adjacent to open space providing opportunity for enhanced social interaction, residential, core paths and the Water of Leith LNCS. There is the potential for protected species to be present. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. In addition it recommends a FRA is prepared as although he site is not within a flood zone it is adjacent to the Water of Leith and consideration should be given to fluvial flood risk. SW requires a wastewater drainage impact assessment for this site. Site also includes a listed building on site frontage, B listed 165 Broughton Road. There may be potential for archaeological remains on the site. Site potentially visible within many protected city viewcones. Site in some local views.																											
Mitigation	The site is adjacent to the Water of Leith LNCS. Ecological understanding of the site, particularly in relation to the Water of Leith and its context, should inform the design. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. A FRA will be required to assess impacts with regard to Water of Leith. As there is a listed building within the site, the design of the development should seek to retain the building and fully understand and preserve and/or enhance the setting of the listed building/structure. However, design could take advantage of open space in terms of social interaction. Redevelopment may require																											

Group 4: Lochend – Meadowbank



Site Assessment: (12) St Clair Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	?	-	✓	✓	✓	x	-	-	-	-	x	-	✓	-	-	-	-	-	x	x	-	-	-
Comment	There is the potential protected species in the area. Existing use is industrial units/retail with the potential for contamination. Adjacent uses are cemetery (designated open space), pitches, Easter Road Stadium and residential. Site also adjacent to LNCS, core path, open space and within a quiet area buffer zone. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a high risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. There is the potential for non-designated heritage assets on the site. Site potentially visible in several protected view cones. Site visible in many local viewed. Weak pattern of development adjacent.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Boundary trees and vegetation should be retained. A Preliminary Ecological Appraisal will be required. A tree survey and constraints plan will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Design and layout of development should seek to make linkages with adjacent core paths and open space. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts and therefore a surface water management plan will be required. Redevelopment of the site may require archaeological mitigation (excavation, reporting & analysis, publication and public engagement). Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

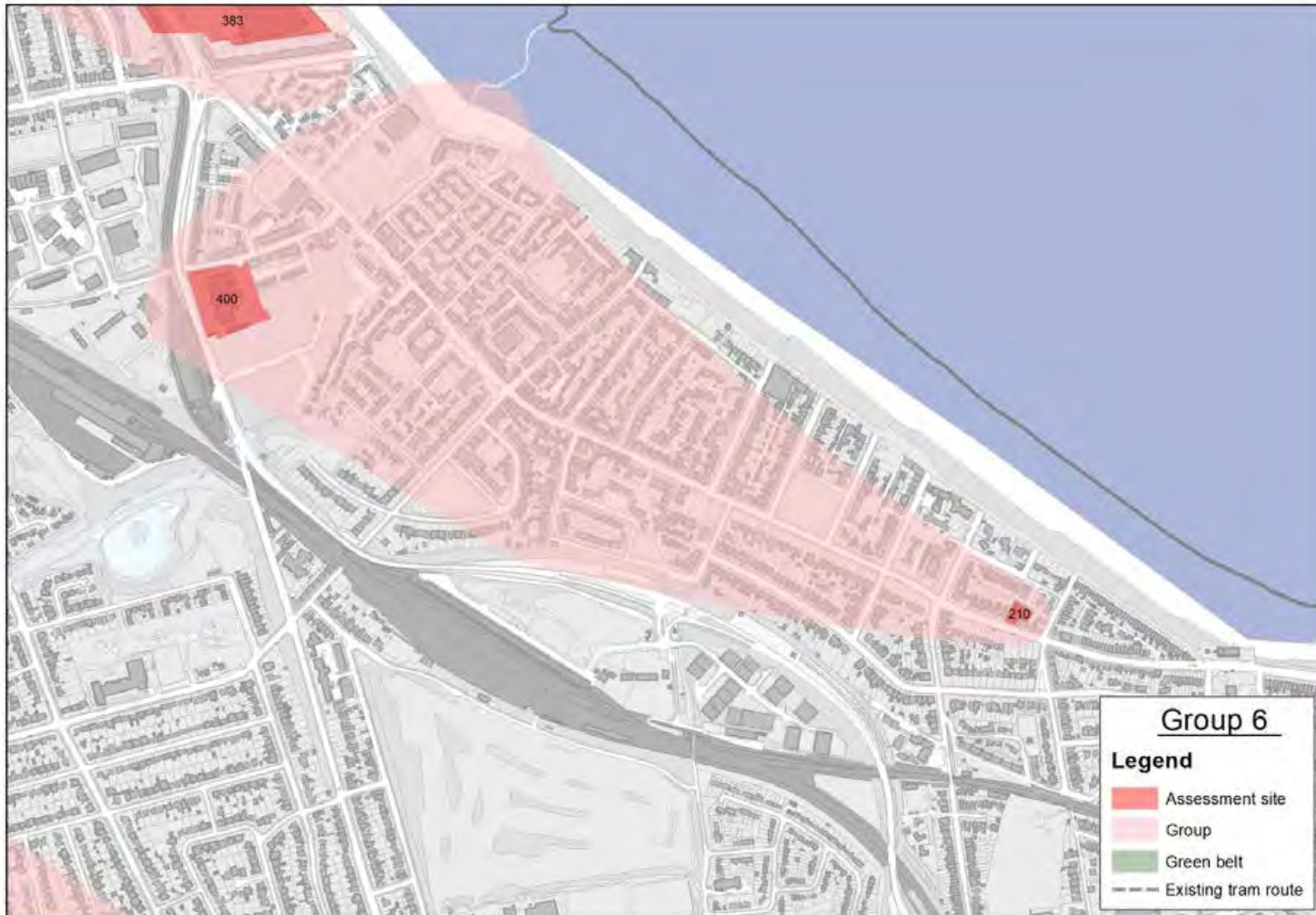
Site Assessment: (112) Albert Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	?	-	-	?	?	✓	-	✓	x	-	-	✓	?	x	-	-	-	-	-	-	-	x	?	-	-	-

Group 5: Seafield



	within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Archaeological mitigation may be required.
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Group 6: Portbello



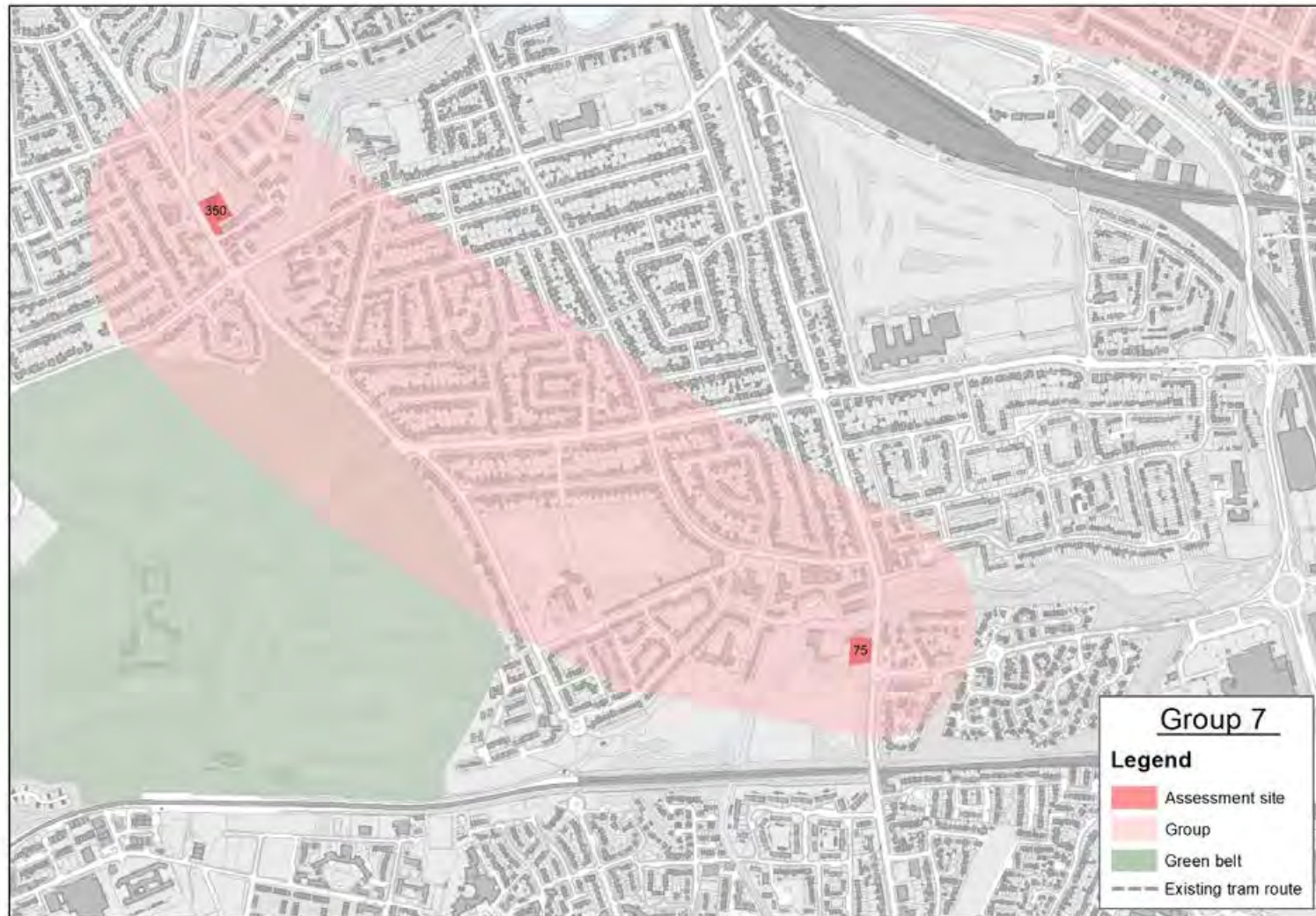
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Site Assessment: (210) Joppa Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	x	-	-	-	-	-	-	-	-	-	-	x	-	-	-	-	-	-
Comment	The existing use is a retail warehouse. Adjacent use is residential. There is potential for protected species within the area. The SFRA identifies the site as having a medium risk of surface water flooding. Site is within Portobello Conservation Area. Development on site at low risk of affecting any city protected views. Site in few local views.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a flood risk management plan is prepared. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Townscape and visual appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (400) Sir Harry Lauder Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3x	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	x	✓	?	?	-	-	-	x	-	-	-	-	-	-	-	x	?	-	-	-
Comment	Existing use is a car dealership. There is the potential for contaminated land within the site. Site adjacent to residential and industrial. There is the potential for protected species within the site. The SFRA identifies the site as having low risk of flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SEPA has concerns regarding uncertainty of the Braid/Figgate Burn Flood protection scheme. SW requires a wastewater drainage impact assessment for this site. Site of archaeological importance (Industrial and ceramic industries). Site potentially in city protected viewcones from a distance. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Design and layout of development would have to mitigate the impact of surrounding industrial uses in order to ensure appropriate opportunities for social interaction/inclusion and to ensure adequate residential amenity. The SFRA recommends a FRA is prepared due to SEPAs concerns. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its																											

	impacts. Redevelopment of site will require archaeological mitigation programme of a full excavation, public engagement, analysis and publication and interpretation in the public realm. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.
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Group 7: Niddrie – Bingham – Willowbrae



Site Assessment: (75) Duddingston Park South (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	?	-	-	-	-	-	✓	✓	?	?	-	-	-	?	-	✓	-	-	-	-	-	-	-	-	-	-
Comment	The existing use is a car park with potential for contamination. Adjacent uses are residential, and a bowling club. Site next to designated open space and near core path. Therefore, an opportunity for social interaction. The SFRA does not identify any flood risks. However, SEPA has concerns with regard to the risk from the Niddrie/Brunstance Burn which is an adjacent watercourse and has biodiversity value. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site not in any protected view cones.																											
Mitigation	The site is adjacent to Brunstane Burn, part of the Niddrie Burn Local Nature Conservation Site corridor. Riparian habitat to be retained and development should be set back from the watercourse. Mature trees and other vegetation on the site boundary to be retained. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Design and layout of development should seek linkages with adjacent core path and open space. SRFA recommends a FRA and surface water management plan are prepared. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (350) Willowbrae Road (North East Locality)																													
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape				
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4	
Effect	-	-	-	-	-	-	-	-	-	✓	?	-	-	-	-	x	-	-	?	-	-	-	-	-	-	x	-	-	-
Comment	Existing use is a car show room. There is the potential for contaminated land within the site. Adjacent uses are a hotel, retail, open space and residential. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies no risk of flooding. Site adjacent to listed buildings. Site is potentially visible in several protected view cones. Site visible in some local views.																												
Mitigation	Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation																												

	than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.
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Group 8: Inch Nursery – Cameron Toll – Prestonfield

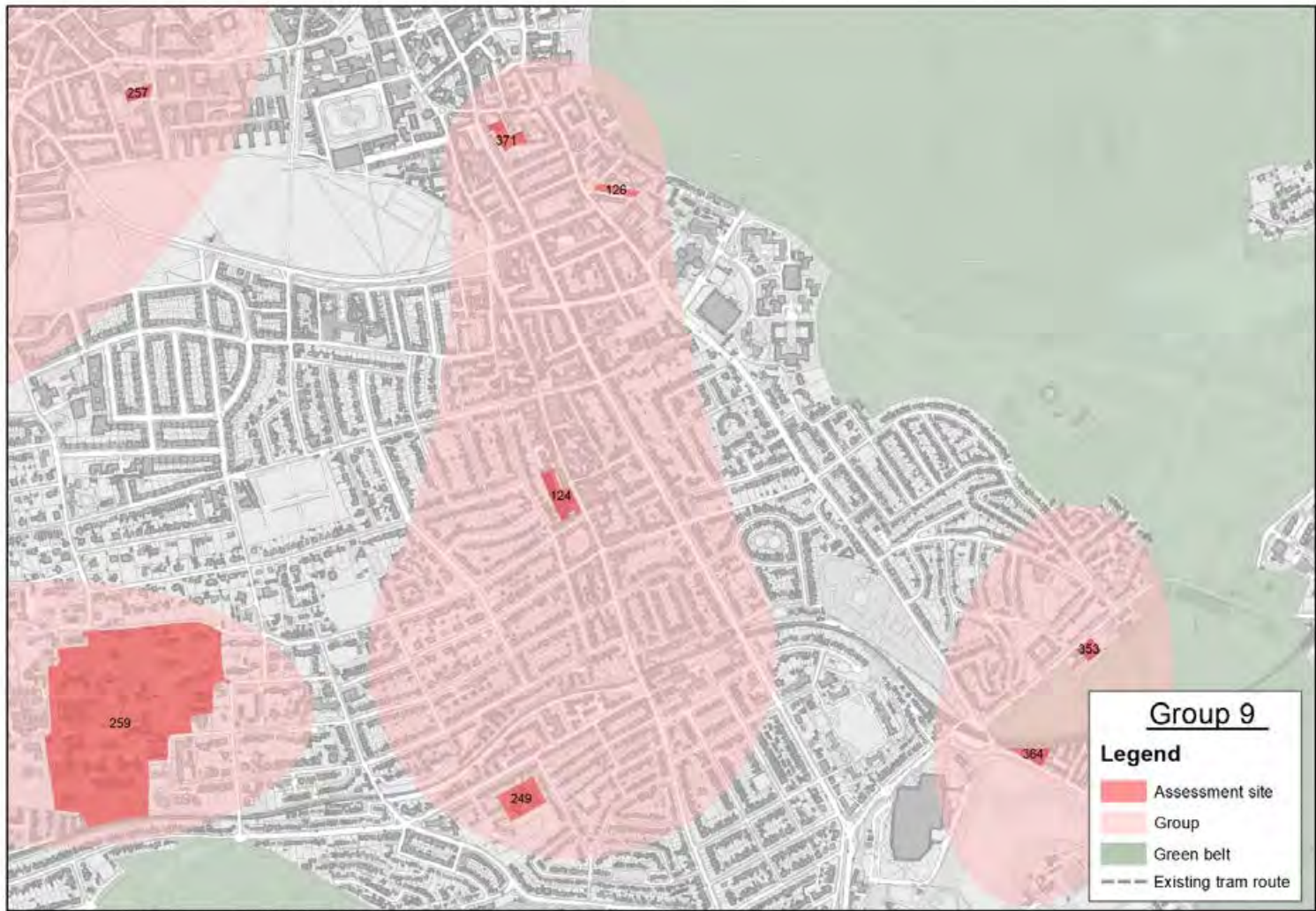


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Site Assessment: (353) Peffermill Road (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	?	✓	?	?	-	-	-	x	-	-	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is motor cycle sales. There is the potential for contaminated land within the site. Site next to car park with implications for social interaction/inclusion and residential and Edinburgh University playing fields. The SFRA identifies low level of risk, however, SEPA considers Braid Burn flood protection scheme has unknown standard or protection. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site of archaeological potential (Common Mire Farm). Site is visible in several protected view cones. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	Design and layout of development should seek to mitigate impact of adjacent car park/use. Trees and landscaping around the periphery of the site are to be protected. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses on residential amenity. The SRFA recommends a flood risk assessment and surface water management are prepared. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Archaeological mitigation may be required depending on the scale of development proposed. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Mitigation	<p>Protect the mature trees and shrubs on the periphery of the site for biodiversity value and connection to green network. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. A flood risk assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone (Braid burn and culverts/bridges). If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk outwith the site and to ensure that there is no unacceptable flood risk for future uses of the site. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Development would have to be designed to seek to mitigate against the impact of location next to busy junction and railway line although full mitigation unlikely. Development should seek linkages with open space to south. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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Group 9: Southside



Site Assessment: (124) Ratcliffe Terrace (South East Locality)

SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	x	-	-	-	?	x	-	x	?	-	?	-	-	x	x	-	-	-
Comment	Existing use existing business units, tyre repair centre and petrol station with potential for contamination. There is potential for protected species within the area. Adjacent uses residential, commercial retail, retail and vehicle repair garage. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. Small part of site in AQMA buffer and site adjacent to listed buildings and Grange Conservation Area. Area currently does not meet open space standard and site not within 400m of open space. There is potential for archaeological remains on the site (Georgian expansion of Edinburgh and 19 th century industry). Site potentially visible within many protected city viewcones. Site visible in some local views. Mixed pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses on residential amenity. As part of the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a drainage management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Redevelopment of the site will require archaeological mitigation (excavation, historic building recording). If No 214 to 242 Ratcliffe Terrace formed part of the Victorian Printworks they should be assessed for possible retention/conversion. The design of the development should include sufficient open space to meet the open space standard. Comprehensive Townscape and Visual appraisals required to determine appropriate mass, scale and height of new development.																											

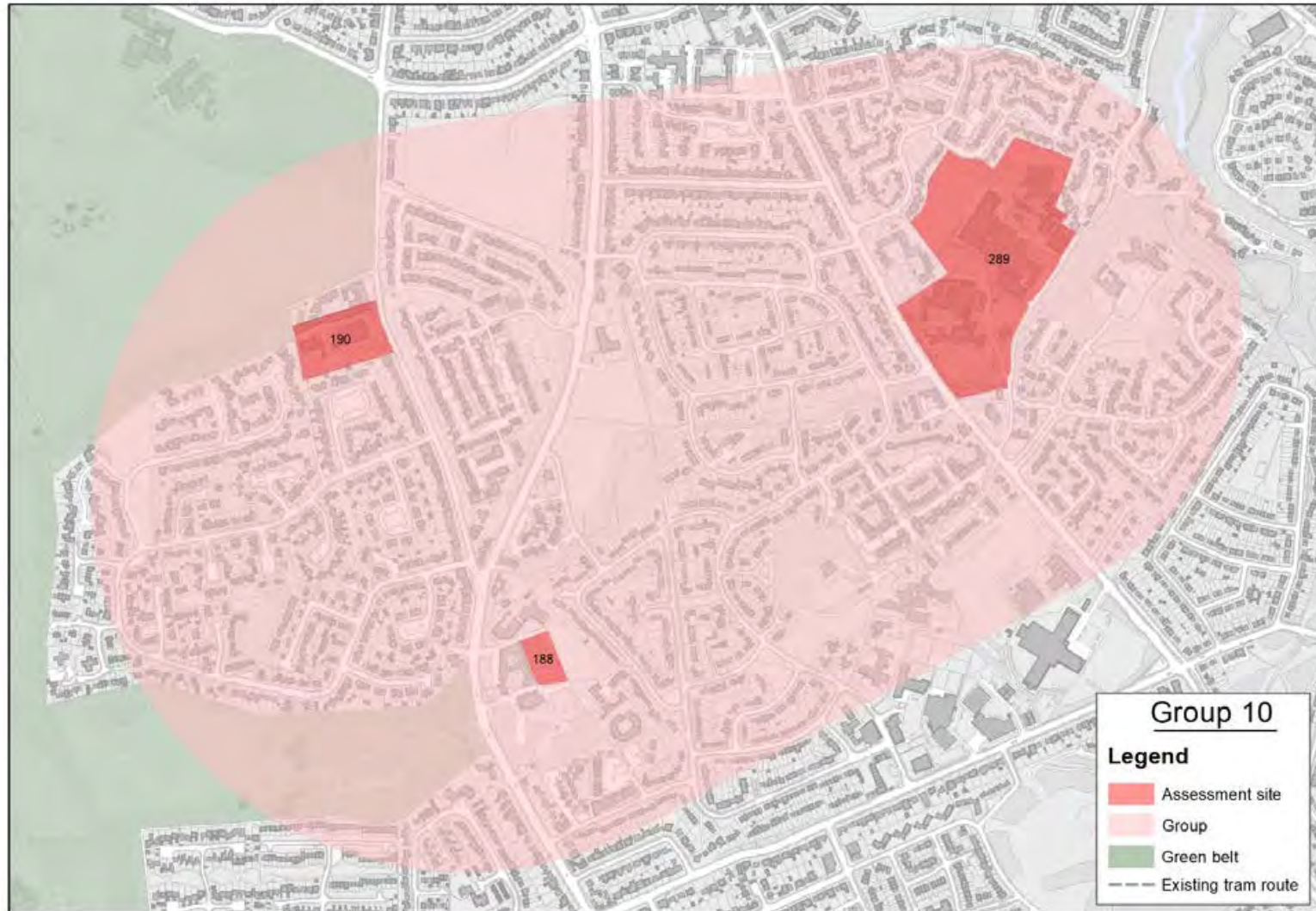
Site Assessment: (126) St Leonard's Street (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	?	?	-	-	✓	-	-	-	-	?	-	-	-	?	-	?	-	-	x	x	-	-	-
Comment	Existing use is a car park next to residential and student accommodation with potential for contamination. Site is within an AQMA buffer and Quiet Area buffer. Site is adjacent to listed buildings and South Side Conservation Area. There is a non-designated heritage asset (former railway station) within the site. Site is potentially visible in many protected view cones. Site visible in some local views. Strong pattern of development adjacent.																											
Mitigation	Positive effects on biodiversity through site design, layout and landscaping are required. As the site is constrained it would suit green infrastructure provision such as a living roof. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As the site has a non-designated heritage asset within it (Former railway station) the design of the development should seek to protect and preserve any remains as far as possible and in situ were possible. Redevelopment will require archaeological mitigation: a pre-determination evaluation required to scope and determine scale of any conditioned archaeological programme of works. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (249) Watertoun Road (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	?	-	-	-	-	x	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Existing use is former special needs school (St Cripin’s). Adjacent uses are residential and allotments. There is the potential for protected species within the area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site visible in some local views only.																											
Mitigation	Boundary trees and vegetation should be retained. A tree survey and constraints plan will be required. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (371) Cowans Close (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	-	✓	-	-	-	-	?	-	-	-	?	-	x	-	-	x	x	-	-	-
Comment	Existing use is a nursery yard and retail storage. There is the potential for contaminated land within the site. There is potential for protected species within the area. Adjacent uses are retail and residential. Site within AQMA buffer zone, Quiet Area buffer, South Side Conservation Area and adjacent to listed buildings. Site of archaeological significance (18 th century expansion of Edinburgh, 18 th /19 th century industry including site of iron foundry and commercial laundry). Heritage also includes surviving boundary walls. Site potentially visible within many protected city viewcones. Site visible in some local views. Strong pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within a buffer zone of an AQMA air quality impact should be assessed as part of any proposals for development and ensure appropriate type and design of development to avoid contributing to existing air quality problems. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or																											

	<p>decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. As there is a listed building adjacent to the site, the design of the development should fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. An assessment should be made of the surviving boundary walls. Redevelopment of the site will require archaeological mitigation from probable Historic Building recording to excavation, public engagement, recording and analysis. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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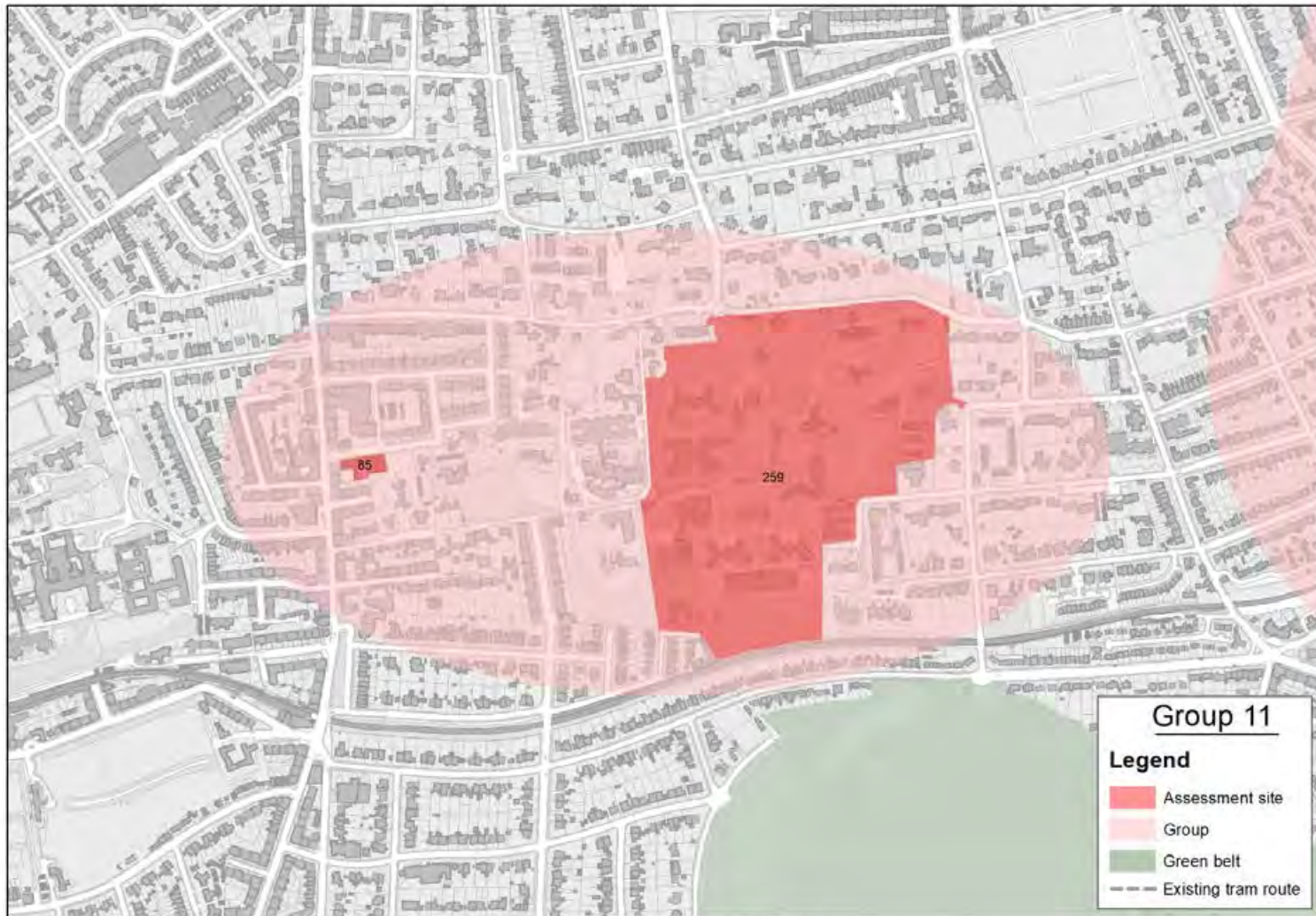
Group 10: Liberton Hospital



Site Assessment: (188) Rae's Crescent (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	x	-	-	-	?	?	x	-	-	-	-	?	-	-	?	-	-	-	-	?	-	-	-	-
Comment	Existing use car parking with the potential for contamination and open space. Adjacent to Police Station and Howdenhall Centre (children with special needs) and residential. This site has an important ecological value as a component of a wider habitat network which includes TPO'd woodland and designated Ancient Woodland Inventory areas. There is significant vegetation and trees on the site and a green network link must be retained by any future development. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. There is a B listed Building adjacent to the site (St Catherine House, Doocot and Balm well). Potential for archaeological remains on the site. Site visible in few local views. Site not visible in protected views cones. Site has a landscape setting.																											
Mitigation	Design and layout of development should seek to mitigate impact of adjacent uses. A Preliminary Ecological Appraisal and tree surveys will be required and needs to assess the ecology value of the site in its wider context. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Redevelopment of the site will require archaeological mitigation including pre-determination evaluation as there is potential for burials given close proximity to a religious site. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

	non-designated heritage asset within the site (Liberton Hospital). Potential for archaeological remains on the site. Site not visible in any city protected views. Site visible in some local views. Pattern of development adjacent low rise.
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Mature trees and areas of ecological value should be retained in site design, a TPO covers part of the site. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA identifies the need for a FRA and a surface water management plan. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. SW requires a wastewater drainage impact assessment for this site. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Other buildings on the site will require historic building recording. Archaeological mitigation may be required. Public engagement and interpretation will be required due to the history of the site. Townscape and visual appraisals required to determine appropriate mass, scale, height and layout of new development.

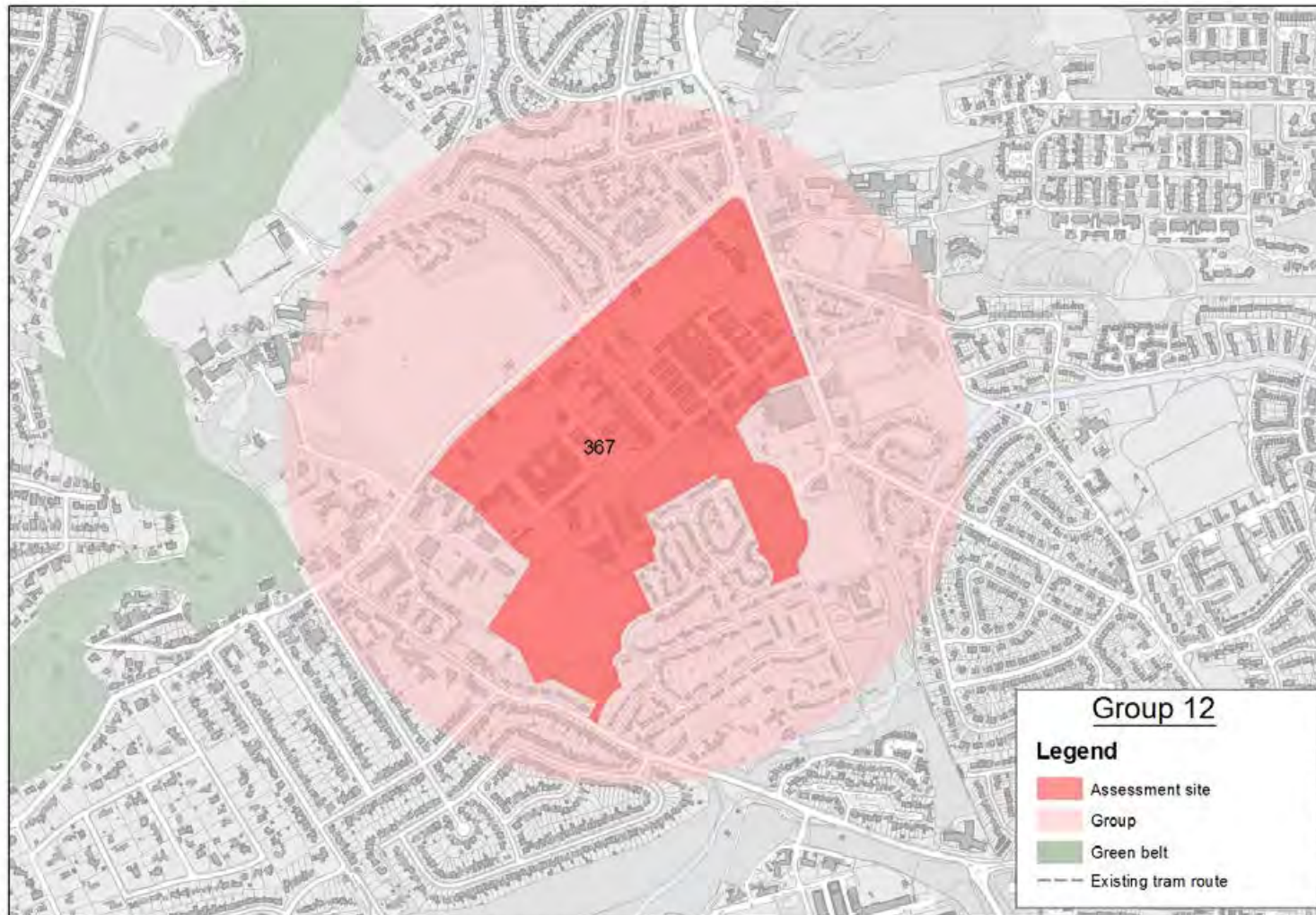
Group 11: Astlie Ainslie



Site Assessment: (85) Falcon Road West (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	?	-	?	✓	?	-	-	-	-	x	-	-	-	-	-	-	-	-	x	-	-	-
Comment	There is potential for protected species within the area. Existing use sorting office and retail warehouse with potential for contamination. Adjacent uses are care tyre repair centre and residential. Part of site in Noise Management Area, and located opposite existing tyre repair centre which could have an impact in terms of social interaction/inclusion. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies no flooding risk for this site. Site is visible in many protected view cones. Site visible in some local views. Mixed pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As part of the site is within a noise management area the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. Design and layout of site should seek to mitigate impact of adjacent tyre repair centre. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

	<p>resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site within Grange Conservation Area and includes many listed buildings that will have to be retained and re-purposed. Site contains non-designated heritage assets (site of 16th/17th century St Rogues Chapel and associated plague settlement and graveyard, remains of Trinity church). Site within Quiet Area buffer. Site potentially visible within many protected city viewcones. Site visible in some local views. Strong pattern of development, buildings with a landscape setting. Site represents an opportunity to contribute further to the green network through the its existing open/green space.</p>
Mitigation	<p>A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. There are significant tree and landscape considerations, the whole site is covered by a TPO. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. Design of development should create linkages with core path, and provide open space to improve wider area as a whole taking advantage of open space within existing site. The SFRA recommends a FRA and a surface water management plan are prepared for this site. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. SW requires a wastewater drainage impact assessment. As there is a listed building within the site, the design of the development should seek to retain the building and fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. A heritage impact assessment would be required to inform future development proposals. Site of the 16th/17th century St Rogues Chapel and associated plague settlement and graveyard must be preserved in situ. Architectural fragments from the demolition of Trinity Church must be retained and conserved. A comprehensive programme of archaeological investigations will be required comprising historic building recording (all buildings), excavation, preservation, community engagement and interpretation. Comprehensive visual and landscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>

Group 12: Redford Barracks



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Site Assessment: (367) Redford Barracks (South West Locality)

SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape				
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4	
Effect	-	-	-	-	-	-	-	✓	?	✓	x	?	-	✓	-	x	-	✓	x	-	x	-	-	-	x	x	-	-	-
Comment	Existing use is army barracks. There is the potential for contaminated land within the site. There are mature trees on the site. Adjacent uses include residential, a supermarket and an adopted core path. The site includes a large number of A, B and C listed building within and adjacent to the site, and contains non-designated sites of historic interest. Site of national military archaeological and historic significance. Part of the site is within Colinton conservation area. Part of site is within a 1 in 200 year flood zone. The SFRA identifies the site as having a high risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site adjacent to open space. Site is visible in several protected view cones. Site visible in some local views. Mixed pattern of adjacent development, low rise and landscape setting.																												
Mitigation	There are significant tree and landscape considerations on this site. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. A flood risk assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone. If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk outwith the site and to ensure that there is no unacceptable flood risk for future uses of the site. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a FRA and surface water management plan are prepared. Design should seek linkages with adjacent adopted core path, open space and link in with the green network, but mitigate impact of adjacent supermarket in order to ensure adequate residential amenity. As there is a listed building within the site, the design of the development should seek to retain the building and fully understand and preserve and/or enhance the setting of the listed building/structure. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. As the site is partly within a conservation area the design of the development should be consistent with the conservation area character appraisal and seek to preserve and/or enhance the special character and appearance of the area, including its setting. There are non-designated heritage assets on the site, which should be considered when developing proposals. A heritage impact assessment would be required to inform future development proposals. The site's military history must be interpreted within the new development. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																												

Group 13: Wester Hailes



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Site Assessment: (35) Murrayburn Gate (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	?	✓	?	-	-	-	-	x	-	✓	-	-	-	-	-	-	-	-	-	-
Comment	There is potential for protected species in the area. Existing use is disused office and car park with potential for contamination. Site adjacent to Westside Plaza shopping centre with potential impact on residential amenity and existing residential. Adjacent to open space (designated). Site is not in protected view cones. Site visible in some local views. Weak pattern of development adjacent. The SFRA identifies the site as having a low risk of flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SEPA considers there is the potential of surface water flood risk within or adjacent to this site.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Appropriate design required to mitigate impact of location next to large car park. Linkages should be made with adjacent open space. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA also recommends a surface water management plan is prepared. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (38) Dumbryden Drive (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	-	✓	x	-	-	-	-	-	-	-	-	?	-	-	-	x	x	-	-	-
Comment	There is potential for protected species in the area. Existing use is industrial units with potential for contamination. Adjacent uses are residential, youth centre, designated quiet area/designated open space to the east and a police station. Site within Quiet Area buffer. The SFRA identifies the site as having a medium risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. There is potential for non-designated heritage assets within the site. Site is visible in several protected view cones. Site visible in some local views. Mixed pattern of development adjacent.																											
Mitigation	Retain the mature trees and shrubs on the periphery of the site for biodiversity value and connection to green network. A tree survey and constraints plan will be required. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. SW requires a waterwater drainage impact assessment. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. Redevelopment of the site is likely to require a programme of archaeological work (Excavation, recording, analysis etc). The site is close to the Union Canal so the impact upon setting of the Scheduled Ancient Monument may have to be assessed. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

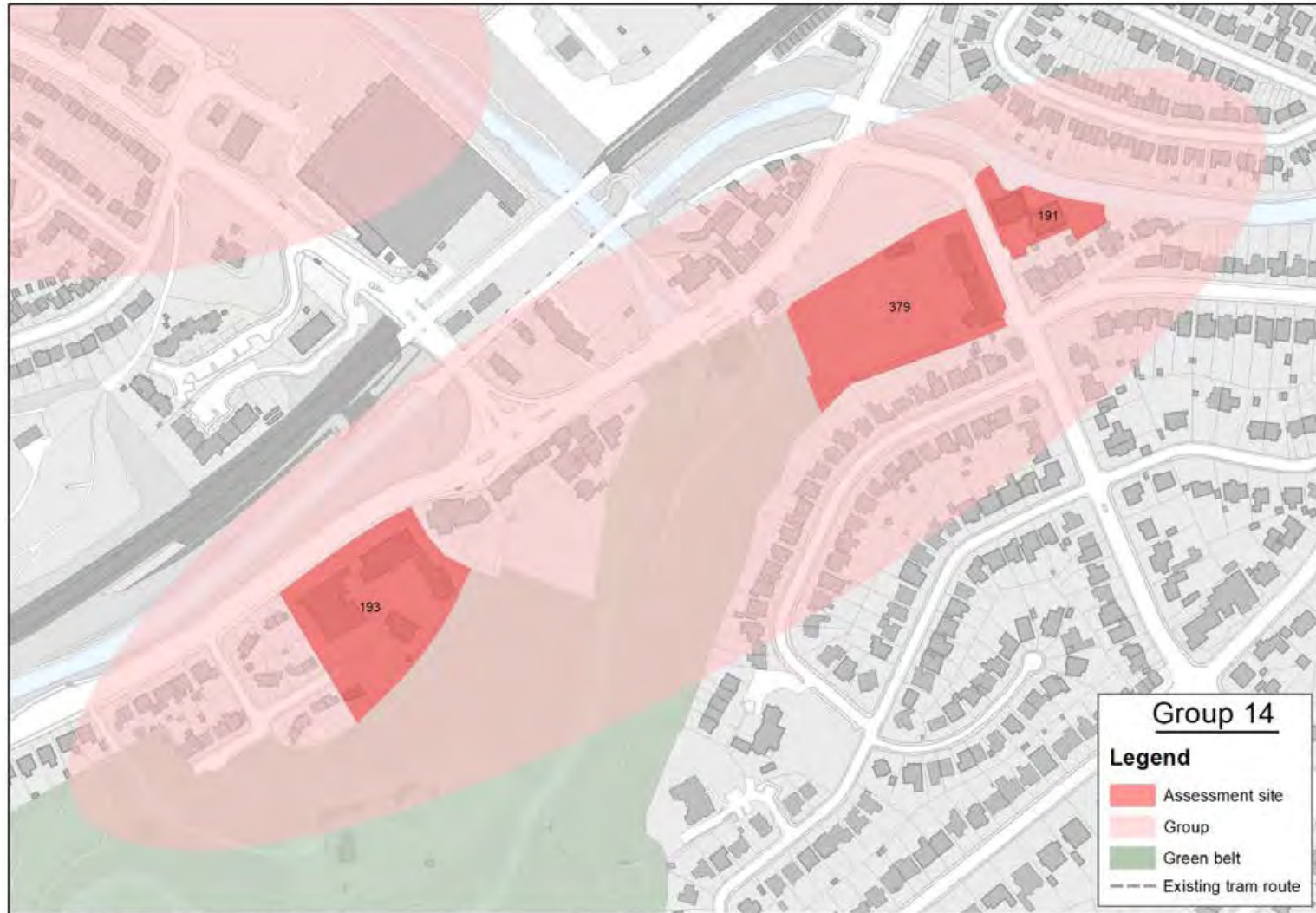
	therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Development on site at low risk of affecting any city protected views. Site visible in some local views. Weak pattern of development adjacent.
Mitigation	A tree survey and constraints plan will be required. Positive effects on biodiversity through site design, layout and landscaping are required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. SFRA recommends a FRA and a surface water management plan are prepared. No mitigation required as area will continue to meet open space standard. Townscape and visual appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (280) Clovestone House (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	-	-	-
Comment	Existing use is a care home. There is the potential for contaminated land within the site. Adjacent uses are housing and golf course adjacent to site. There is the potential for protected species within the area. Site is visible in a protected view cone. Site visible in few local views. Strong pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. A tree survey and constraints plan will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. A visual and townscape appraisal is required to determine appropriate height, scale and mass and layout of new development.																											

Site Assessment: (368) Peatville Gardens (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	?	-	-	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	x	-	-	-	-
Comment	Existing use is Kingsknowe Lounge bar. There is the potential for contaminated land within the site. Adjacent uses are residential. There is potential for protected species within the area. Site within 250m of quite area buffer. There is a non-designated heritage asset (former hospital) within the site. Development on site at low risk of affecting any city protected views. Site visible in few local views. Pattern of low rise residential.																											

Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is near to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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Group 14: Lanark Road

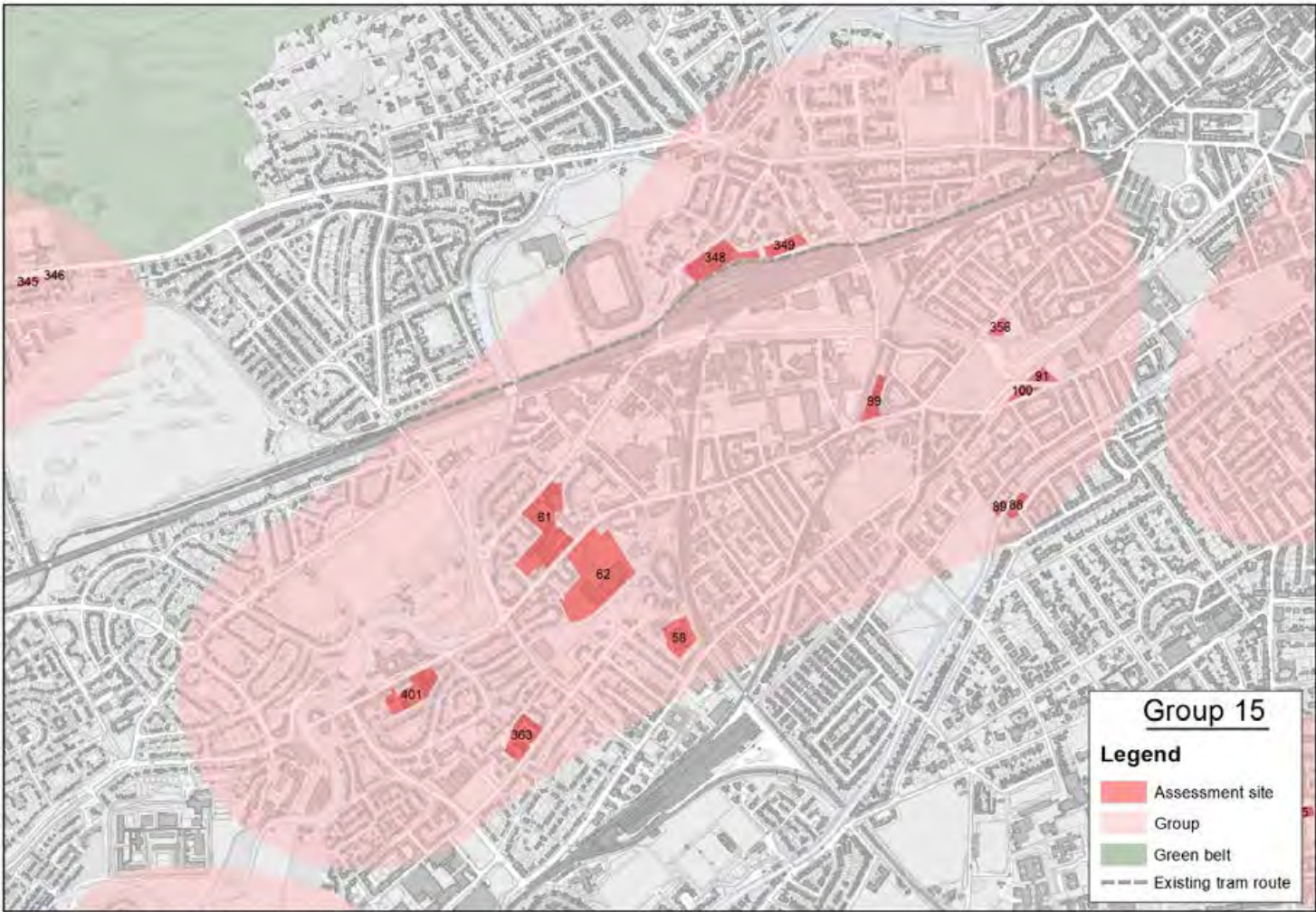


Site Assessment: (191) Craiglockhart Avenue (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	?	-	✓	?	✓	x	?	-	✓	-	-	-	-	-	-	-	-	-	-	x	-	-	-
Comment	Existing use is an office with the potential for contamination. Adjacent uses site 379, canal and residential. Site adjacent to LNCS and adopted core path. Site faces onto steep busy road with implications for integration. There is the potential for protected species within the area. The SFRA identifies the site has a high risk of surface water flooding but does not recommend a FRA. The SFRA recommends that risk of infrastructure failure should be considered due to close proximity of Union Canal and contact made with Scottish Canals. Site within Quiet Area buffer. There is a scheduled Ancient Monument adjacent to the site (Union Canal). Site is visible in several protected view cones. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. The site is adjacent to the Water of Leith LNCS. Habitats along the waters edge need to be protected. A protected species assessment and tree survey may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is adjacent to a designated Quiet Area the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Design and layout of development should make linkages with the adopted core path. As the site is adjacent to a Scheduled Ancient Monument the design of the development should seek to preserve and enhance the monument within an appropriate setting. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. Any ground works in and around the Scheduled Ancient Monument are likely to require archaeological mitigation.																											

Site Assessment: (379) Lanark Road (D) (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	-	?	✓	?	✓	x	?	-	✓	-	x	-	✓	-	-	-	-	-	x	x	-	-	?

Comment	<p>Existing use is industrial and one building has already been removed. There is the potential for contaminated land within the site. Adjacent uses are car showroom with planning application pending for housing, and other adjacent uses are residential. Site adjacent to LNCS. There is the potential for protected species within the site. Site within a quiet area buffer zone. Site adjacent to Water of Leith core path. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SFRA identifies the site as having a medium risk of surface water flooding. In addition, the site is in close proximity to the Union Canal with the potential risk of infrastructure failure and therefore the SFRA recommends contact should be made with Scottish Canals. SW requires a wastewater drainage impact assessment for this site. Site adjacent to designated open space. There is a undesignated heritage asset within the site (telephone exchange building). Site of archaeological potential (Walled garden, Craiglockhart House) Site is visible in several protected view cones. Site visible in some local views. Weak pattern of development adjacent.</p>
Mitigation	<p>A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the Water of Leith LNCS. The mature trees and shrubs on the periphery of the site are to be protected for biodiversity value and connection to green network. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Redevelopment of this site will help to improve social interaction and inclusion, particularly if the site to the north is redeveloped for residential use. If not care will have to be taken in the design and layout of the development to ensure there is no negative impact on residential amenity from the adjacent car showroom. As the site is with a designated Quiet Area buffer zone the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. In addition, it is recommended that contact is made with Scottish Canals. Design of development should seek to make linkages with the adjacent open space and core path. As the site has a non-designated heritage asset within it the design of the development should seek to protect and preserve it as far as possible and in situ were possible. Assessment should be carried out on the surviving Walled Garden fabric, with the aim to repair and retain in any new development. Redevelopment should include a phased programme of archaeological mitigation. Initial phase comprising an archaeological evaluation (max 10%), the results of which will inform secondary phases of excavation and public engagement. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>

Group 15: Gorgie – Dalry



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Site Assessment: (58) Gorgie Park Close (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	?	✓	x	-	-	-	?	x	-	-	-	-	-	-	-	-	x	-	-	-
Comment	There is potential for protected species in the area. Existing use is Royal Mail delivery office with potential for contamination. Mixture of adjacent uses including residential and offices. Site within AQMA buffer and Health and Safety Executive consultation zone. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. Site potentially visible many protected city viewcones. Site visible in some local views. Mixed pattern of development adjacent.																											
Mitigation	Retain and enhance the mature trees surrounding the site. A tree survey and constraints plan will be required. The green links to the Gorgie Childrens Park in the north east should be retained. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is within an HSE consultation zone the type, design and layout of development may be effected by the sites location which may restrict the number of residential units that can be built on the site, reducing its overall density. A visual and townscape appraisal is required to determine appropriate scale, mass and height and layout of new development.																											

Site Assessment: (61) Stevenson Road (A) (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	?	-	-	-	✓	x	?	-	-	?	x	-	-	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is commercial retail with risk of contamination. Adjacent uses are residential, student accommodation and to the south former BT House (site 62). Part of the site is within a 1 in 200 year flood zone. The SFRA identifies the site as having a medium risk of surface water flooding and a low risk of fluvial flooding. However, the SFRA recommends a FRA is prepared. The site is within the catchment area for a river																											

	<p>or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. The site is adjacent to an AQMA and within its buffer zone. There is potential for non-designated heritage assets within the site (Gorgie Mills). Site potentially visible in several protected view cones. Site visible in some local views. Mainly strong pattern of low rise development adjacent.</p>
Mitigation	<p>Retain and enhance the mature trees on and around the site. A tree survey and constraints plan will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. A flood risk assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone. If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk outwith the site and to ensure that there is no unacceptable flood risk for future uses of the site. The SFRA recommends a surface water management plan is prepared. As the site is adjacent to an AQMA, air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Redevelopment of the site will require phased archaeological mitigation: Phase 1 archaeological evaluation (10%) advised to be undertaken prior to determination. Strip/map and excavate site likely to be required in conjunction with public engagement and onsite interpretation. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>

Site Assessment: (62) Gorgie Road (East) (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	?	?	-	-	✓	x	-	-	-	?	x	-	-	-	-	-	-	-	x	x	-	-	-
Comment	Existing use is BT house, distribution centre with potential for contamination. Site adjacent to residential flats, houses, a school and open space. Site adjacent to an AQMA and within the buffer zone. Site with 250m of a NMA. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding and should be considered as part of any development proposal taking into account climate																											

Site Assessment: (99) Murieston Lane (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	?	✓	x	-	-	-	?	x	-	-	?	-	-	-	-	x	x	-	-	-
Comment	There is potential for protected species in the area. Existing uses include a gym, retail units and partial cleared site with potential for contamination. Adjacent uses include a railway line with potential impact on residential amenity, a church (which is listed) and residential. Site is adjacent to an AQMA and within the buffer. There is a non-designated heritage assets within/adjacent to the site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. Site potentially visible in city protected viewcones from a distance. Site visible in few local views. Mixed pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses on residential amenity. As the site is adjacent to an AQMA, air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Various unlisted buildings on the site are of local historic interest - the late 19th century tenement and industrial/commercial buildings and the mid 20th century garages . The red sandstone Merchiston Hearts supporters club is an important part of the townscape and should be preserved within any new scheme. Other structures should be recorded prior to demolition and a programme of archaeological work should be undertaken: (Excavation, reporting & analysis, publication and public engagement). Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											

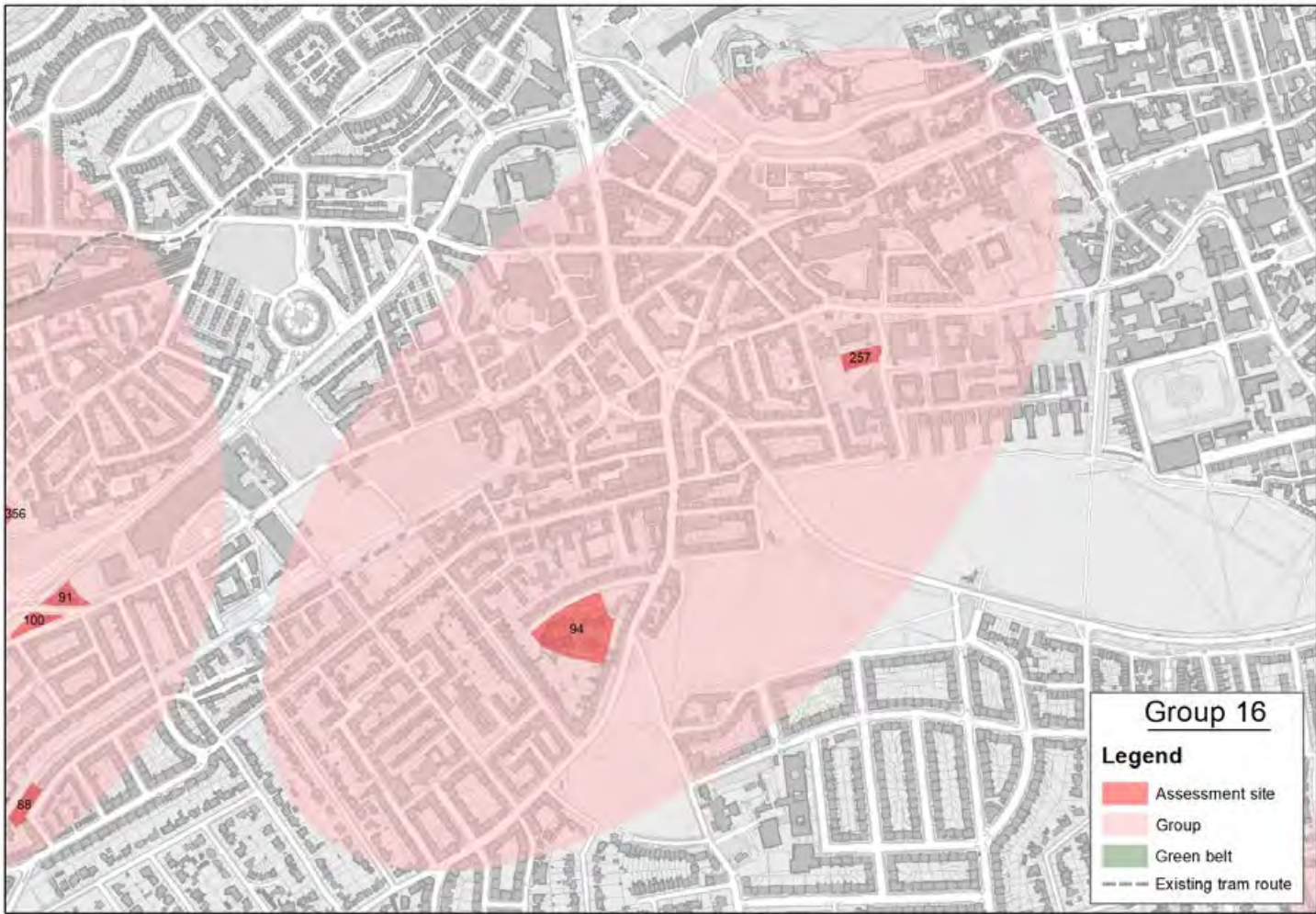
Site Assessment: (100) Dundee Terrace -LDP (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	x	✓	x	?	-	-	?	x	-	-	-	-	-	-	-	x	?	-	-	-
Comment	There is the potential for protected species within the area. Existing use is commercial business (bathrooms) and garage/car repair with potential for contamination. It is adjacent to an AQMA and within the AQMA buffer. Site has roads on all sides and will have negative impact on social interaction/inclusion. Predominantly residential. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identified the site as having a medium risk of surface risk. In addition, it recommends that the risk of infrastructure failure should be considered due to the close proximity of the Union Canal and therefore contact should be made with Scottish Canals. There is the potential for archaeological remains within the site. Site potentially visible in city protected viewcones from a distance. Site visible in some local views. Strong pattern of development on other side of the road.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is adjacent to an AQMA, air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of the development should seek to ensure good social interaction with neighbouring uses. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. It is recommended that Scottish Canals are contacted with regard to the Union Canal and its implications. Redevelopment of site will require archaeological mitigation: (Excavation, reporting & analysis, publication and public engagement). Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (348) Roseburn Street (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	x	✓	x	-	-	-	?	x	-	-	?	-	-	-	-	-	?	-	-	-

Comment	Existing uses are retail storage, car garage and a social club. There is potential for contaminated land within the site. Adjacent uses are a bowling green, residential, tram line and stop, Murrayfield and Haymarket train depot. There is potential for protected species to be present. The site is within 250m of a NMA. Corner of site in AQMA buffer. Site adjacent to train maintenance yard to the south which could have an impact in terms of social interaction/inclusion. The SFRA identifies a medium risk for surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site potentially visible in city protected viewcones from a distance. Site visible in some local views. Mixed pattern of development adjacent.
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within 250m of a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. Design and layout of development should seek to mitigate the impact of the adjacent train maintenance yard. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there are listed buildings adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (349) Russell Road (Royal Mail) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	?	-	x	✓	x	-	-	-	?	x	-	-	-	-	-	-	-	x	?	-	-	-
Comment	Existing use is royal mail sorting office. There is the potential for contaminated land within the site. Adjacent uses are residential, tram line, Haymarket depot, and offices. There is potential for protected species to be present. Site within AQMA buffer and adjacent to railway maintenance yard which could have an impact in terms of social interaction/inclusion. The site is within 250m of a NMA. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA)																											

Group 16: Fountainbridge

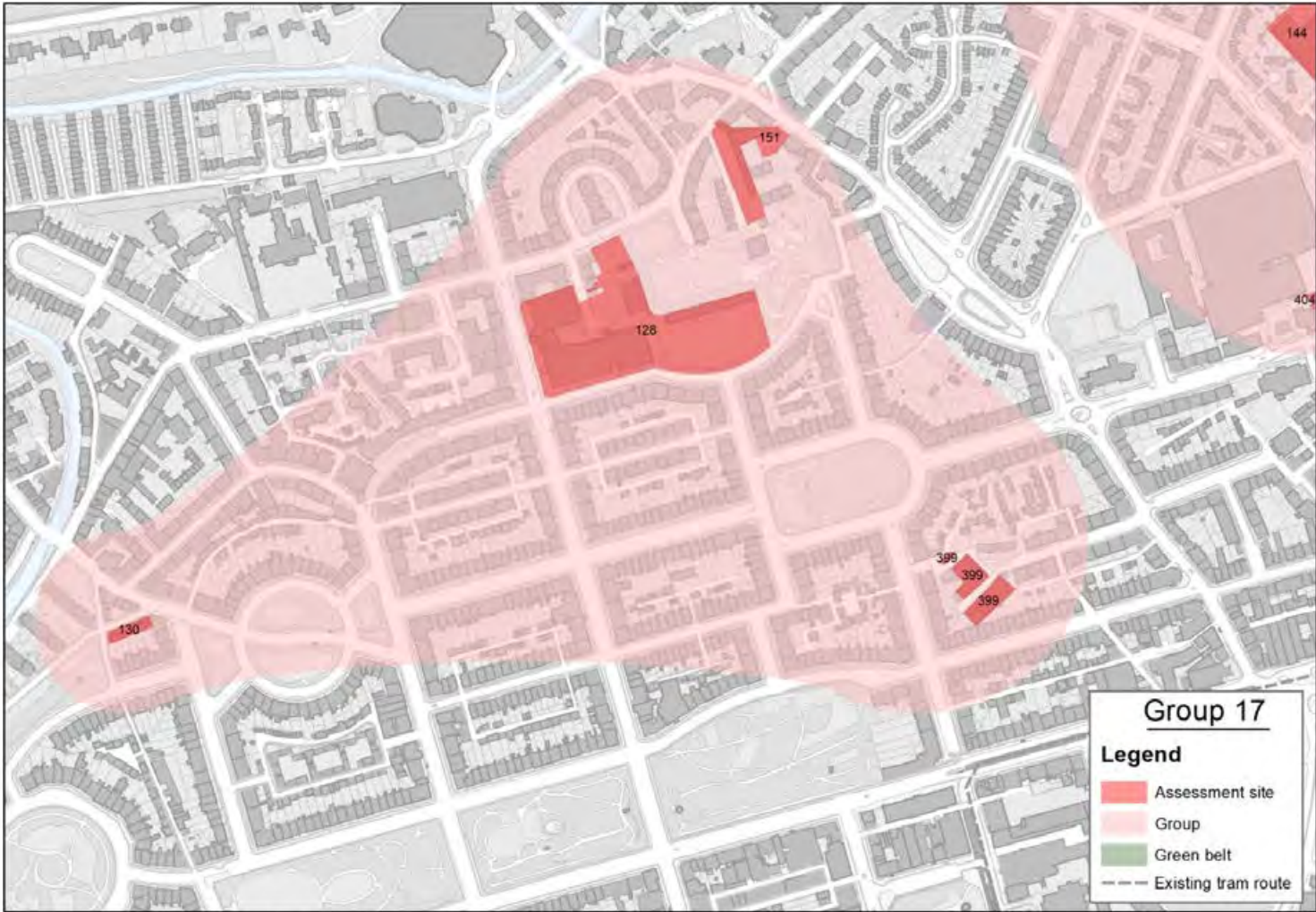


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Site Assessment: (94) Gillespie Crescent (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	?	-	-	-	-	✓	x	-	-	-	-	x	-	-	?	-	?	-	-	x	x	-	-	-
Comment	Existing use is sheltered accommodation with potential for contamination. Adjacent uses are residential and retail units. A TPO covers the site and a preliminary ecological appraisal will be required. The SFRA identifies no risk of flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site adjacent to listed buildings (46 Bruntsfield Place) and Marchmont, Meadows & Bruntsfield Conservation Area. There is potential for non-designated heritage assets within the site (Gillespies Hospital). Site is potentially visible in many protected view cones. Site visible in few local views. Strong pattern of development adjacent.																											
Mitigation	A TPO covers the site. Mature trees and other significant vegetation are to be retained in site design. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Redevelopment of the sites will require archaeological mitigation: excavation, reporting and analysis, publication and public engagement. There is the potential to reveal or interpret the layout of the Georgian Gillespie’s Hospital as part of public realm. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

	<p>therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA considers the site has no risk of flooding. Site adjacent to listed buildings and World Heritage Site. Site is also within Marchmont, Meadows and Bruntsfield Conservation Area. Site is potentially visible in city protected viewcones from a distance. Site visible in some local views. Strong pattern of development adjacent.</p>
Mitigation	<p>A protected species assessment and tree survey may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building (St Catherine's convent and Chalmers Hospital) adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a world heritage site the design of the development should not harm the qualities which justified the inscription of the Old and New Towns of Edinburgh as a World Heritage Site or would have a detrimental impact on a Site's setting. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Although it is unlisted the hospital has local archaeological and historic interest and should be recorded prior to any demolition /redevelopment proposals. Archaeological mitigation may be required. Visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>

Group 17: New Town



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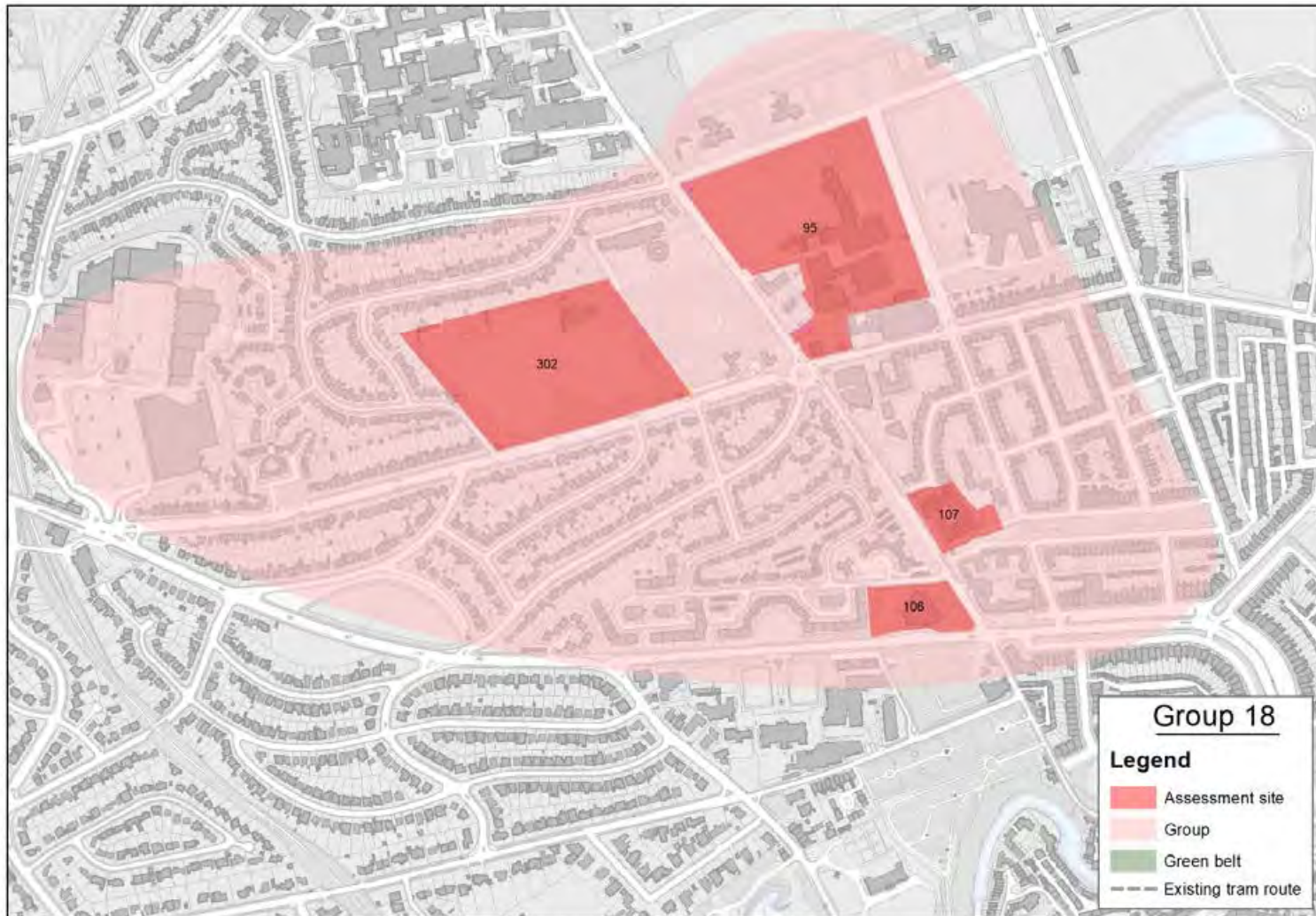
Site Assessment: (128) Eyre Terrace (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	✓	✓	x	-	-	✓	-	x	-	✓	?	-	x	?	x	x	x	-	-	-
Comment	Existing use is former offices and car park with potential for contamination. Adjacent uses are open space, residential, and retail. Site adjacent to core path, listed buildings, World Heritage Site, and designated open space. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a high risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. Site within Inverleith conservation area and a Historic Garden and Designed Landscape. Potential for archaeological remains within the site. Site potentially visible within many protected city viewcones. Site visible in many local views. Strong patterns of development adjacent.																											
Mitigation	Mature trees and other significant vegetation should be retained in site design. A tree survey and constraints plan will be required. New buildings should be set back at least 5m from the canopy edge of the existing trees along Fettes Row. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. Layout and design of the site should seek to include linkages to existing open space and core path. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a world heritage site the design of the development should not harm the qualities which justified the inscription of the Old and New Towns of Edinburgh as a World Heritage Site or would have a detrimental impact on a Site’s setting. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As the site is within an Historic Garden and Designed Landscape the design of the development should seek to preserve and enhance the component features which contribute to its value, the character, appearance and important views of the designation. A programme of pre-application archaeological works and conditioned archaeological mitigation (historic building survey, excavation, recording, analysis, publication and public engagement) is required for this site. Comprehensive Townscape and Visual appraisals required to determine appropriate mass, scale and height of new development.																											

Site Assessment: (151) Eyre Place (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	?	✓	✓	✓	x	-	-	✓	-	x	-	✓	-	-	?	-	x	x	x	-	-	-
Comment	Existing uses are commercial retail, yoga centre and printing centre with potential for contamination. There is the potential for protected species within the area. Adjacent uses are residential. Site is within 250m of a NMA. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. Site adjacent to a core path, designated open space and Inverleith conservation area. Site is within a Historic Garden and Designed Landscape. Site is potentially visible in many protected view cones. Site visible in some local views. Strong pattern of development adjacent. Site of archaeological significance (Canon Mills Loch)																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within 250m of a NMA the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in these area where possible, however, the impacts of NMAs should be taken into account when designing developments to ensure appropriate levels of noise. Layout and design of the site should seek to include linkages to existing open space and core path. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As the site is within an Historic Garden and Designed Landscape the design of the development should seek to preserve and enhance the component features which contribute to its value, the character, appearance and important views of the designation. Redevelopment of the site will require archaeological mitigation (excavation, reporting & analysis, environmental sampling, publication, community engagement, interpretation). Pre-determination evaluation is essential as there is the potential for preservation in-situ and public realm interpretation. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (399) Broughton Market (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	?	-	-	-	?	x	-	-	?	-	x	x	x	x	x	-	-	-

Comment	<p>Existing uses are industrial units. There is potential for contaminated land within the site. Adjacent uses residential. There is the potential for protected species within the site. The SFRA considers there is no risk of flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site is within AQMA buffer, New Town Conservation Area, Historic Garden/Designed landscape and World Heritage site. Site also adjacent to listed buildings. There are non-designated heritage assets including the streetscape adjacent to the site (19th century former mews). Site of archaeological potential (medieval market place). Site potentially visible in many protected city viewcones. Site visible in few local views. Strong pattern of development adjacent.</p>
Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As the site is within an Historic Garden and Designed Landscape the design of the development should seek to preserve and enhance the component features which contribute to its value, the character, appearance and important views of the designation. As the site is within a world heritage site the design of the development should not harm the qualities which justified the inscription of the Old and New Towns of Edinburgh as a World Heritage Site or would have a detrimental impact on a Site's setting. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site has various non-designated heritage assets including streetscape, which should be considered when developing proposals. Redevelopment of the site will require phased archaeological mitigation including evaluation, excavation, reporting & analysis, publication public engagement and interpretation. Comprehensive Townscape and Visual appraisals required to determine appropriate mass, scale and height of new development</p>

Group 18: Orchard Brae – Craigleith



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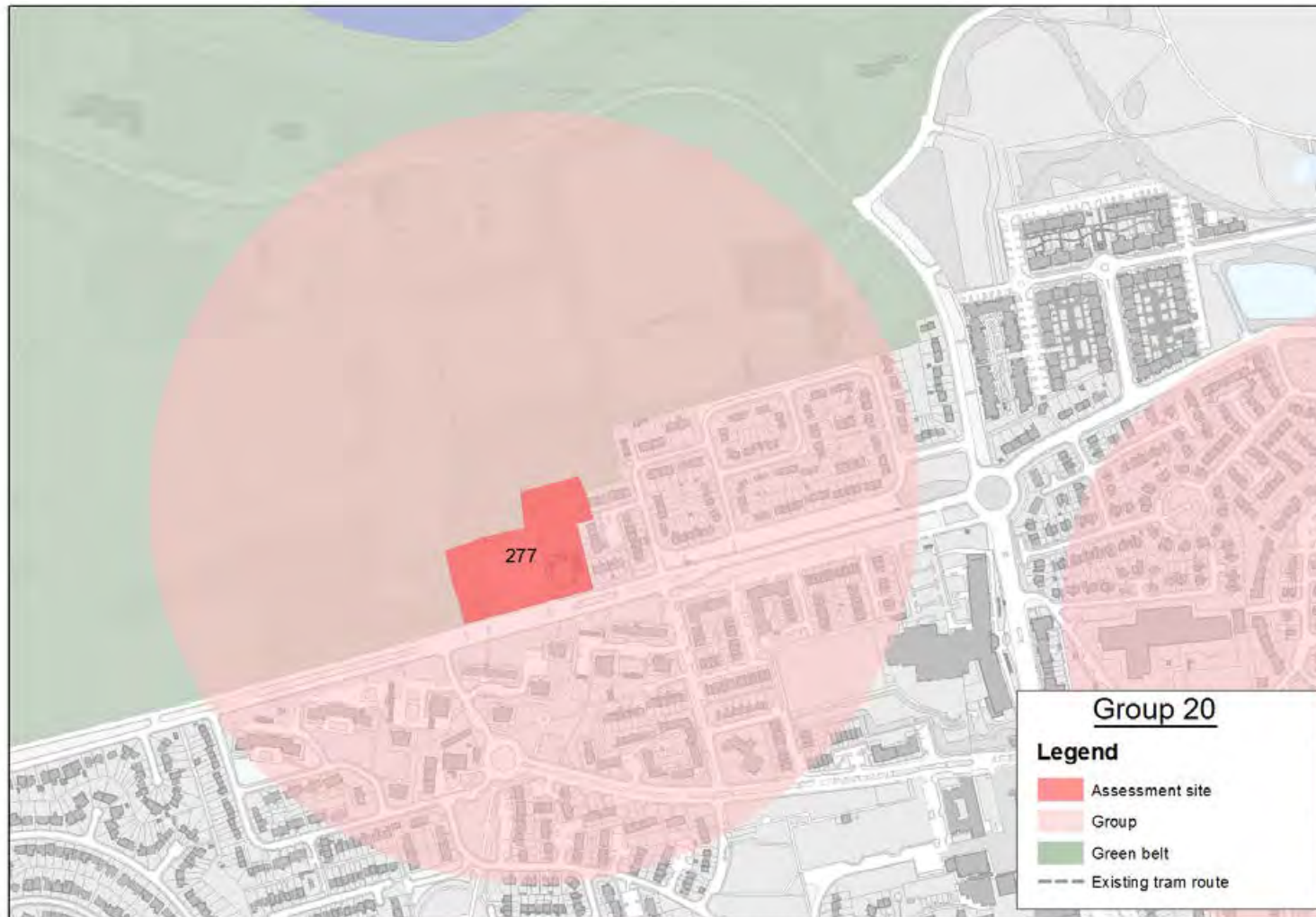
Site Assessment: (95) Crewe Road South (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	✓	✓	x	-	-	-	-	x	-	✓	?	-	?	-	-	x	x	-	-	-
Comment	Existing use is police headquarters at Fettes with the potential for contamination. There is potential for protected species in the area. Adjacent uses are a high school, cemetery, retail, and Fettes College. The SFRA considers there is a high risk of surface water flooding on the site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Although the SFRA considers there is no risk of fluvial flooding. SW requires a wastewater drainage impact assessment for this site. Site adjacent to designated open space (cemetery), listed buildings and Inverleith conservation area. There is potential for non-designated heritage assets within the site. Site is potentially visible within many protected city viewcones. Site visible in many local views. Strong pattern of townscape adjacent potentially limiting most development.																											
Mitigation	A protected species assessment may be required. A tree survey and constraints plan will be required. Positive effects on biodiversity through site design, layout and landscaping are required. The landscaping should be designed to improve green network connectivity from Comely Bank Cemetery to Inverleith Park. Loss of open space. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a FRA and surface water management plan are prepared. There are listed buildings and structures adjacent to the site as part of Fettes College and at Avenue Villas. The design of the development should seek to fully understand and preserve and/or enhance the setting of these listed buildings and structures. Redevelopment of the site will require archaeological mitigation: historic building survey of Fettes Police HQ, excavation, reporting & analysis, publication and public engagement. Phased approach, phase 1 being evaluation of the playing fields (10%).As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Design and layout of development should seek to make linkages with existing open space adjacent to site. Comprehensive Townscape and Visual appraisals required to determine appropriate mass, scale and height of new development.																											

Site Assessment: (106) Orchard Brae Avenue (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	?	-	-	-	-	✓	x	-	-	-	-	x	-	-	?	-	?	?	?	-	?	-	-	-

Comment	There is potential for protected species within the site. A TPO covers a large part of the site. Existing use is an office with potential for contamination. Adjacent uses are residential, and a cemetery. The SFRA considers there is no risk of flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Site potentially visible in city protected viewcones from a distance. Site visible in many local views. Mixed pattern of development adjacent.
Mitigation	A Tree Preservation Order covers a large part of the site. Mature trees and other significant vegetation are to be retained in site design. A tree survey and constraints plan will be required. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. The site provides an opportunity to enhance and improve the wider area green/blue network, strengthening the link across Water of Leith valley, adjacent cemeteries and private gardens. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. As the site is adjacent to a world heritage site the design of the development should not harm the qualities which justified the inscription of the Old and New Towns of Edinburgh as a World Heritage Sites or would have a detrimental impact on a Site's setting. As the site is adjacent to an Historic Garden and Designed Landscape the design of the development should seek to preserve and enhance the component features which contribute to its value, the character, appearance and important views of the designation. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.

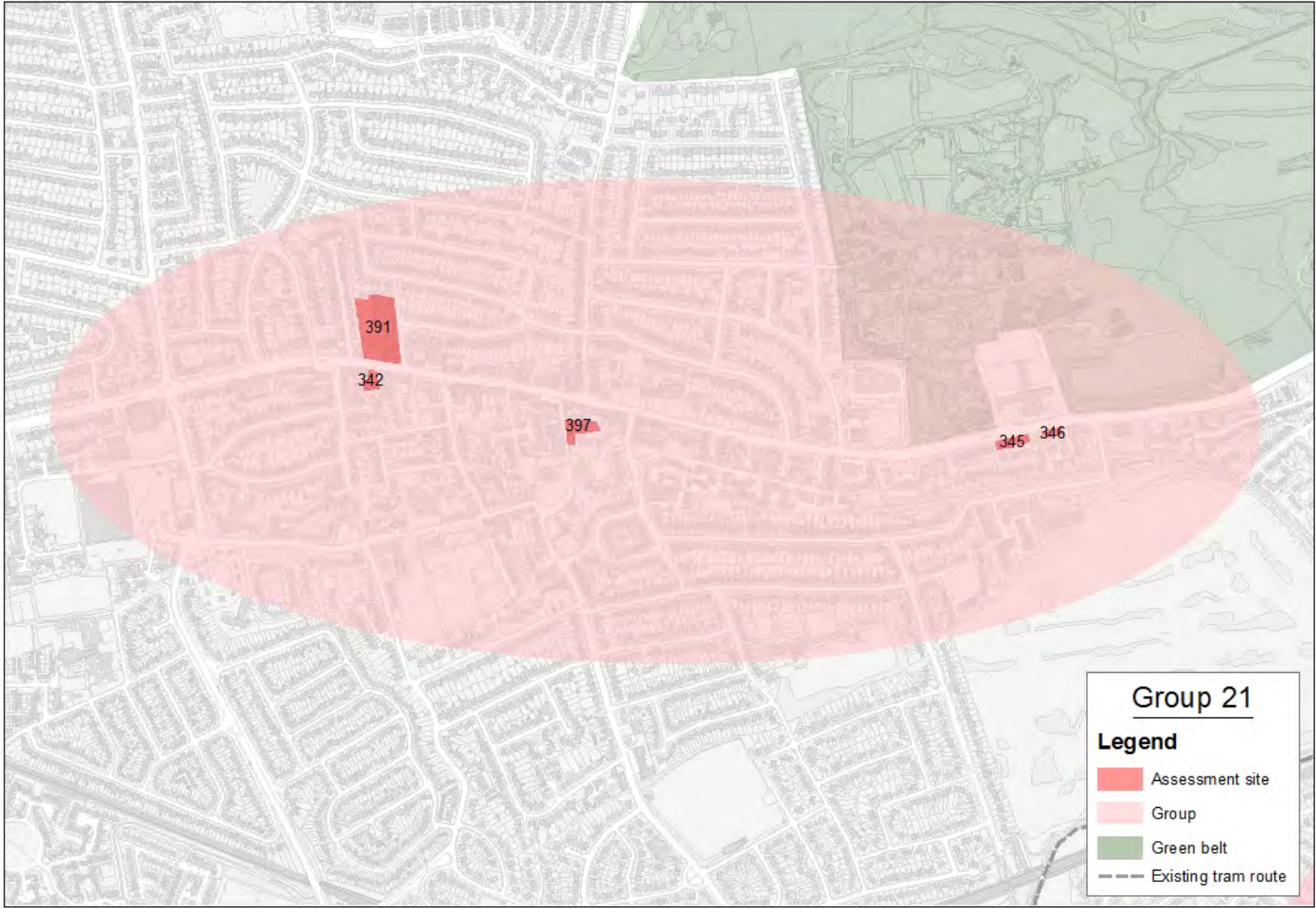
Site Assessment: (107) Orchard Brae (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	-	✓	x	-	-	-	-	x	-	-	-	-	-	-	-	-	x	-	-	-
Comment	There is potential for protected species within the site. Existing use is an office with potential for contamination. Adjacent uses are residential. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies no risk of flooding. SW requires a wastewater drainage impact assessment for this																											

Group 20: Silverlea



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Group 21: Corstorphine



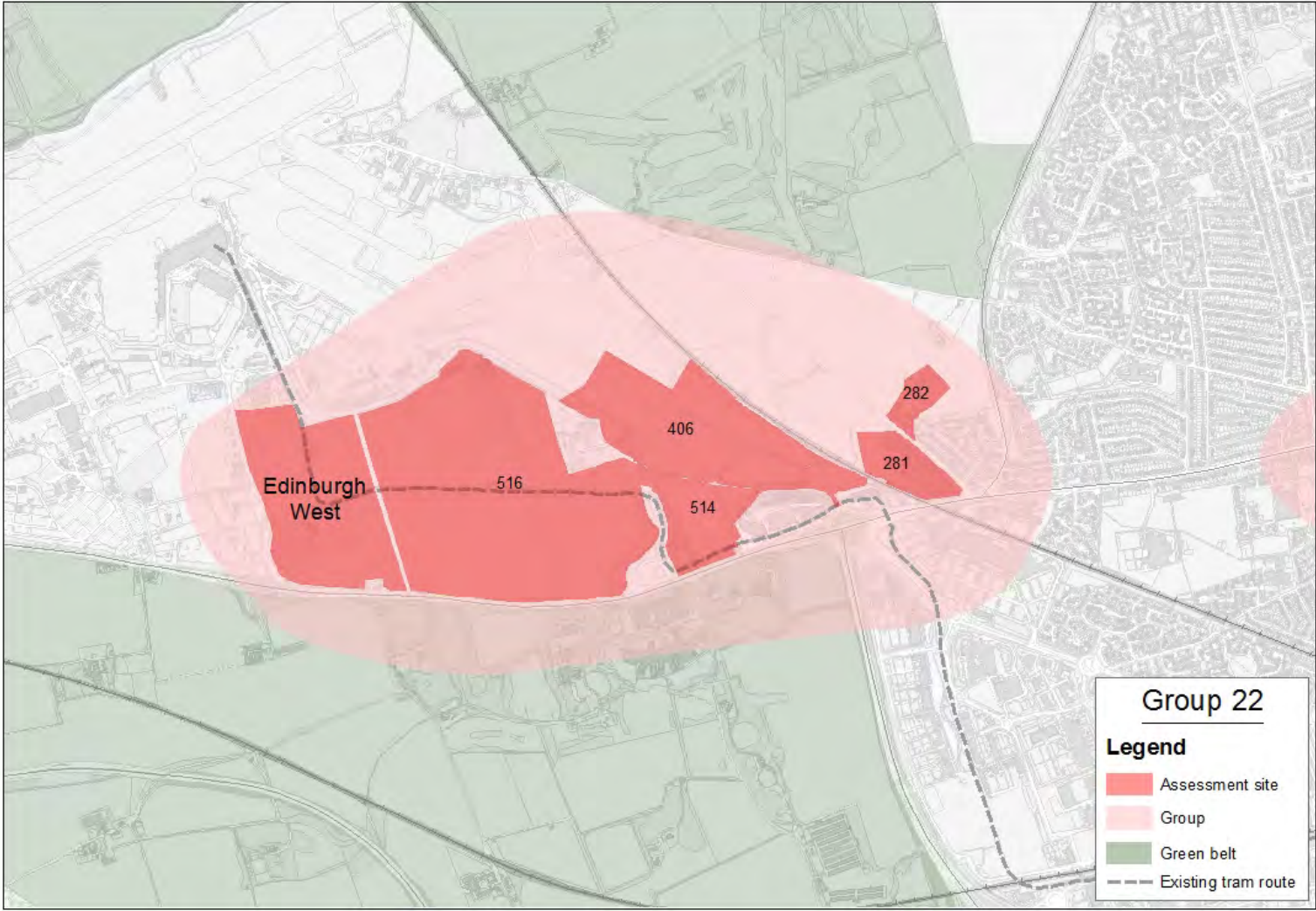
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Site Assessment: (342) St John’s Road (A) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	x	-	-	-	?	x	-	-	x	-	-	-	-	x	x	-	-	-
Comment	Existing use is a car tyre repair centre. There is the potential for contamination within the site. Adjacent uses are residential, retail unit and Site 391 (commercial retail). There is potential for protected species to be present. Site is within AQMA buffer zone. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. Site of archaeological potential (medieval Glasgow Road and 18 th century edge of Corstorphine village). Site is potentially visible in only one protected viewcone. Site visible in few local views. Weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Redevelopment will require archaeological mitigation including excavation, reporting & analysis and public engagement. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											

Site Assessment: (391) St Johns Road (B) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	x	-	-	-	?	x	-	-	-	-	?	-	-	-	x	-	-	-
Comment	Existing use is commercial retail. There is the potential for contaminated land within the site. Adjacent uses to residential and retail. There is the potential for protected species within the site. Site adjacent to an AQMA and within AQMA buffer. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. Site is also adjacent to Corstorphine conservation Area. Site is potentially visible in one protected city view. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is adjacent to an AQMA, air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. A visual and townscape appraisal is required to determine the scale, mass height and layout of new development.																											

	<p>the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a low risk of flooding. Site of archaeological potential (medieval village of Corstorphine). Development on site at low risk of affecting any city protected views. Site visible in few local views. Weak pattern of development adjacent.</p>
Mitigation	<p>A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Redevelopment of the site will require archaeological mitigation (excavation, reporting, analysis, publication public engagement). Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.</p>

Group 22: West Edinburgh



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Site Assessment: (281) Turnhouse Road (SAICA) (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A3	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	?	✓	x	-	-	-	-	x	-	-	-	-	-	-	-	x	x	-	-	✓
Comment	Existing use is an industrial unit. There is the potential for contaminated land within the site. Site adjacent, residential, proposed housing site, tram depot to railway line and Edinburgh Gateway station. This could have positive impacts in terms of connectivity and negative impacts in terms of noise from trains. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies a high risk of surface water flooding and although a low risk of fluvial flooding recommends a FRA is prepared. SW requires a wastewater drainage impact assessment for this site. There is potential for archaeological remains on this site. Site is potentially visible in one protect city view. Site visible in some local views. Weak pattern of development adjacent. Site represents an opportunity for green network connections between existing and allocated sites.																											
Mitigation	Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should mitigate the effects of adjacent uses to ensure adequate residential amenity. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Design of development should take advantage of access to new station but mitigate the impacts of noise from trains. A historic building survey of the 20th Century factory is required. An archaeological programme of work may be required dependent on the scale of development. A visual and townscape assessment is required to determine mass, scale, height and layout of development.																											

Site Assessment: (282) Turnhouse Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	✓	x	-	-	-	-	x	-	-	-	-	-	-	-	x	-	-	-	✓
Comment	Existing use is Westcraigs Industrial Estate. There is the potential for contaminated land within the site. Some mature trees present. Adjacent uses are Site 281 (industrial unit) and proposed housing sites. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a high risk of surface water flooding. Although the SFRA identifies a low risk of fluvial flooding it recommends a FRA is prepared. SW requires a wastewater drainage impact assessment for this site. There is potential for archaeological remains on the site (historic quarrying).																											

	Development on site at low risk of affecting any city protected views. Site visible in some local views. Weak pattern of development adjacent. Site represents an opportunity for green network connections between existing and allocated sites.
Mitigation	There are mature trees on the site which should be retained. A tree survey and constraints plan will be required. A Preliminary Ecological Appraisal will be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to mitigate the impacts of adjacent uses to ensure adequate residential amenity. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Redevelopment of the site will require a phased programme of archaeological mitigation. Pre-application an evaluation/survey of site should be carried out to determine scale of historic quarrying and landfill on site. Townscape and visual appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (406) Crosswinds (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	✓	-	-	-	-	-	?	✓	?	x	x	-	-	x	-	-	?	-	-	-	-	x	-	-	-	✓
Comment	Existing use airport cross runway. There is the potential for contamination within the site. There is a LNCS and local biodiversity site adjacent to the site. There is an opportunity to improve the local biodiversity through the diversion and enhancement of the Gogar Burn. Adjacent uses includes Edinburgh airport, a railway line, Edinburgh Gateway Station, the Edinburgh tram depot and a listed building (Castle Gogar). These existing uses could have implications for creating an appropriate residential amenity, e.g. noise levels. A small part of the site has no access to public transport services. Part of the site is within a 1 in 200 year flood zone and there is a LNCS within the site. The SRFA identifies the site as having a high risk of fluvial flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. SW requires a wastewater drainage impact assessment for this site. Compared to other brownfield sites within the urban area, this site is likely to generate more car trips and as a result could have an impact on AQMAs although unlike more remote greenfield sites it has good access to public transport. Site of archaeological significance (RAF, possibly 17 th century battlefield, possible remains going back to pre-history). Development on site at low risk of affecting any city protected views. Site visible in some local views. Weak pattern of development adjacent. Site represents an opportunity for green network connections between existing and allocated sites.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. A flood risk assessment would be required for this site which has a high risk of flooding as part of the site is within a 1 in 200 year																											

flood zone. If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk outwith the site and to ensure that there is no unacceptable flood risk for future uses of the site. This site could incorporate the Gogar Burn diversion scheme, which could have implications for the layout and design of the development. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. A noise impact assessment would also be required in particular to assess the impact of the airport and the railway line on residential development. Design of development should seek to mitigate the impacts of existing uses, in particular the airport and the tram depot. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. The development should also seek to make linkages with the railway station and the tram stop at the station and additional bus services should be introduced to service the wider site in order to ensure high public transport mode share. However, the impact of additional car trips on existing AQMA should be assessed. Redevelopment of the site will require archaeological mitigation including excavation, reporting, analysis, publication, public benefit and possible interpretation. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (514) Edinburgh Gateway																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	?	-	✓	?	x	?	x	✓	✓	✓	x	-	x	?	?	-	-	?	x	-	-	-	-
Comment	There is a LNCS adjacent to the site. There is potential for protected species within the site (badgers). The site is adjacent to the tram depot with potential for negative impacts in terms of residential amenity. Site is prime agricultural land. Site is outwith 1 in 200 year flood zone, however, the SFRA identifies the site as having a high risk of fluvial flooding and medium risk of infrastructure failure. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. There is the potential for noise impacts associated with Edinburgh airport. Tram route passes through the site with good access to bus services and the Gateway railway station. There is also a core path that passes along the edge of the site that allows linkages to the Gyle. Here is no open space within 400m of the site. Site adjacent to listed building (Gogar Church and landscape associated with Gogar House). There is a Scheduled Ancient Monument adjacent to the site (Gogar Mains Fort). Site of archaeological significance (Historic village of Gogar, 17 th century battlefield). No obvious visual green belt boundary. Site is not within any city viewcones and therefore not expected to impact on city views.																											

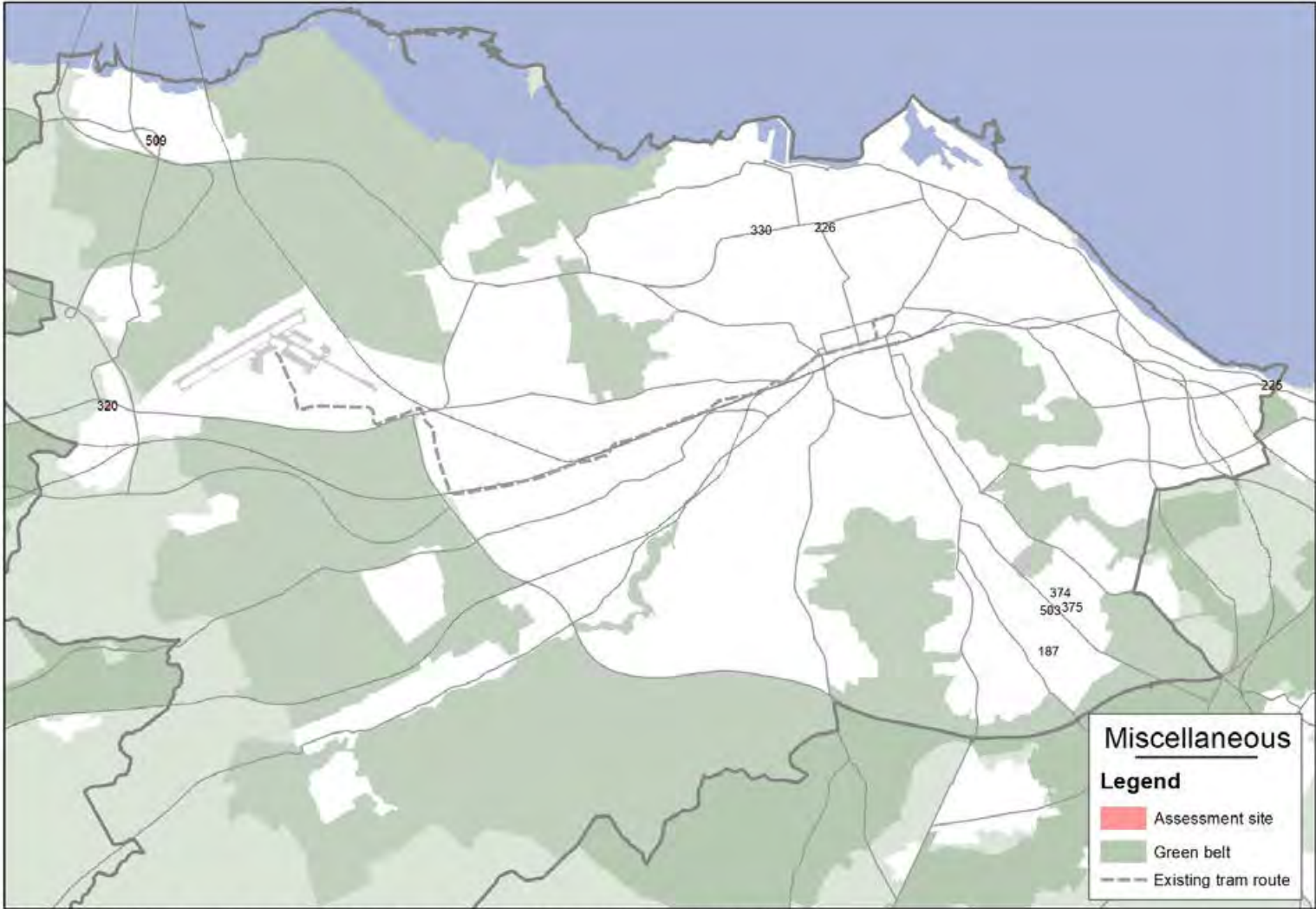
Mitigation	<p>A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. Positive effects on biodiversity through site design, layout and landscaping are required. The layout and design of the development should seek to make linkages with the core path. The layout and design of the development should seek to address the negative impacts on residential amenity of adjacent uses including noise from the tram and aircraft. The SFRFA recommends a flood risk assessment and surface water management plan is prepared. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The site has the potential to take advantage of the tram to improve public transport mode share, however, this could be improved by redirecting bus services through the site. The layout and design of the site should meet the Council's open space standards. As the site has a Scheduled Ancient Monument within it the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting with a management plan submitted. Redevelopment must respect the setting and character of both the Scheduled Gogar Mains and also the adjacent Gogar Castle historic House and Estate. Redevelopment must respect views and setting of listed Gogar Church and landscape associated with Gogar House. Development must seek to retain and re-use Gogar Mains Farm and associated outbuildings relating to RAF Turnhouse. Redevelopment of the site will require archaeological mitigation (excavation, historic building surveys analysis, reporting, publication, public benefit/engagement and interpretation). Predetermination evaluation including metal-detecting, walkover surveys and trial trenching required.</p>
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Group 23: Government Buildings



Site Assessment: (34) Broomhouse Terrace (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	✓	-	✓	x	-	-	✓	-	x	-	✓	-	-	-	-	-	x	x	-	-	-
Comment	There is the potential for protected species in the area. Existing use is Saughton House government building with the potential for contamination. Site adjacent to adopted core path. The area is predominant a residential area with area of open space to the north. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the site as having a medium risk of surface water flooding. SW requires a wastewater drainage impact assessment for this site. There is the potential for non-designated heritage assets within the site. Site is potentially visible in several protected view cones. Site visible in many local views. Strong pattern of development adjacent.																											
Mitigation	Retain the mature trees and shrubs on the periphery of the site for biodiversity value and connection to green network. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Design of development should make linkages with adopted core path. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Redevelopment of the site may require archaeological mitigation (excavation, reporting & analysis , publication and public engagement). Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											

Miscellaneous



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Site Assessment: (187) Gilmerton Dykes Street (South East Locality)																													
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape				
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4	
Effect	-	-	-	?	-	-	-	-	?	✓	?	-	-	-	-	?	-	✓	-	-	-	-	-	-	-	x	-	-	-
Comment	Existing use is former childrens centre, community newspaper and library with potential for contamination. Site adjacent to designated open space, retail (poor quality buildings) and community centre/nursery (poor quality building). There is potential for protected species within the site. Small number of mature trees on site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site potentially visible in one protected viewcone. Site visible in few local views. Weak pattern of development adjacent.																												
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Design should seek linkages with open space and local facilities to improve appearance of area. A visual and townscape assessment is required to determine mass, scale, height and layout of development.																												



Site Assessment: (225) Eastfield (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	?	?	-	?	-	-	-	-	-	✓	?	x	-	✓	-	?	-	-	-	-	-	-	-	x	-	-	-	✓
Comment	The existing use is a cash and carry. There is the potential for contamination on the site. Adjacent uses are residential and it's located next to the Firth of Forth which is an SPA. Site adjacent to existing LNCS and adopted core path. There is the potential for protected species within the area. Very small part of site in 1 in 200 year flood zone. The SFRA identifies the site at a high risk of flooding from fluvial or coastal water. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site sits behind a seawall, and therefore may be scope for enhancement. There is potential for archaeological remains on the site (Associated with 19 th -20 th century industry). Site not visible within any protected viewcones. Site visible in some local views. Strong pattern of development. Opportunity for site to contribute towards Brunstane Burn Green network.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation and it should be included in the HRA. The SPA is adjacent and the mouth of the Brunstance Burn is used by SPA birds for foraging and other behaviours. Development should not prevent use by SPA birds. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The layout and design of the development should seek to make linkages with the adjacent adopted core path. A flood risk assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone. Consideration of set back for climate change mitigation. The site is located on the Forth Estuary and adjacent to Tane Burn and is within an area of erosion susceptibility. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Redevelopment of the site will require archaeological mitigation: recommendation for pre-application/determination evaluation (10%) to assess impacts and determine detailed scope of future mitigation (preservation. Excavation, public engagement etc). A visual and townscape appraisal is required to determine scale, mass height and layout of new development.																											



Site Assessment: (226) Royston Terrace (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	?	-	-	-	✓	?	-	-	-	?	x	-	-	-	-	x	-	-	x	x	-	-	-
Comment	Existing use is a car garage and lockup. There is the potential for contamination on the site. Adjacent uses are playing fields and residential. There is potential for protected species within the area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies no risk of flooding. Site is within an AQMA buffer and Inverleith Conservation Area. Boundary of playing fields relates to 19 th century nurseries. Site is visible in several protected view cones. . Site visible in few local views. Strong pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. A tree survey will be required due to trees close to the western boundary. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Boundary wall of historic interest and should be retained. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											



Site Assessment: (320) Old Liston Road (North East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	?	-	-	-	✓	-	✓	?	x	-	✓	-	x	-	-	?	-	-	-	-	x	-	-	-	-
Comment	Existing use is vacant land/former nursery. There is the potential for contaminated land within the site. There is the potential for protected species within the site. Adjacent uses are residential, public house and hotel. Site is likely to be effected from aircraft noise associated with Edinburgh Airport. Site benefits from adjacent to core path. Site is also next to a LNCS and listed buildings. The SFRA identifies the site as having a medium risk of fluvial flooding and a medium risk of future flooding and recommends a FRA is prepared. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site is considered of archaeological significance (prehistoric burials and ritual activity and settlements). Site not visible in any city protected views. Site visible in many local views. Weak pattern of development adjacent.																											
Mitigation	The site is adjacent to the River Almond Biodiversity Site. Habitats along the waters edge need to be protected. A setback of at least 15m wide should be provided as a landscape buffer zone with no development (including gardens) permitted. Mature trees and areas of ecological value should be retained in the site design. A tree survey and constraints plan will be required. A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design of the development should seek to mitigate the impacts of noise from aircraft to ensure adequate residential amenity. The SFRA recommends a flood risk assessment is prepared (assoc. with River Almond, any culverts/bridges). The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. As there is are B and C listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Archaeological mitigation measures will be required including a pre-application/determination evaluation (10%). Design of development should establish linkages with core path. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																											



Site Assessment: (330) Ferry Road (B) (North East Locality)																													
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape				
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4	
Effect	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	?	-	?	-	-	-	-	?	-	-	-
Comment	Existing use is former petrol station. There is the potential for contaminated land within the site. Adjacent to a care home, playing fields and offices. There is the potential for protected species to be present. The SFRA states there is no flood risk. Site adjacent to B and C listed buildings (Ashbrook and Wardieburn House) and Inverleith Conservation Area. Site potentially visible in city protected viewcones from a distance. Site visible in some local views. Mixed pattern of development adjacent.																												
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends a surface water management plan is prepared. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. As the site is adjacent to a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.																												



Site Assessment: (374) Moredun Park Loan (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	✓	?	-	-	-	-	?	-	-	-	-	-	-	-	-	x	-	-	-
Comment	Existing use is a car parking, adjacent to designated open space and residential. There is the potential for contaminated land within the site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA states there is no risk of flooding. Site potentially visible in one protected view cone. Site visible in some local views. Strong unattractive pattern of development adjacent.																											
Mitigation	Positive effects on biodiversity through site design, layout and landscaping are required. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared. Design and layout of development should make linkages with adjacent open space. A visual and townscape assessment required to determine the mass, scale, height and layout of new development.																											

Site Assessment: (375) Moredun Park View (South East Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	?	✓	?	-	-	-	-	?	-	✓	-	-	-	-	-	X	X	-	-	-
Comment	Existing use is Moredun community centre. There is the potential for contaminated land within the site. Site adjacent to residential, designated open space and a church. There is the potential for protected species within the area. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA states there is a medium risk of surface water flooding. Site on edge of historic (19 th century) limestone quarries, with industrial archaeological potential. Site is potentially visible in one protected viewcone. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A protected species assessment may be required. Positive effects on biodiversity through site design, layout and landscaping are required. Design and layout of development should make linkages with adjacent open space. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The design and layout of this site may have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. A surface water management plan should be prepared.																											

	Redevelopment of the site will require archaeological mitigation: (excavation, reporting, analysis: Phase 1 evaluation). Townscape and visual appraisals would be required to determine appropriate mass, scale, height and layout of new development.
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Assessment of Green Space Proposals

Assessment: BGN 1- Inch Nursery and Park, BGN2- Leith Links, BGN3- Inverleith Park and Depot																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	?	-	-	-	-	-	-	-	-	?	-	-	-	-	-	-	-	-	-	-	-
Comment	Park Improvement Plan of entire park to be produced which will involve public engagement and implementation plan. The details of the proposal have yet to be designed and whilst it is likely to provide positive effects it is not possible to establish such effects at this stage.																											

Assessment: BGN4 Clerwood, BGN5 Gypsy Brae, BGN6 Fernieside, BGN7 Little France.																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	✓	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-
Comment	New allotments and/or food growing areas to be created. Habitat, and recreational benefits. Different provision of open space.																											

Assessment: BGN8 Kirk Loan, BGN9 Seafield, BGN10 Stewartfield, BGN11 St Clair Street (North), BGN12 Norton Park (south), BGN13 North Fort Street, BGN14 Roseburn, BGN15 Russell Road, BGN16 Broomhouse Terrace																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	✓	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	These sites will incorporate SUDS that manage surface water from the site and the surrounding area. This proposal is likely to have positive benefits in terms of biodiversity, flood risk and protecting the water status of water bodies.																											

Assessment: BGN17 Murrayburn Road																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓
Comment	Retain and enhance existing mature trees and planting on Murrayburn Road and Dumbryden Drive. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Prepare flood mitigation strategy. The proposal is likely to have positive benefits in terms of biodiversity and habitats, flood risk and protecting the water status of water bodies and supporting the delivery of the green network.																											

Assessment: BGN18 Stevenson Road																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓
Comment	Create new tree lined street linking Stevenson Road to Gorgie Road to form new link to existing greenspace. Retain mature trees and enhance landscape buffer and boundary treatment to form link to wider green network. The proposal is likely to have positive benefits in terms of biodiversity and habitats, and supporting the delivery of the green network.																											

Assessment: BGN19 Gorgie Road East																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓
Comment	Retain existing mature trees and improve all boundary treatments. Create new tree-lined street linking Gorgie Road to Slateford Green-Hutchison Crossway to form part of new direct route between Stevenson Road and the greenspace. Locate and design new greenspace and green-blue infrastructure to link to existing green networks and natural habitats. Also use green infrastructure to protect surrounding greenspace from flood risk. The proposal is likely to have positive benefits in terms of biodiversity and habitats, flood risk and protecting water courses and supporting the delivery of the green network.																											

Assessment: BGN20 Crewe Road South																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	?	-	-	-	-	-	-	-	-	-	✓
Comment	Retain and enhance greenspace within a new structure of tree/woodland planting and blue-green infrastructure. Reinforce existing green network and enable potential for new allotment space. Respect landscape setting of Inverleith Conservation Area. The proposal is likely to have positive benefits in terms of biodiversity and habitats, and supporting the delivery of the green network. Possible recreational benefits associated with allotments if taken forward.																											

Assessment: BGN22 Royal Victoria Hospital																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	✓	-	-	✓	✓	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓
Comment	Enhance designated open space, ensure design and layout incorporate historic features and key views to listed buildings. Promote pedestrian movement and extra surface water attenuation. The proposal is likely to have positive benefits in terms of biodiversity and habitats, reducing flood risk/protecting water courses, promoting active travel, enhancing/protected listed buildings and supporting the delivery of the green network.																											

Assessment: BGN23 Astley Ainsley																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	✓	-	-	✓	✓	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓
Comment	Protect and respect the mature landscape setting of the site and retain its special character. Layout to address overland flows/sewers at capacity in the area and consider diverting flows away from the Jordan Burn and create blue corridors. The proposal is likely to have positive benefits in terms of biodiversity and habitats, reducing flood risk/protecting water courses, and supporting the delivery of the green network.																											

Assessment: BGN24 Granton Waterfront Coastal Park																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	?	-	-	-	-	-	-	-	?	?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Proposed coastal park and landscaped coastal flood defence. Details to be confirmed. Impacts Unknown.																											

Assessment: BGN25 Granton Waterfront West Shore Road																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	?	?	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Proposed landscaped coastal flood defence. Details to be confirmed. Impacts Unknown.																											

Assessment: BGN26 Cramond Road and BGN26 Redford Barracks																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	✓
Comment	Significantly improve publicly accessible open space and create large standard open space. The proposal is likely to have positive benefits in terms of biodiversity and habitats, recreation and supporting the delivery of the green network.																											

Assessment: BGN28 Lanark Road (d), BGN29 Craiglockhard Avenue, BGN30 Eastfield, BGN31 Land at Ferrymuir, BGN32 Murrayburn Gate, BGN33 Clovenstone House, BGN34 Liberton Hospital, BGN35 Roseburn Public Park, BGN36 Royal Victoria Hospital, BGN37 Orchard Brae Avenue, BGN38 Duddingston Park South, BGN39 London Road (b), BGN40 Morrisons at Gilmerton Road, BGN41 Gilmerton Dykes Street,

SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-
Comment	Create new outdoor play facilities for new homes. The proposal is likely to have positive benefits in terms of recreation.																											

Assessment: BGN42 Balgreen Park

SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-
Comment	Upgrade play facilities to excellent standard to ensure that development sites meet the plan access standard. The proposal is likely to have positive benefits in terms of recreation.																											

Assessment: BGN43- Dalry Community Park

SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	✓	-	-	-	-	✓	-	-	-	-	-	-	-	-	✓	-	-	-	-	-	-	-	-	-	-	-
Comment	Reconfiguration of park proposed as part of Fountainbridge Development Brief, identified in previous plan. Proposal will lead to a number of positive environmental effects including; enhancements to habitat networks, significant improvements to the pedestrian/cycle network and general enhancements to an existing area of open space.																											

Assessment: BGN44- Leith Western Harbour Central Park																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	Park proposal identified as part of Leith Western Harbour Master Plan, identified in previous plans. Proposal will lead to a significant increase in public open space provision, meeting the Council’s large greenspace standard thus enhancing open space provision in the area and encouraging the co-location of development with good recreational facilities.																											

Assessment: BGN46 South East Wedge Parkland																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	Proposal forms part of major landscaping identified in previous plans to support wider development proposals and will lead to an increase in public open space provision linking new development with the existing park and encouraging the co-location of development with recreational facilities.																											
Mitigation	Stability of ground needs to be considered to ensure safe access can be achieved.																											

Assessment: BGN47 Niddrie Burn																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	New park proposal identified as part of the urban expansion proposals at Greendykes and directly linked to the new channel works being undertaken for the Niddrie Burn which will increase public open space in the area and co-ordinate new development with improved recreational facilities.																											

Assessment: BGN48 West Edinburgh Green Network																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	Green network in Edinburgh 205 development. Proposal will increase public open space and co-ordinate new development due to being identified prior to detailed Master Planning for the site, offering recreational facilities in parallel with new development.																											
Mitigation	Important that proposal forms part of detailed master planning of this area to ensure its integration and delivery.																											

Assessment: BGN49- Gogar Burn																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	✓	✓	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Proposal is to divert the Gogar Burn following the route identified on the proposals map. The proposal will deliver a number of environmental benefits including reducing flood risk, improvements to water quality and enhancements to biodiversity.																											

Assessment: BGN50-Clovenstone Drive and Curriemuirend																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	Proposals to enhance existing open space in conjunction with housing development on adjacent site (proposal HSG29) which will include the provision of play space and upgrading of the football pitch. The enhancement of existing open space will provide positive environmental effects.																											

Assessment: BGN51 Bioquarter, BGN52 Edinburgh 205, BGN53 Turnhouse Road, BGN54 Turnhouse Road (SAICA), BGN55 Crosswinds, BGN56 Land adj. to Edinburgh Gateway, BGN57 Seafield.																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-
Comment	Development to provide new outdoor play facilities, integrated into site layout. Site will also ensure homes adequate served by open space. The proposal will lead to positive environmental benefits including increasing public open space and recreation.																											

Assessment of Infrastructure Proposals and Safeguards

School Proposals

Assessment: ED1 Castlebrae																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 18 Class primary school within housing site HSG29 Brunstane. Housing site has consent, therefore forms part of the baseline																											

Assessment: ED2 Castlebrae																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 14 class primary school with an area of 2ha required within HSG 15 Greendykes Road. For assessment and mitigation see SEA for HSG15 Greendykes Road																											

Assessment: ED3 Craigroyston/Broughton																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New annex and early learning centre with ancillary accommodation at site 95 Crew Road South. For assessment and mitigation see SEA for site 95 Crewe Road South (B)																											

Assessment: ED4 Craigroyston/Broughton																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 18 class primary school with an area of 2ha required within EW 2b Central Development Area. For assessment and mitigation see SEA for EW 2b Central Development Area.																											

Assessment: ED5 North East: Drummond/Leith/Trinity																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 14 Class primary school and early learning centre within housing site 384 Jane Street. For assessment and mitigation see SEA for site 384 Jane Street																											

Assessment: ED6 North East: Drummond/Leith/Trinity																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 12 Class primary school and early learning centre at Leith Waterfront within EW 1a Leith Western Harbour. Site EW1a has consent and therefore forms part of the baseline.																											

Assessment: ED7 Firrhill																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Additional secondary school capacity required with a site of up to 2.3ha. No specific site currently identified.																											

Assessment: ED10 West Edinburgh																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 14 Class primary school and early learning centre at LDP housing site 00 East of Millburn Tower. For assessment and mitigation see SEA for site 00 East of Millburn Tower.																											

Assessment: ED11 West Edinburgh																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 21 Class primary school and early learning centre at LDP housing site HSG19 Maybury. Housing site HSG19 has consent and therefore forms part of the baseline.																											

Assessment: ED12 West Edinburgh																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	New 7 Class primary school and early learning centre at LDP housing site 282 Turnhouse Road. For assessment and mitigation see SEA for site 282 Turnhouse Road.																											

Assessment: ED13 West Edinburgh																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Transport Proposals

Active Travel Strategic Projects and Safeguards

Assessment: ATSR1 Edinburgh Waterfront promenade, ATSR2 Roseburn to Union Canal route/green network, ATSR3 Pentlands to Portobello Walking and cycling route, ATSR4 Rover Almond Valley Walkway, STSR5 Lochend to Powderhall, ATSR6 West Edinburgh Link, ATSR7 Meadows to George Street, ATSR8 City Centre West-East Link, ATSR9 Lothian Road, ATSR10 Waverley Valley Bridge Link, ATSR11 Currie to Heriot-Watt, ATSR12 A71 South Livingston to West Edinburgh, ATSR13 Bonnington link East-West Great Junction Street to Powderhall, ATSR14 Leith Walk to West Bowling Green Street, ATSR15 Foot of Leith Walk to Ocean Terminal, ATSR16 Lanark Road/Slateford Road.																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Various proposed active travel routes, connections and links. Proposals will have positive environmental effects in terms of promoting active travel and recreation, increasing access to active travel networks and discouraging travel by private vehicle to the benefit of air quality.																											

Active travel proposals relating to development sites

Assessment: ATPR1-6 Seafield, ATPR7-10 Astley Ainslie, ATPR11-15 Redford Barracks, ATPR16-18 Royal Victoria Hospital, ATPR19-21 Crewe Road South, ATPR22-27 Bioquarter, ATPR28 Gorgie Road sites, ATPR29 Murrayburn Road, ATPR30-34 Broomhouse Terrace, ATPR34 Newhaven Road, ATPR34 Stewartfield, ATPR35 Bonnington cluster, ATPR35 Bagor Road, ATPR35 Jane Street, ATPR36 Bangor Road, ATPR37 South Fort Street, ATPR38 Steads Place, ATPR39 Jane Street, ATPR40 Bonnington cluster, ATPR41-48 Granton Framework, ATPR49 East of Millburn Tower, ATPR50-51 Edinburgh Waterfront (Granton Framework)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Various proposed active travel routes, connections, links and mobility hubs. Proposals will have positive environmental effects in terms of promoting active travel and recreation, increasing access to active travel networks and discouraging travel by private vehicle to the benefit of air quality.																											

Active Travel Safeguards – Local connections

Assessment: ATSG1-27																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Various safeguarded local active travel connections. Proposals will have positive environmental effects in terms of promoting active travel and recreation, increasing access to active travel networks and discouraging travel by private vehicle to the benefit of air quality.																											

Public Transport: Orbital Bus route and Improved Bus Connections

Assessment: PT1-17																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	-	-	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	-	-	-	-
Comment	Various safeguarded local active travel connections. Proposals will have positive environmental effects in terms of promoting active travel and recreation, increasing access to active travel networks and discouraging travel by private vehicle to the benefit of air quality.																											

Tram Route Proposal and Option Safeguards

Assessment: TR1-11																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	?	-	-	-	-	✓	-	x	-	-	-	✓	✓	-	-	-	-	-	-	-	-	-	?	-	-	-
Comment	Various safeguarded tram routes most on street with some on segregated routes. Proposals will have positive environmental effects in terms of promoting active travel and recreation, increasing access to active travel networks and discouraging travel by private vehicle to the benefit																											

Assessment of Existing Proposals

Assessment of Existing Housing Proposals with no development consent

In accord with paragraph 4.22 of PAN1/2010 (Strategic Environmental Assessment of Development Plans only existing (legacy) housing allocations carried over from the Edinburgh Local Development Plan 2016 that do not have planning permission have been assessed. Any allocations that do have consent form part of the baseline.



Site Assessment: (HSG 5) Hillwood Road																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	-	-	-	-	✓	✓	x	x	-	-	✓	-	x	-	-	-	-	-	-	-	x	-	?	-	-

Comment	Existing use is unused agricultural land which is self-regenerating. Site adjacent to existing houses and agricultural land. Site adjacent to an adopted core path. Site will result in loss of agricultural land. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. The SFRA identifies the area as being of potential risk of flooding from the Scottish Water network and therefore consideration should be given to drainage in this area. Site of archaeological potential in terms of prehistorical archaeology and close to the line of a Roman and later medieval road linking Newbridge with Gogar and Edinburgh. Site not within any city view cones. No natural greenbelt boundary, but one could be formed along the field boundary. Site does have some potential to contribute to wider green network as adjacent to greenbelt.
Mitigation	The layout and design of development should seek to make linkages with core path. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts and risk of flooding from the Scottish Water network. Archaeological mitigation required as part of any granted permission phase 1 evaluation and metal detecting.

Mitigation	<p>The layout and design of the development should seek to mitigate the impacts of the adjacent zoo. As the site is within a special landscape area the development of the site should be carefully designed to avoid changing the special qualities for which it was designated. As the site is within an AQMA buffer zone, air quality impact should be assessed as part of any proposals for development. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc, should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The layout and design of development should seek to make linkages with core path. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site has a non-designated heritage asset within it the design of the development should consider preserving and enhancing the asset, within an appropriate setting. Development needs to assess impacts on these historic landscapes, retention of historic boundary walls, structures. Likely to require conditioned archaeological mitigation to record buildings and ground works. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. The design and layout of the development should seek to make linkages with the green network.</p>
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	<p>should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Redevelopment of site in particular playing fields will require archaeological mitigation (phase 1 evaluation). Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. As the site is near a SLA the development of the site should be careful designed to avoid changing the special qualities for which it was designated. The design and layout of the development should seek to make linkages with the green network.</p>
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Mitigation	<p>A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the LNCS designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The existing Liberton Hospital building should be retained and reused within any new development scheme/brief. The remaining hospital buildings of historic interest as forming history of site but no need for retention but will require historic building recording. Archaeological mitigation required and programme of public engagement/interpretation. The layout and design of the development should make linkages with the existing LNCS to contribute towards the green network.</p>
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	<p>SFRA recommends a flood risk assessment will be required to confirm the extent of fluvial flooding and consideration should be given to mitigate the flood risk from Scottish Water related flooding. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Redevelopment of site will require archaeological mitigation including preservation, excavation (phase 1 10% evaluation) reporting. Analysis, publication and community engagement required. Designs should reflect heritage e.g. conservation of steading site. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. The design and layout of the development should make linkages with the adjacent open space.</p>
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	<p>the design of the development should seek to preserve and enhance the component features which contribute to its value, the character, appearance and important views of the designation. Development will preserve historic pond (possibly post-medieval) and stone field boundary walls.</p>
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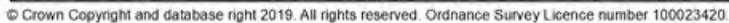
	<p>(PM10) and part of the site is within the AQMA. Part of the site is also within a NMA. As the site is brownfield there is the potential for contamination within the site. There is a core path that passes through the site. The site is surrounded by a mix of different uses including residential and a working port. The SFRA identifies part of the site as being within the fluvial flood risk events of the water of Leith. There are also surface water, Scottish Water drainage flooding risks and coastal erosion has been identified as an issue. Site is a brownfield site. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. There are numerous listed buildings within the overall site. Part of the overall site is within Leith conservation area. Site may have potential to contribute to green network link to Leith Links and former railway track at west end of site (biodiversity site). Site within numerous viewcones beyond 2km of the origin. In addition, site is within three viewcones less than 2km from original and therefore potential for significant impact.</p>
Mitigation	<p>Development must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction. The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an international important site will only be approved in exceptional circumstances. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. The layout and design of the development should seek to mitigate the impacts of the adjacent working port. As part of the site is within an (PM10) AQMA, part of the site may not be developable until such time as emissions are reduced. If it is capable of being developed then air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc. should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends a flood risk assessment is carried out to assess the various sources of flood risk. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. As the site is within a noise management area the design of the development should seek to mitigate the impacts of noise to ensure an appropriate environment for residential use. Action plans for NMAs aim to reduce noise levels in</p>

	School are of archaeological significance in their own right and contribute significantly to the local character of this area. As such they should be retained. Site provides an opportunity to contribute towards the green network. Site is within numerous viewcones beyond 2km of the origin. In addition, site is within two viewcones less than 2km from origin therefore potential for significant impact on city views.
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. As part of the site is within an (PM10) AQMA, part of the site may not be developable until such time as emissions are reduced. If it is capable of being developed then air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc. should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. The layout and design of the development should seek to link with the adjacent core path and open space. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends that consideration should be given to opportunities to reduce flood risk in this area and resilience should be considered in terms of climate change. Proposals will require the undertaking of a programme of pre-determination evaluation to determine survival of burial remains in former graveyard and to seek to ensure graveyard preserved in situ. As there are listed buildings within and adjacent to the site, the design of the development should seek to retain the buildings and fully understand and preserve and/or enhance the setting of the listed buildings/structures. As the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Careful design will be required to protect character of conservation area. As the site is adjacent to a Scheduled Ancient Monument the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. The layout and design of the development should seek to make linkages with the green network. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.

Site Assessment: (EW1d) Seafield																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	x	?	-	x	-	?	-	✓	x	✓	x	x	-	✓	x	-	-	✓	?	-	?	-	-	x	x	-	-	✓
Comment	The Firth of Forth is designated as SPA, SSSI, and RAMSAR site. The site is adjacent to a LNCS and local biodiversity site. There is potential for protected species in the area (badgers, seals and birds). Site is within an AQMA (PM10) buffer zone and adjacent to the AQMA. The site is within the Seafield sewerage works buffer zone and is adjacent to the zone. There is a core path adjacent to the site. The site is adjacent to a																											

	<p>working docks and a sewerage works. The site involves the redevelopment of a brownfield site. The SFRA identifies the north site boundary as encroaching onto high risk coastal flood extent and within the site there are large areas of surface water flooding located around the railway. Coastal erosion has also been identified as an issue. There are listed buildings and Leith conservation area adjacent to the site. There are non-designated historic assets within the site. This area occupies the eastern end of the ports mid-19th century extension reclaimed from both the pre-existing beach and sea. The first buildings on this site (warehousing, railway buildings, Engineering Works and infrastructure) appear in the last quarter of the 19th century associated with the North British and Caledonian Railway companies. Accordingly the site is considered to be of archaeological significance. Site has the opportunity to contribute to green network. Site is within numerous viewcones however, beyond 2km of the origin. However, site is also within 2 viewcones within 2km of the origin therefore potential for significant impact on city views.</p>
Mitigation	<p>Development must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction. The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an international important site will only be approved in exceptional circumstances. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. As part of the site is within an (PM10) AQMA, part of the site may not be developable until such time as emissions are reduced. If it is capable of being developed then air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc. should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within the Seafield odour buffer zone an assessment of the impact from odour should be undertaken. The design and layout of the development may be affected by the sites location and appropriate mitigation undertaken to minimise the impact of odour on the site. The layout and design of the development should seek to make linkages with the adjacent core path. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends that a flood risk assessment is prepared and that a drainage strategy should consider improvements to the surface water in this area. As there are listed buildings adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed buildings/structures. As the</p>

Mitigation	<p>Development must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction. The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an international important site will only be approved in exceptional circumstances. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. As part of the site is within an (PM10) AQMA, part of the site may not be developable until such time as emissions are reduced. If it is capable of being developed then air quality impact should be assessed as part of any proposals for development. Development of the site should seek to minimise the exposure of additional respondents/receptors to poor air quality through appropriate mitigation. Development of the site should ensure appropriate uses are brought forward that do not impact on air quality and increase the risk of exacerbating existing air quality problems. Uses likely to impact negatively on air quality, for example, power generation, biomass proposals etc. should not be supported. The design of development should seek to avoid exacerbating existing air quality problems for example, through the use of an appropriate layout, orientation etc. As the site is within an HSE consultation zone the type, design and layout of development may be effected by the sites location which may restrict the number of residential units that can be built on the site, reducing its overall density. The SFRA recommends a flood risk assessment is required to confirm the flood extents in this area and this information should be used to inform development. A primary aim of any development would be to retain and conserve the docks historic infrastructure both designated and non-designated both physically and also within appropriate settings. Appropriate archaeological mitigation would be required both to conserve/protect but where appropriate record, excavate analyse in line with CEC Policies. Opportunities for interpretation and public benefits. As there are listed buildings within the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed buildings/structures. As there are Scheduled Ancient Monuments within the site the design of the development should seek to preserve and enhance the monument and other identified nationally important archaeological resources in situ, and within an appropriate setting. As part of the site is within a conservation area the design of the development should seek to preserve and/or enhance the special character and appearance including its setting and be consistent with the relevant conservation area character appraisal. Careful design will be required to protect character of conservation area. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.</p>
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Site Assessment: (EW2a) Forth Quarter																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	x	-	?	-	x	-	✓	✓	✓	x	-	-	✓	-	-	x	✓	x	-	-	-	-	x	?	-	?	✓
Comment	The site is adjacent to a LNCS and local biodiversity site. There may be potential for protected species adjacent to the site. There is a hazard consultation zone within the site (pipe). There is a core path within the site. There is open space adjacent to the site and there is a local centre within the site providing opportunities for social interaction. Site is a brownfield site. The SFRA identifies flood risk primarily from																											

	<p>surface water and potentially Scottish Water drainage. There is designated open space within the site. There are listed buildings/structures within the site (former railway station, gas holder, lodge) and adjacent to it. The main historic assets in this area are the B-listed Granton Gasholder and Granton Railway Station. Plans must seek to conserve not only the physical fabric of these structures but also respect its setting and character. It is an area of archaeological significance. Site of early 20th century Granton Gas works, running across edge of raised beach. Although area has generally been significantly impacted upon by the demolition of the Gasworks in the 1990/early00's the area of undeveloped land running east-west incorporating the Gasholder may contain isolated pockets of survival with the potential for encountering prehistoric, Roman and medieval/post-medieval remains associated with the former Granton Castle and Caroline House Estate. The area of land on the western boundary of this area has already been evaluated and found to have no significant archaeology. Site within numerous viewcones, however, beyond 2km of the origin and therefore impact on city views is unknown. Site is adjacent to existing green belt and has defensible boundary. Site is adjacent to a SLA. Site has potential to link to green network.</p>
Mitigation	<p>A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. As there is a HSE consultation zone within the site the type, design and layout of development may be effected by the sites location which may restrict the number of residential units that can be built on the site, reducing its overall density. The layout and the design of the development should link to the core path within the site. The layout and design of the development should make linkages with the adjacent open space. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends consideration should be given to the opportunities to mitigate flood risk associated with surface water and drainage. As there are listed buildings within the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed buildings/structures. These important industrial monuments/buildings must be retained within development proposals going forward. There are opportunities for public engagement and interpretation (public art?) within the public realm looking at the history of the site. Archaeological evaluation is likely to be required. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. The layout and design of the development should mitigate the impacts on the adjacent SLA to avoid changing the special qualities for which it was designated. Layout and design of development should make linkages with the green network.</p>

Site Assessment: (EW2b) Central Development Area																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	x	x	-	x	-	x	-	✓	-	✓	x	x	-	✓	-	-	-	✓	?	-	-	-	-	x	?	-	-	✓
Comment	The Firth of Forth is designated as SPA, SSSI, and RAMSAR site. There is a LNCS and local biodiversity site within the site. There is a potential for protected species within the area. There is a hazard consultation zone within the site. There is a core path within the site. The site has a																											

	<p>mix of different uses within and adjacent, with neutral impacts in terms of social interaction. Site is a brownfield site. The SFRA identifies a small part of the site being influenced by coastal flooding along West Shore Road and within the site there are areas shown to be affected by surface water and Scottish Water drainage flooding. Coastal erosion has also been identified as an issue. There is open space adjacent to the site. There are numerous listed buildings/structures within the site and adjacent to it. Area of Archaeological Significance. Area dominated by the site and grounds of the 16th/17th century Caroline House whose walled garden incorporates remains of Granton Castle demolished in the early 20th century and also Granton Harbour. Area on West Harbour Road, which runs along the post-medieval foreshore, opposite the harbour contains an important group of historic 19th century C-listed maritime and industrial buildings Nos 20-26 West Harbour Rd. These buildings should be retained/reused. Adjacent developments must also respect the character and setting of this important group of buildings. Out with this the area along west harbour/shore road has the potential for containing important 19th/early 20th century industrial remains including the site of a mid-19th century shipyard located on and under the road adjacent to the western breakwater. These areas will require archaeological conditioned mitigation eg excavation (phased Phase 1 10% eval), recording & analysis publication, public engagement and interpretation. The areas to the South of the bordering 2A, with the exception of the Lodge to Caroline Park House if it survives. The area although historically forming part of the historic grounds of Caroline house have been significantly impacted upon by the 19th century and 20th century landscaping and development. As such although isolated remains of significance may occur, as a whole these areas are not considered to have archaeological significance. Site has potential to link to the green network, as there is green open space within the site and adjacent. Site within numerous viewcones, however, beyond 2km of the origin and therefore impact on city views is unknown.</p>
Mitigation	<p>Development must not have an adverse effect on qualifying interests of the Firth of Forth Special Protection Area (SPA) and the Outer Firth of Forth and St Andrews Bay Complex SPA. Proposals for development must be accompanied by an expert appraisal to inform a project-level Habitats Regulations Appraisal (HRA). This may require a study of qualifying species behaviour in the affected area of the SPA, which is likely to involve survey over at least one overwintering season. Pre-application discussion with NatureScot regarding preparation of the assessment is recommended. Account shall also be taken of the HRA of this Proposed Plan including measures potentially required to address disturbance both during and after construction. The Council as “Competent Authority” will carry out the HRA. If it is concluded that the proposal is likely to have a significant effect, the Council must then undertake an Appropriate Assessment of the implications of the development for the conservation interests for which the area has been designated. Development which could harm an international important site will only be approved in exceptional circumstances. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. As there is a HSE consultation zone within the site the type, design and layout of development may be effected by the sites location which may restrict the number of residential units that can be built on the site, reducing its overall density. The layout and design of the development should make linkages with the core path and the adjacent open space. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends opportunities to reduce flood risk in this area should be investigated and considered as part of proposals for development. As there are listed buildings within/adjacent to the site, the design of the development should seek to fully understand and</p>

	<p>detrimental impact on the LCNS natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. As the whole site is within a HSE consultation zone the type, design and layout of development may be effected by the sites location which may restrict the number of residential units that can be built on the site, reducing its overall density. The layout and design of the development should make linkages with the core path, the open space and the local centre. Due to the previous uses an assessment of the land for risks presented by potential contamination may be required. The SFRA recommends a flood risk assessment is required to confirm the coastal flood risk in this area and consideration should be given to reducing surface water flooding. The development strategy should bring forward proposals for new public transport and active travel infrastructure in order to ensure high mode share levels. Area especially to south of Road impacted by modern (postwar) developments. Over all, archaeological potential in this area regarded as low-moderate. Developments in this area will need to be assessed at planning stage and likely to require archaeological mitigation to be attached to any permissions granted. As there are listed buildings adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed buildings/structures. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development. The design and layout of the development should make linkages with the green network.</p>
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Assessment of Business and Industrial Sites

Sites subject to assessment

Newbridge Business and Industrial Area: Long established business and industrial area. Remaining undeveloped site on south part of site. Extension to area proposed therefore subject to SEA.

Newcraighall Industrial Estate: Existing industrial estate mostly developed for car showrooms, commercial businesses and food outlets rather than class 4/5). One small area remaining (2ha) undeveloped. No extant consents therefore remaining area site subject to SEA.

Brunstane Business and Industry Area: Area to south next to Newcraighall Road developed for railway station car park, fire station, hotel and health centre. Area between railway line (size) undeveloped with no extant consents therefore subject to SEA .

International Business Gateway (Phase 1): Planning application called in by Scottish Ministers and currently no consent, therefore subject to SEA.

Sites forming part of Baseline

Edinburgh Bioquarter (Special Economic Area): Site already has planning permission in principle (renewed in 2019) and therefore forms part of the baseline of the ER.

Edinburgh Park still has outline planning permission. (17/01210/FUL: extension to 2009 application 09/00430/FUL, 99/02295/OUT). Current application for last part of site for residential (1200) pending (20/02068/FUL). Therefore, site forms part of the baseline of the ER.

Portobello Business and Industry Area: Long established existing business and industrial area. No specific development sites available or proposed therefore forms part of the ER baseline.

West Telferton Industrial Estate: Existing long established existing business and industrial area. No specific development sites available or proposed therefore forms part of the ER baseline.

Sighthill Industrial Estate: Existing long established business and industrial area. No specific development sites available or proposed therefore forms part of the ER baseline.

Site Assessment: Newbridge Industrial Estate extension																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	x	?	?	x	-	-	✓	✓	x	x	x	x	-	?	?	-	-	?	-	-	-	-	x	-	-	-	✓
Comment	Site is currently farm land. There is a LNCS adjacent and within the site. There is ancient woodland within the site. There is a water course adjacent to the site, with the potential for protected species within or adjacent to the site. Opportunity for site to connect to adopted core path. Site provides good opportunity to connect with adjacent industrial estate. Site is not brownfield. Part of the site is within a 1 in 200 year flood zone, and may be surface water flooding issues. The SFRA identifies the site as having a medium risk of fluvial flooding and a high risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site may need to take into account the reduced resilience of this river with regard to surface water. The site does not have good public transport accessibility. Site is within 400m of designated open space. There is a A listed structure (viaduct) adjacent to the site. The site occurs within an area of archaeological potential , in particular relating to prehistoric occupation, centred upon the River Almond valley. The site is within the countryside area not the green belt, and therefore has a neutral effect on the green belt. The site has an opportunity to contribute to the green network by being adjacent to a river corridor. The site does not have an impact on the landscape setting of the city but it has an effect on the characteristics of the landscape by changing it from agriculture to industrial, and it has some effects on local views in particular the landscape setting of features such as the railway viaduct and bings from the M8.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. Positive effects on biodiversity through site design, layout and landscaping are required. Provision of improved public transport services will be required to ensure mode share targets are met. The layout and design of the development should seek to make linkages with the core path. A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the ancient woodland designation. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a flooding risk assessment and a surface water management plan are prepared. The layout and design of the development should make appropriate linkages with the adjacent industrial estate. As there is a listed building adjacent to the site, the design of the development should seek to fully understand and preserve and/or enhance the setting of the listed building/structure. Development of this site will require conditioned archaeological phased mitigation, the initial phase being archaeological evaluation (c.10%) in line with LDP Polices. The results of this evaluation will determine detailed scope of any further mitigation prior to development commencing. The layout and design of the																											

	<p>catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in poor condition by SEPA) and therefore development of the site may need to take into account the reduced resilience of this river with regard to surface water. Site has poor access to public transport services. Site is not within 400m of open space although not relevant for the purposes of commercial use. The SFRA identifies a no risk of fluvial flooding but a high risk of surface water flooding and notes a small unnamed water course which flows by Claylands Road. The site occurs within an area of archaeological potential, in particular relating to prehistoric occupation, centred upon the River Almond valley. There are no significant impacts on the landscape setting of the city. However, there is likely to be some impacts on local landscape views and the setting of the existing cottage.</p>
Mitigation	<p>A protected species assessment may be required. Development of this site will require conditioned archaeological phased mitigation, the initial phase being archaeological evaluation (c.10%) in line with LDP Planning Policies. The results of this evaluation will determine detailed scope of any further mitigation prior to development commencing. The layout and design of the development and its associated landscaping should mitigate the impacts of the development on local views through screening, by retaining and enhancing existing planting particularly near the existing cottage. The SFRA recommends a flood risk assessment and a surface water management plan are prepared.</p>

Site Assessment: Newcraighall Industrial Estate: remaining site																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	-	-	?	-	-	-	-	✓	x	??	-	-	??	-	?	-	x	-	-	-	-	-	-	-	-	-	-
Comment	Site is currently over grown open space within the existing industrial estate. There is the potential for protected species in the area. Site provides good opportunity to connect with adjacent industrial estate. Site was previously in agricultural use prior to construction of the industrial estate. The site is not within a 1 in 200 year flood zone. The SFRA identifies no risk of fluvial flooding and a low risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in moderate condition by SEPA) and therefore development of the site may need to take into account the reduced resilience of this river with regard to surface water. No core paths near site providing an opportunity to create a segregated link, but as site within urban area active travel accessibility is good. Site is not within 400m of open space although not relevant for the purposes of commercial use. This area has been investigated in two main phases between 2009 and 2017. The excavations carried out following earlier evaluation revealed the remains of a 18-19 th century farm cottage/building and some possible evidence for mine workings. However, No further work is required in this site. Site is not within any view cones. Site within urban area therefore neutral impact on greenbelt. The development of the site will have no impact on landscape setting of the city. The area is already largely developed for business and industrial uses and this is the only remaining undeveloped site on the industrial estate.																											

Mitigation	A protected species assessment may be required. The layout and design of the development should make appropriate linkages with the industrial estate. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a surface water management plan is prepared.
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Site Assessment: Brunstane Business and Industrial area																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	?	-	-	-	-	✓	✓	x	??	-	-	✓	-	?	-	-	-	-	-	-	-	x	x	-	-	✓

	<p>layout of the development will have to take account of adjacent uses including the airport, hotels and park and ride sites. The SFRA identifies a medium risk of flooding and a high risk of surface water flooding. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Part of site is within a 1 in 200 year flood zone. Site has good access to public transport services and will enhance access to tram services and support a new stop. Site is not within 400m of designated open space. Previous archaeological excavations show the area has been extensively occupied since early prehistory. There is evidence of a complex sequence of occupation back to the start of the Neolithic period and two phases of Bronze age settlement, an iron age palisade enclosure and dark age corn drying kilns. Site also within an area associated with the 17th century civil war battle (Field of Flashes). Site has no impact on green belt boundaries as it is outwith the greenbelt. Development of the site will have no impact on the landscape setting of the city, however, development will have an impact on local views to features in the surrounding landscape e.g. the bridges across the Forth.</p>
Mitigation	<p>A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. A preliminary ecological appraisal of the site should be undertaken and any subsequent protected species surveys carried out if appropriate. The layout and design of the development should seek to mitigate the impacts of adjacent uses but in particular the noise from the airport. The layout and design of the development should seek to create linkages with the existing core path and existing public transport services. The layout and design of development should meet the Council's open space standards. The delivery of the Gogar Burn diversion would significantly reduce flood risk. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. The SFRA recommends a flood risk assessment and a surface water management plan are prepared. Any archaeological remains found on the site should be preserved in situ and if not possible archaeological excavation or an appropriate level of recording may be an acceptable alternative. The layout and design of development and its associated landscaping should retain views between buildings to landscape features beyond the site.</p>

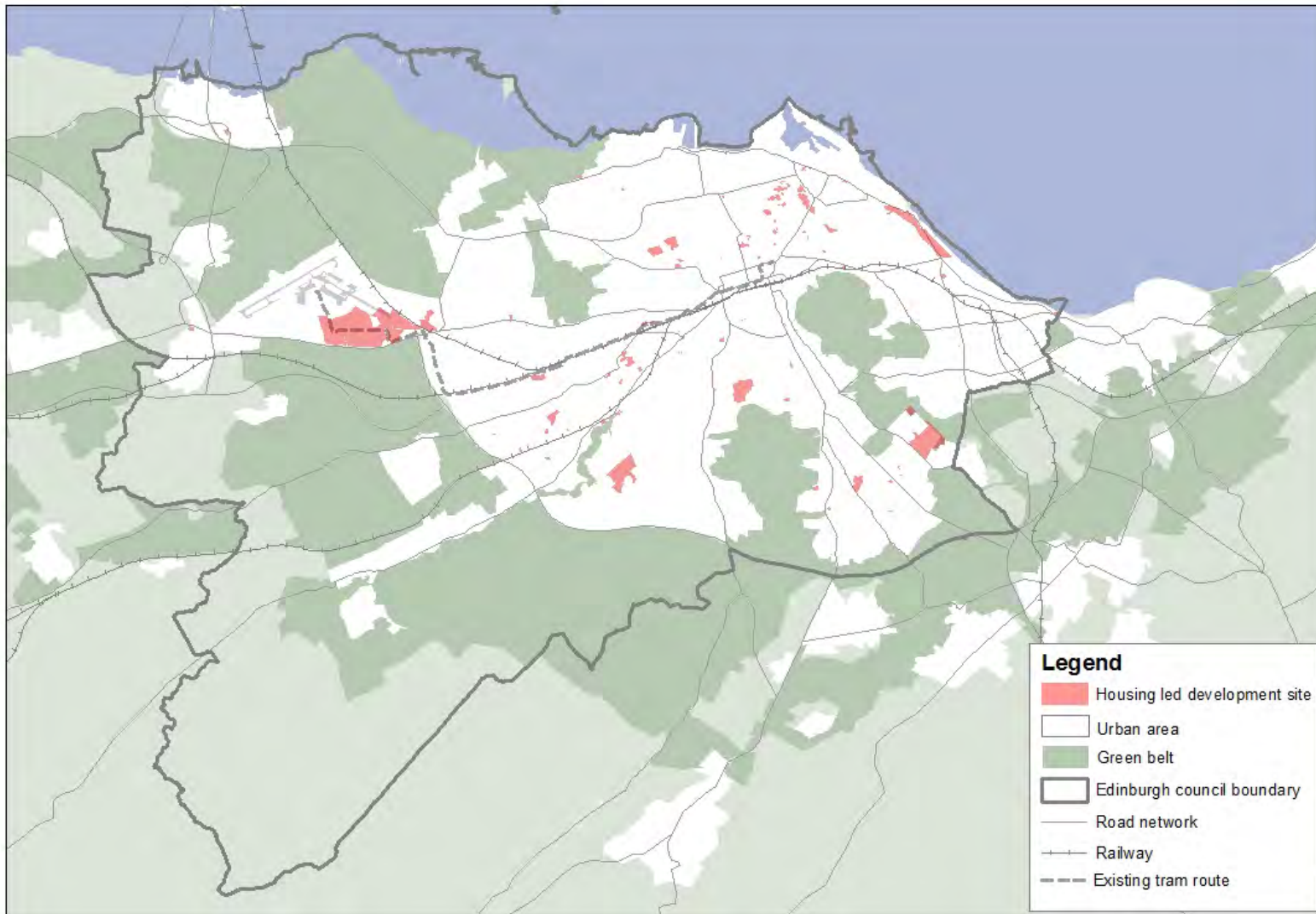


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Appendix 6: Environmental Information for City Plan 2030 Area

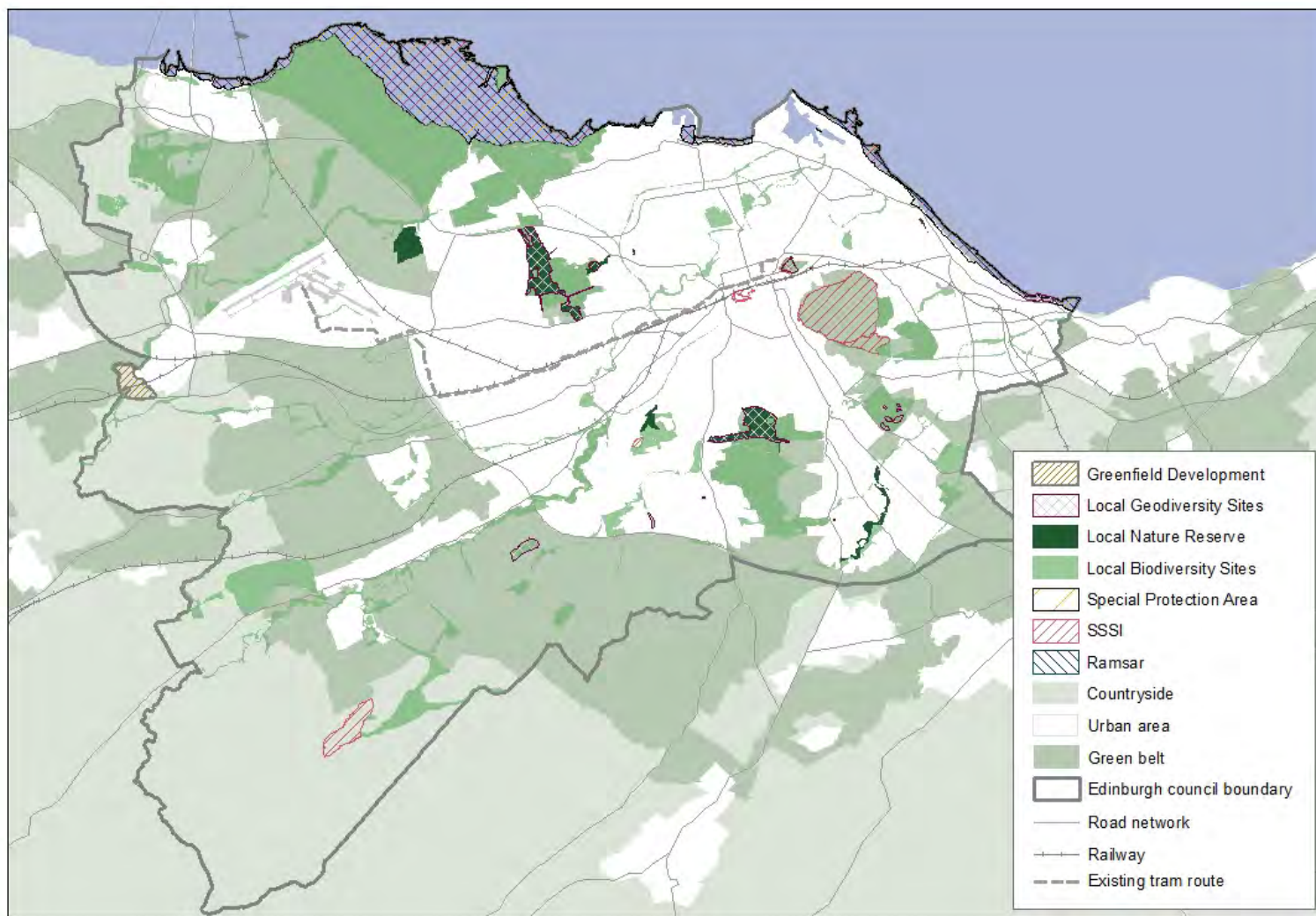
Environmental constraints have been identified and mapped for all of the Council area. Environmental constraints and other background information that has been mapped are as follows:

- Sites assessed for new housing led development
- Biodiversity, fauna and flora (International and European designations, national designations, and local designations)
- Active travel
- Fluvial flood risk area
- Quality of water environment
- Public transport accessibility
- Open space
- Cultural heritage (Listed Buildings, Scheduled ancient monuments, conservation areas, historic gardens and designed landscapes)
- Edinburgh's landscape designations (special landscape areas)
- Area Quality Management Areas
- Air quality hot spots and increases in traffic delays/trip rates
- Noise management areas and quiet areas
- Health and safety executive



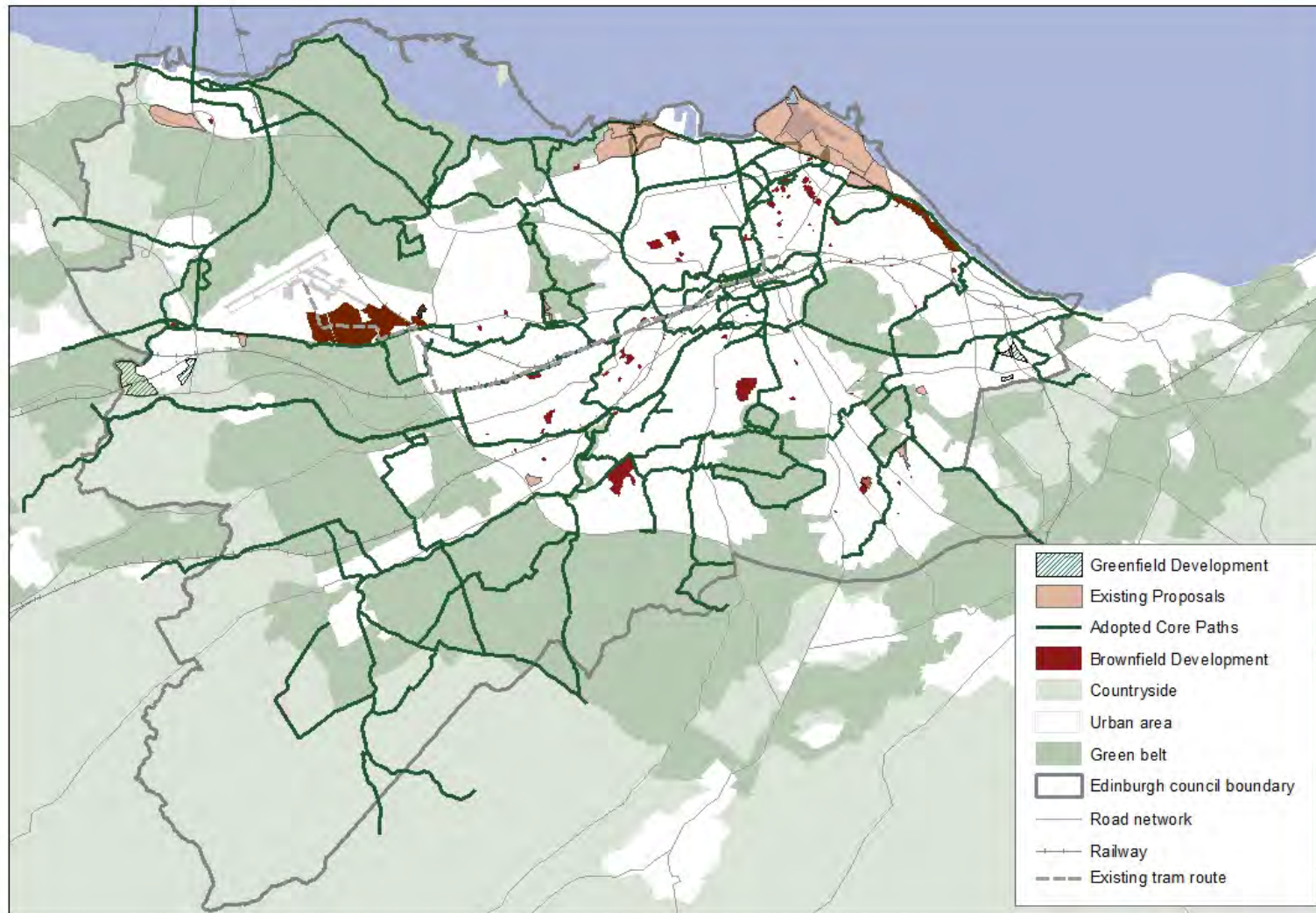
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Sites assessed for housing led development



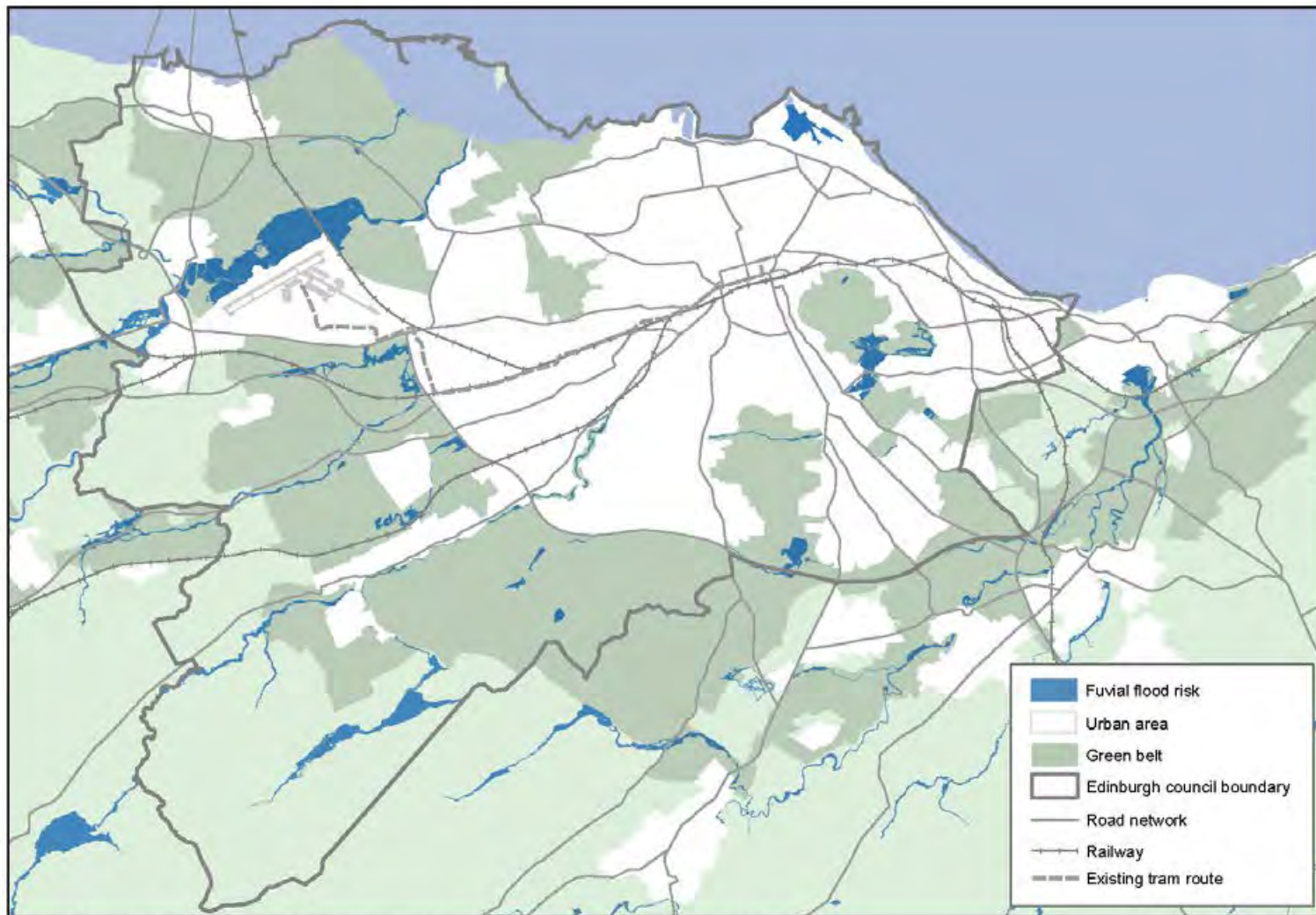
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Biodiversity, fauna and flora (International and European designations, national designations, and local designations)



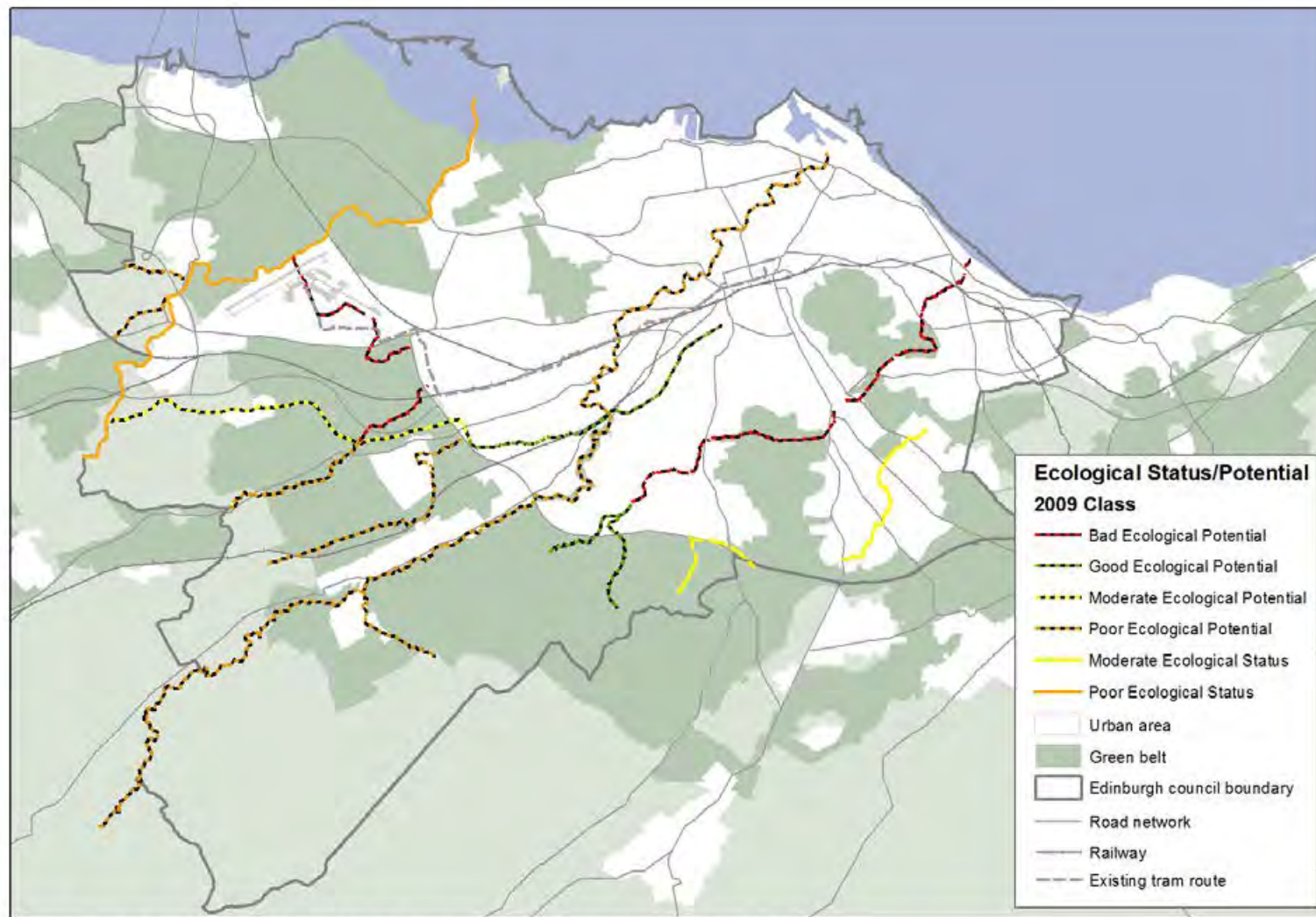
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Active travel



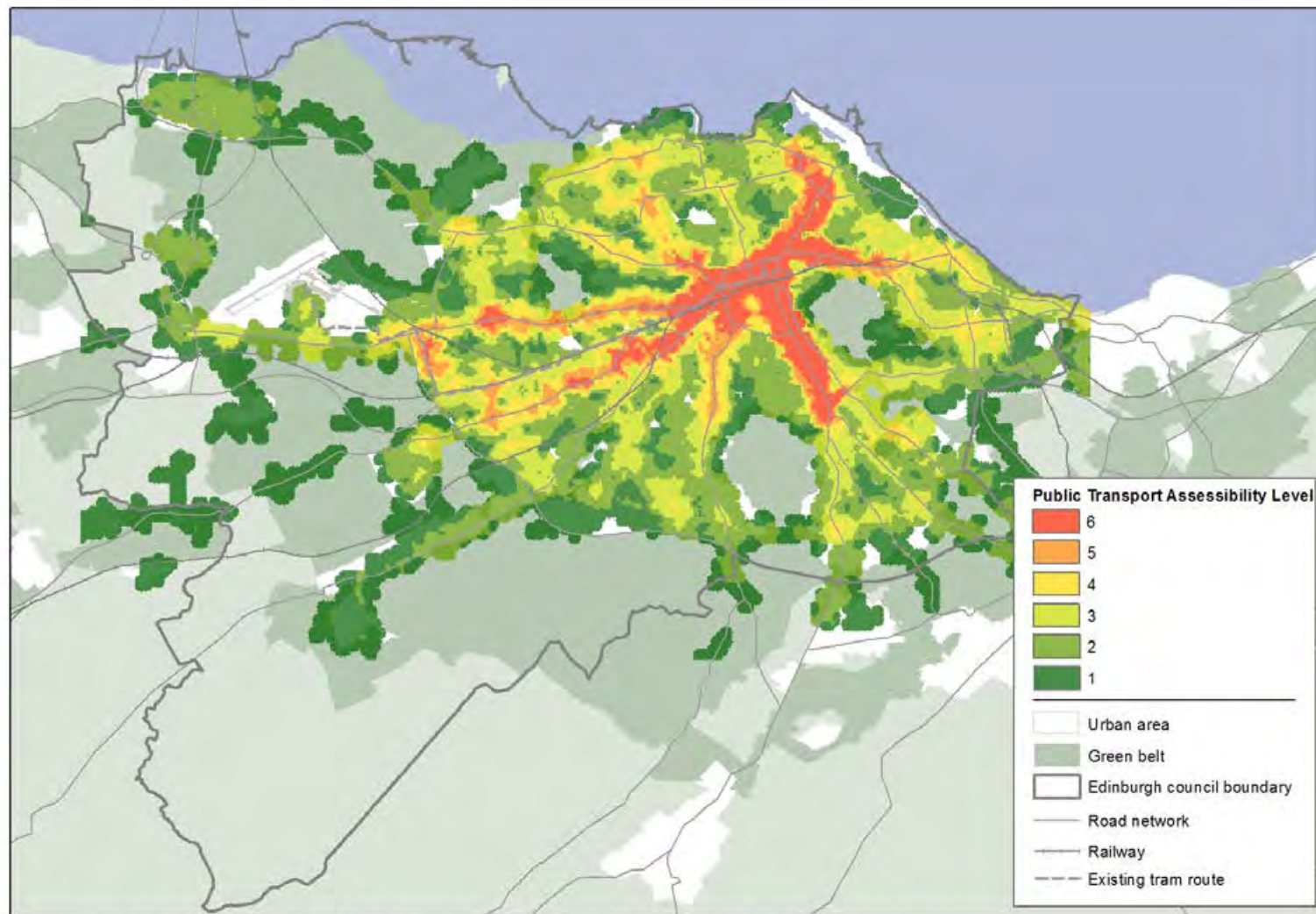
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Fluvial flood risk



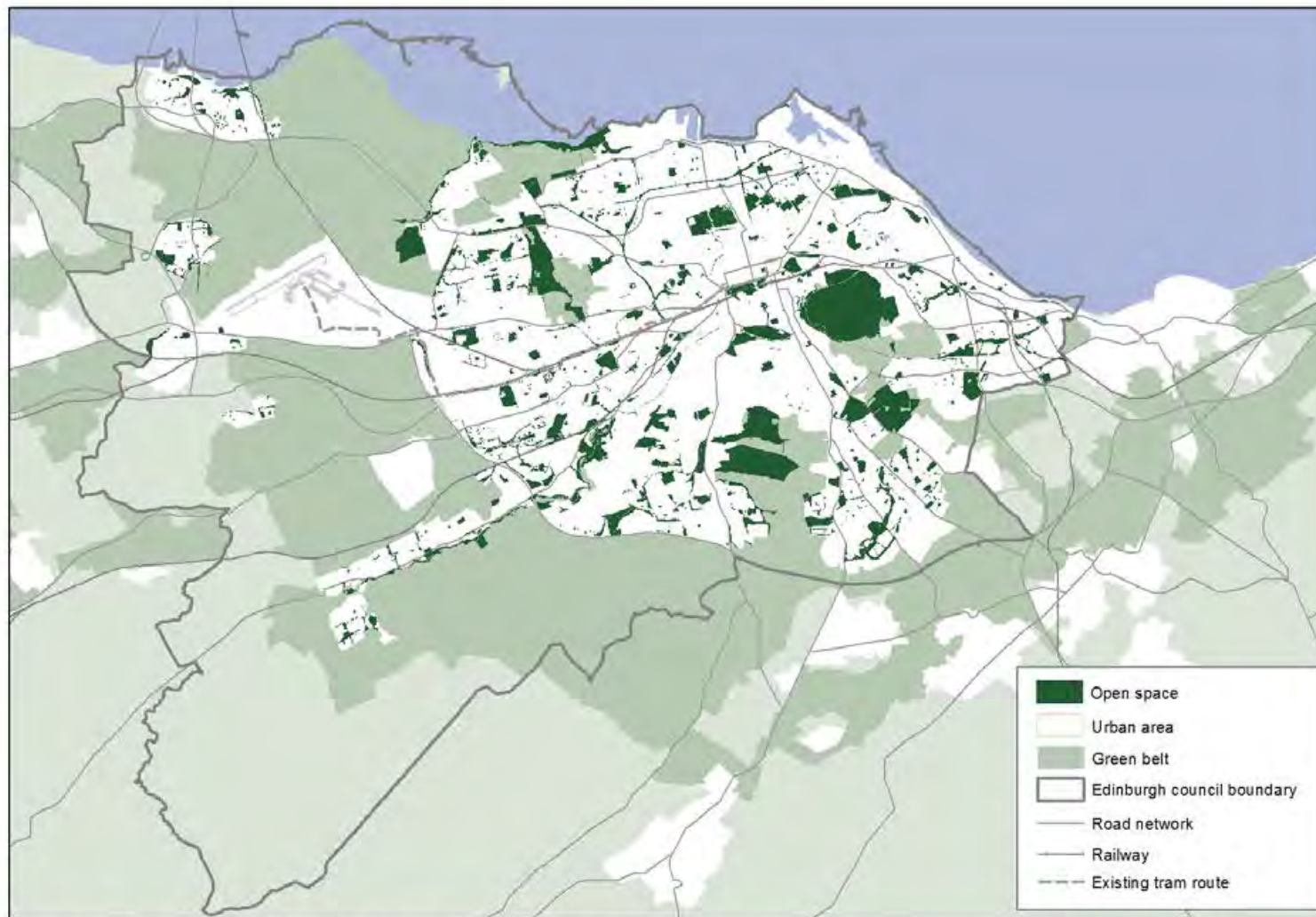
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Quality of water environment



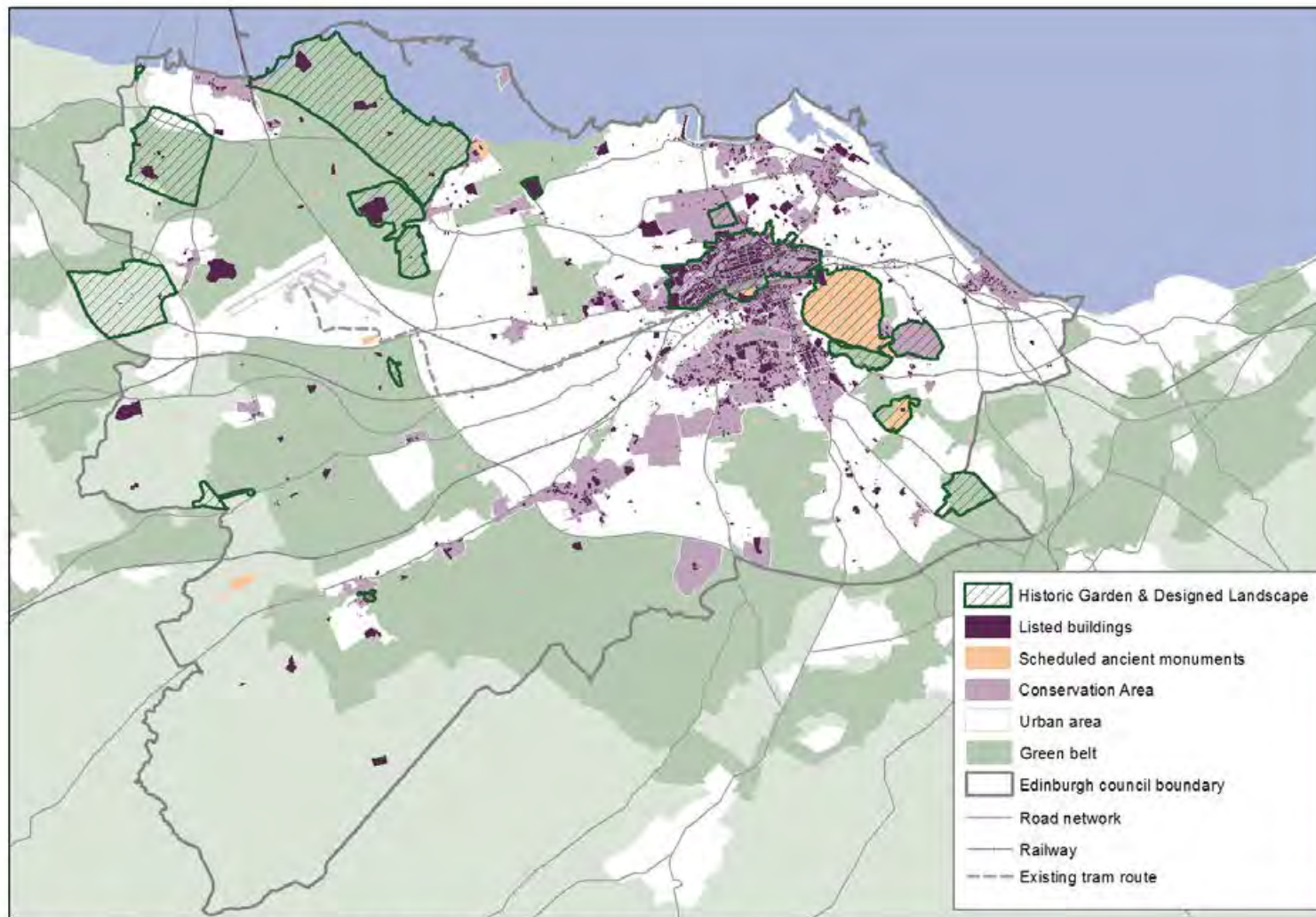
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Public transport accessibility



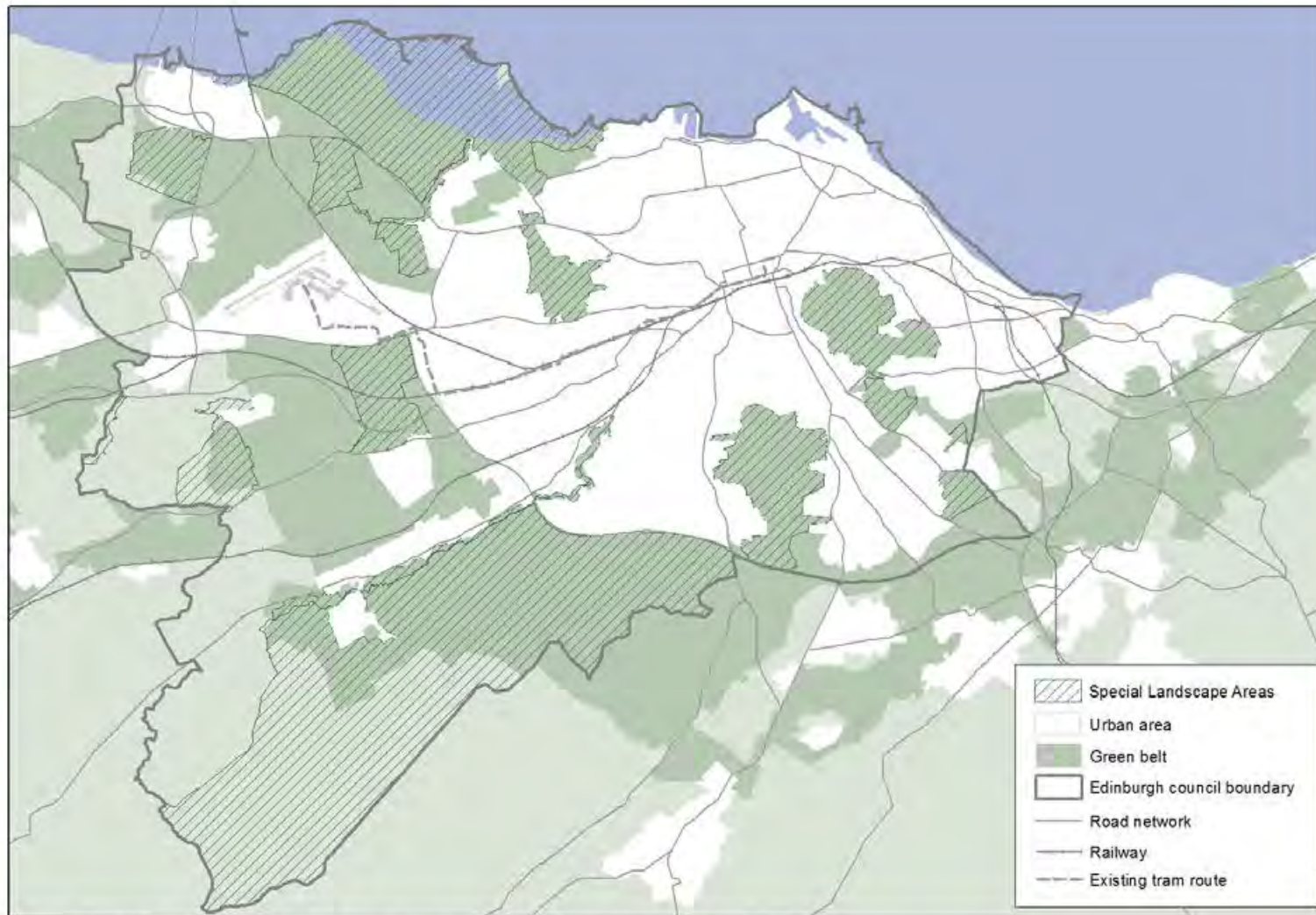
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Open Space



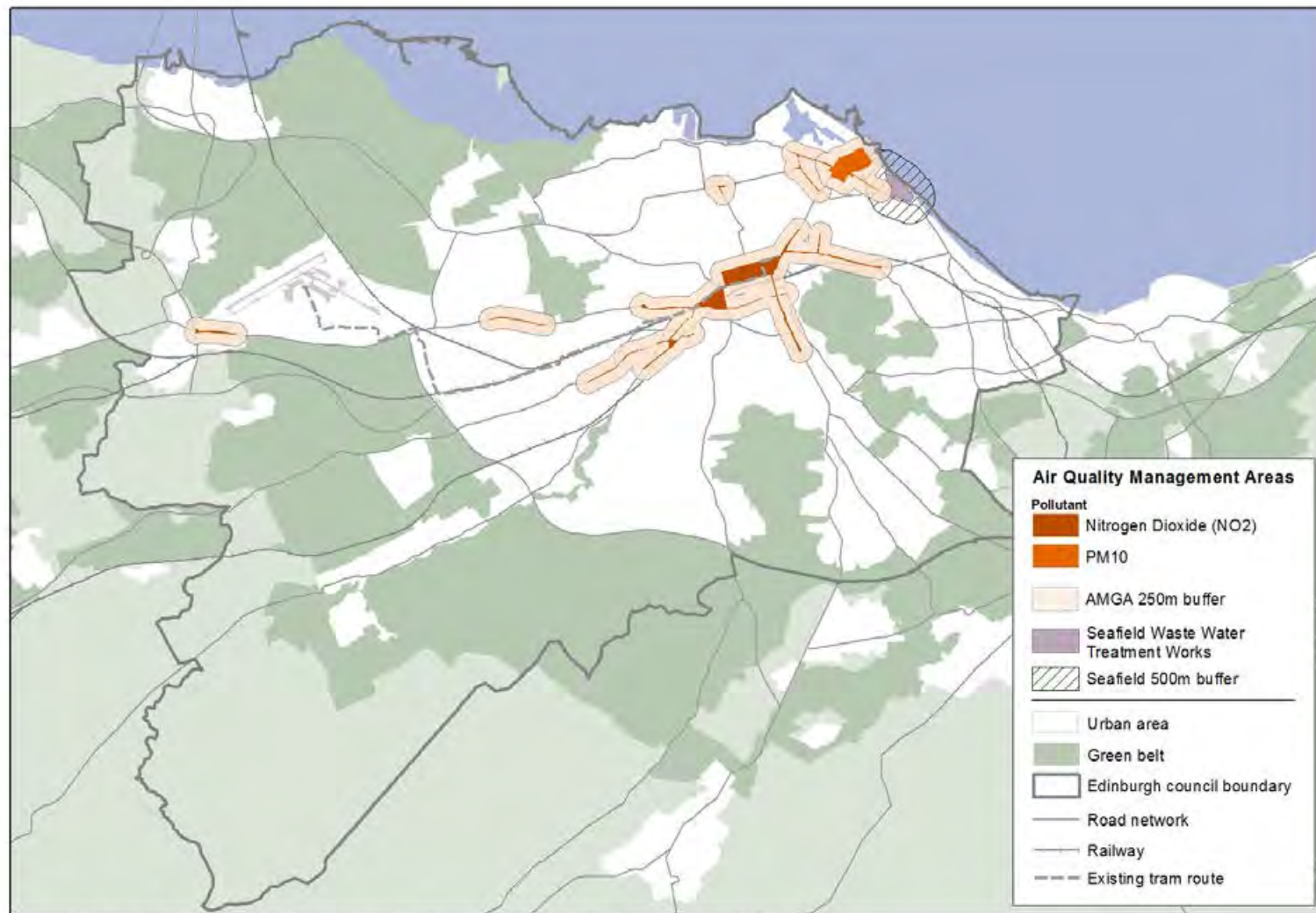
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Cultural heritage



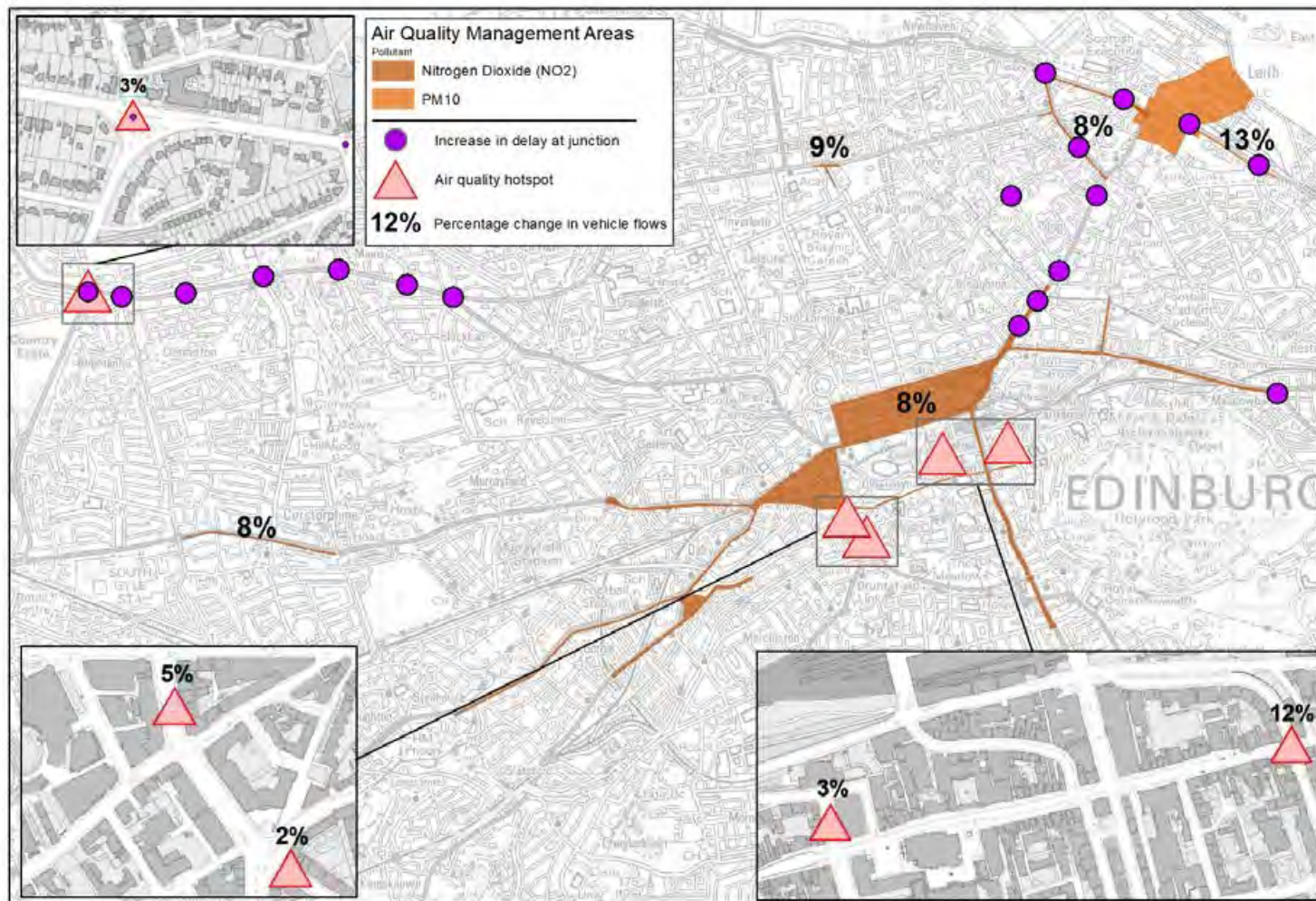
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- Edinburgh's landscape designations (special landscape areas)

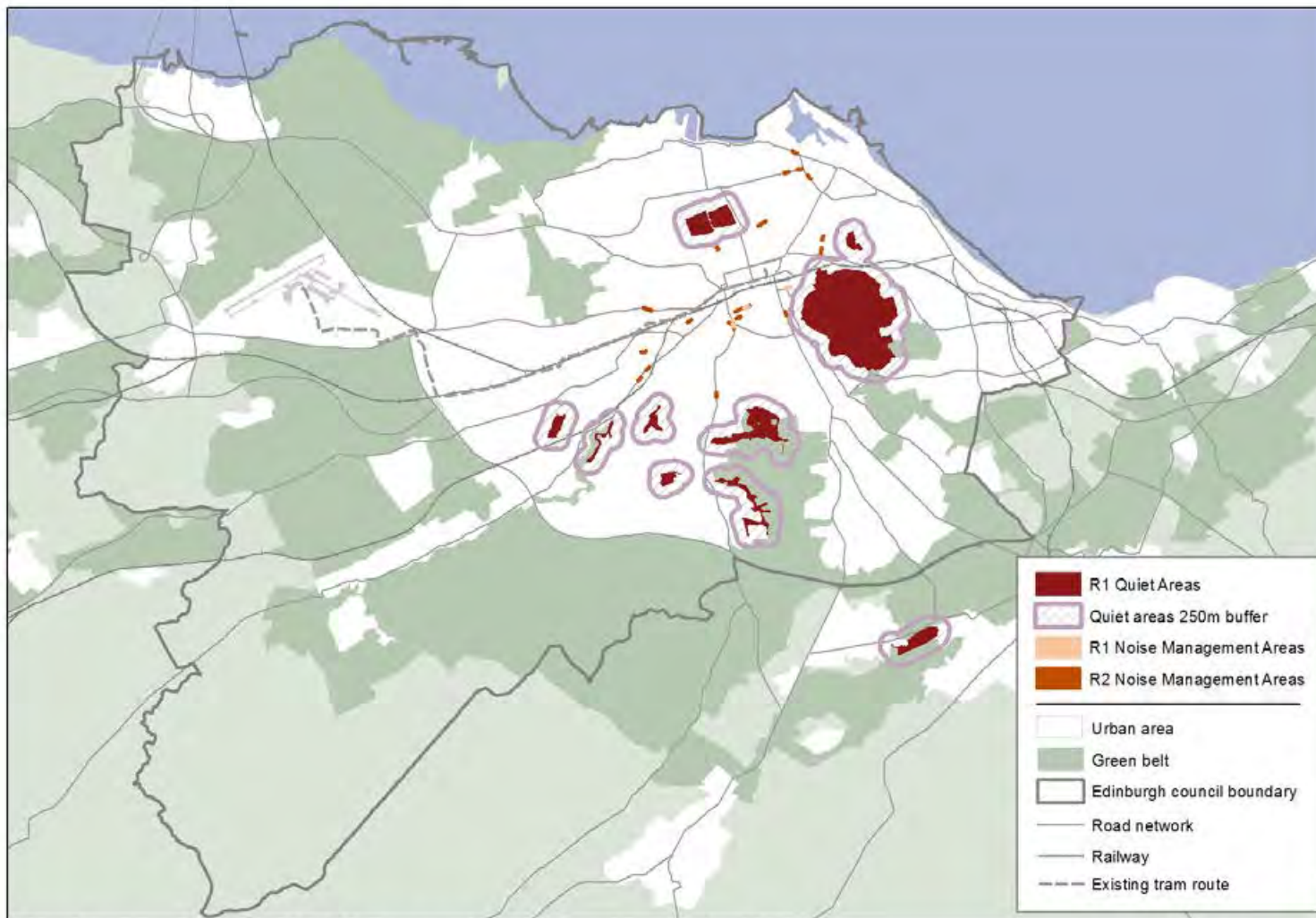


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Air quality management areas

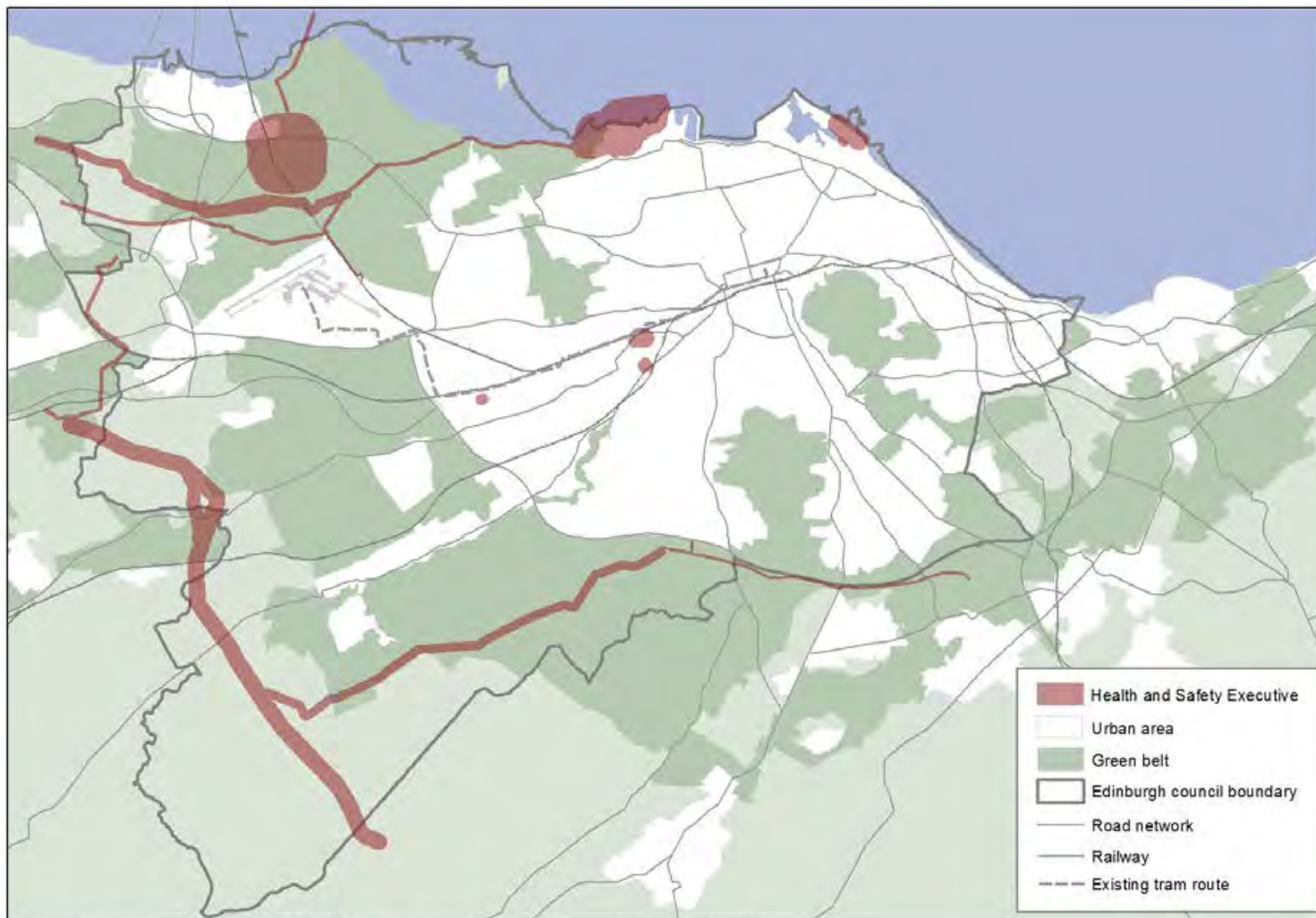


Air quality hot spots and increases in traffic delays/trip rates



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Noise management areas and quiet areas



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Health and safety executive

Appendix 7

Summary of Comments on City Plan 2030 MIR Environmental Report

Organisation	Issue/Comment	Implications
HES	The reference to HES Policy 2016 should be replaced with the Historic Environment Policy for Scotland (HEPS), which was adopted in 2019.	Reference in report updated.
HES	Choice 1 Making Edinburgh a sustainable, active and connected city: Options F (new allotments) and G (new cemeteries) would introduce new spatial allocations. The development types proposed have potential to affect historic environmental assets and any allocations should be subject to environmental assessment which should inform site selection.	Updated assessment includes all spatial allocations.
HES	Choice 2 Improving quality, density and accessibility of development. The assessment of this choice does not provide any commentary to explain why it is considered there will be no significant effects for the historic environment, i.e. increased densities could have negative effects on historic environments. These effects can be mitigated through relevant policies, place briefs and careful consideration of the historic environment when designating higher density sites.	Assessment updated
HES	Choice 5 Delivering Community Infrastructure. It is not clear if the proposed plan will set out spatial framework/allocations for the types of infrastructure development in options A-E. If so there should be subject to environmental assessment which should inform which sites are selected to go forward into the proposed plan and be reported in the ER.	Updated assessment includes all community infrastructure allocations that do not have consent.
HES	Choice 7 Supporting Reduction in Car Use. Option D appears to introduce the allocation of new safeguarded sites for Park and Ride facilities. Not clear if the selection of these sites has been subject to environmental assessment through another related PPS. If so should include summary of that assessment. If not this should form part of decision making process.	Updated assessment includes all transport allocations that do not have consent.

HES	Choice 16 Delivering Office, Business and Industry Floorspace. Proposes to set a specific spatial framework/allocations for the types of development covered by option B (identify sites/locations within Edinburgh with potential for office development) and E (Identify proposals for business/industrial sites at; Leith Docks, Newbridge, Newcraighall Industrial Estate, Crosswinds runway). Several of these are identified spatially within the MIR. It is unclear why there has not been a site specific assessment. Any specific sites which are brought forward in the Proposed Plan should be subject to SEA which informs which sites are selected to go forward and included in the ER.	The Proposed Plan has not identified any specific sites for office development. Sites already identified in previous LDP which already have consent form part of the baseline and cumulative assessment.
HES	Choice 12 Building new homes and Infrastructure. Comments on site effects are restricted to a basic statement on the baseline and mitigation relies on generic policy requirements rather than site specific measures. Therefore it is difficult to ascertain how effective mitigation might be. Strongly supportive of place briefs for all site allocations which will offer a framework for ensuring mitigation/enhancement measures are delivered effectively. The findings of the SEA should form the basis of any place brief, however, the generic nature of the assessment/mitigation provided will limit the scope of the interaction between them. Recommend emerging Proposed Plan is informed by a second stage of assessment that explores the nature of likely effects and site specific mitigation required, and the residual effects post-mitigation.	Noted. Site assessments have been updated with more detailed information and place briefs prepared to mitigate impacts where required.
HES	The SEA mitigation provided for non-designated heritage assets is that decision makers should 'consider preserving and enhancing the assets, within an appropriate setting'. You should consider whether this adequately reflects national policy on non-designated historic environment assets, which seeks protection and preservation as far as possible, in situ where possible (SPP paragraphs 150 and 151).	Report updated.
HES	In the case of several brownfield sites the SEA has not captured the potential of positive effects, e.g. where a site is within a Conservation Area removal of a negative building and replacement with something	Some positive benefits are recognised. However, the emphasis of the SEA is on highlighting the significant impacts and in particular the sensitivity of relevant sites to existing conservation areas/listed buildings to ensure new

	more in keeping, or re-use of an unused historic building. This limits ability to fully inform place briefs.	development is appropriately designed to prevent negative impacts.
HES	Existing sites carried forward into the Proposed Plan should be taken into account in the ER, either cumulatively and individually as appropriate.	Noted. Updated assessment includes all spatial allocations. Sites already identified in previous LDP which already have consent form part of the baseline and cumulative assessment.
HES	Some individual site assessment have not fully identified the historic environment baseline.	Site assessments have been updated.
HES	Welcome cumulative assessment of sites at this stage. As Proposed Plan develops it will be important to assess the cumulative effects of different site combinations, including rolled forward sites, in order to inform decision making on which sites are brought forward. This should be reported in the ER.	Noted. The site assessment and cumulative assessment have been updated to assess the combination of sites.
HES	Site 7, West Bowling Green Street. Assessment identifies listed building within site, but none shown on records.	Assessment updated.
HES	Site 38, Dumbryden Drive. Part of site within conservation area but not identified.	The site is not within a conservation area.
HES	Site 43, Stenhouse Road. Effects on setting of A listed building Stenhouse Mill recorded as uncertain but no explanation. There is potential for significant negative effects without mitigation but also potential for positive effects if enhancement measures identified	The site is not allocated within the proposed plan.
HES	Site 88, Temple Park Crescent. Location of site adjacent to SM Union Canal, not identified or assessed for effects/mitigation/enhancement.	Assessment updated.
HES	Site 89, Watson Crescent Land. Location of site adjacent to SM Union Canal, not identified or assessed for effects/mitigation/enhancement.	Assessment updated.
HES	Site 134, South Fort Street. Does not fully identify non-designated historic environment, particularly the streetscape, for instance the cobbled street or street furniture (lamp standard).	Assessment updated.
HES	Site 147, McDonald Road (A). B listed building occupies site. Potential for significant positive effect from sensitive re-use of building at risk not identified.	The site is not allocated within the proposed plan.

HES	Site 158 Pitt Street. H1, H2 and H3 effects identified but not relevant, non-designated elements such as gable sculptures, industrial buildings, streetscape e.g. cobbles) should be identified.	Assessment updated.
HES	Site 161, Leith Walk (depot). Baseline incorrect. H1, and H3 effects identified but not accurate (C listed LB and part of CA within site, not adjacent), Incorrect H6 sig effects and mitigation identified (depot demolished, site cleared)	Assessment updated.
HES	Site 188, Rae's Crescent. Potential for setting effects on B listed building (LB23121); not identified or assessed for effects and mitigation / enhancement	Assessment updated.
HES	Site 191, Craiglockhard Avenue. Potential for setting effects on SM 11097 Union Canal Fountainbridge to River Almond; not identified or assessed for effects and mitigation / enhancement.	Assessment updated.
HES	Site 192, Inglis Green Road. Potential for effects on non-designated historic building at 30 Inglis Green Road; not identified or assessed for effects and mitigation / enhancement	The site is not allocated within the proposed plan.
HES	Site 266, Niddrie Mains Road (A). incorrectly identifies H1 and H6 effects. Site appears to be totally cleared.	The site is not allocated within the proposed plan.
HES	Site 289, Liberton Hospital. Presence on site of non-designated HE asset Liberton Hospital; not identified or assessed for effects and mitigation / enhancement.	Assessment updated
HES	Site 335, Portobello Road. effects for H1 (setting of C listed buildings); not identified or assessed for effects and mitigation / enhancement.	Assessment updated
HES	Site 345, Corstorphine Road (A). C listed LB44761 (also a Building at Risk) on site but not identified or assessed for effects and mitigation / enhancement.	Assessment updated

HES	Site 369, Murrumburn Road. SM Union Canal partially within site. Potential for direct and setting effects not identified or assessed for effects and mitigation/enhancement.	Site is not allocated within the proposed plan.
HES	Site 372, Inch Nursery. B listed LB28080 Sundial on site, A listed LB28078 Inch House adjacent; not identified or assessed for effects and mitigation / enhancement	Site is not allocated within the proposed plan.
HES	Site 379, Lanark Road (D). Non-designated HE asset (telephone exchange building) on site; not identified or assessed for effects and mitigation / enhancement.	Assessment updated
HES	Site 382, Steads Place. Identifies site as being adjacent to Conservation Area, when partially within.	Assessment updated
HES	Site 386, Commercial Street. Adjacent to SM2993 Citadel Arch; not identified or assessed for effects and mitigation / enhancement.	Assessment updated
HES	Site 399, Broughton Market. Several non-designated HE assets (including streetscape) not identified or assessed for effects and mitigation / enhancement.	Assessment updated
HES	Site 404, East London Street. In vicinity of LB 29263 Gayfield House; not identified or assessed for effects and mitigation / enhancement	Assessment updated
HES	Site Craigbrae. In vicinity of Carlowrie House LB26879; not identified or assessed for effects and mitigation / enhancement.	Site has not been allocated in the Proposed Plan.
HES	Site Conifox. Incorrect effects for H1 identified. In vicinity of Carlowrie House LB26879; not identified or assessed for effects and mitigation / enhancement.	Site has not been allocated in the Proposed Plan.
SNH	Significant areas of vacant and derelict land should be considered in relation to other significant changes such as the redevelopment of	Noted. This land was taken into account in the brownfield housing site assessment process. However, there is very

	Seafield. Relocation of existing businesses should consider these sites eg Newbridge which may be more suited for business uses.	little vacant or derelict land available anymore in Edinburgh for relocation of businesses.
SNH	Choice 2 Improving the quality, density and accessibility of development. We generally agree with principle of higher density development but this won't reduce travel unless delivered alongside places of work, shopping and social activity, improved public transport and active travel. Proposed Plan should be directed by this positive effect and what is required to achieve it.	Noted. The CP2030 proposes a mixed-use housing led approach rather than identify sites specifically for housing. Place briefs have been prepared for sites to identify infrastructure requirements such as public transport and active travel.
SNH	Choice 7 Supporting the reduction in car use in Edinburgh. Unclear that <i>"protect against development of additional parking in the city centre"</i> is achievable when there are competing and conflicting proposals proceeding through Traffic Regulation Orders proposing creation of new through TROs. We understand that these changes were approved at the Transport and Environment Committee on 27 February. We agree with the predicted positive effect of Choice but consider it will be undermined by these actions.	The Council has approved the reallocation of parking spaces for shared use as a means of improving flexibility. The CP2030 seeks to address the impacts of development and does not extend to detailed management of parking spaces under other legislative controls. However, the Council has prepared the City Mobility Plan in parallel to the CP2030 to try to avoid inconsistencies in its policies and proposals.
SNH	Cumulative effects on population and human health focuses on impacts of developing in areas that already experience poor air quality. Too restrictive, health is affected by other factors eg development that leads to reliance on private car with lower levels of physical activity, in addition to access to open space etc.	Report updated.
SNH	Cumulative impact of development in SE Edinburgh balanced by retention of existing landscape character to south of A720. However, unclear that proposed balancing measure can be relied on as it includes land in Midlothian subject to development pressure.	Noted. The proposed Plan does not allocated land in South East Edinburgh.
SNH	Choice 1 Making Edinburgh a sustainable, active and connected city. Agree with assessment of preferred option but unclear as to why there would not be a positive effect for encourage the use of core paths, pedestrian walkways and cycle tracks	Assessment updated to include the positive effects.
SNH	Choice 2 Improving the quality, density and accessibility of development.	Assessment updated to show that the preferred option will have a positive effect on biodiversity, flora and fauna by

	We query whether the Preferred and Alternative Options both have neutral effect on Biodiversity, Flora and Fauna. Continuing using the current policy on density would lead to more extensive development which in itself is more likely to adversely affect habitats, species and habitat networks.	minimising the amount of greenfield land required for development.
SNH	Choice 4 Creating Place Briefs and supporting the use of Local Place Plans in our communities. Supportive of place briefs and consider they would have a number of benefits over the current approach including biodiversity, population and landscape.	Noted.
SNH	Choice 6 Creating places that focus on people, not cars. Unclear why this Choice isn't assessed as having a positive effect on Material Assets M1 as changes identified in the Preferred Option would contribute towards protection and enhancement of open space as part of a green active travel network.	Assessment updated to make reference to the positive effects.
SNH	Choice 12 Building our new homes and infrastructure. Assessment of Alternative Option 1 and 2 for Biodiversity, Flora and Fauna needs to be reconsidered as both blended and greenfield approaches could have significant effect on this Topic. At the very least, the effect would be uncertain until sites are chosen. We consider that Landscape assessment is perhaps inaccurate for the Preferred Option as some sites such as Seafeld could lead to positive effects if redeveloped in an appropriate manner.	<p>Choices assessment updated to make reference to the unknown effects on biodiversity, flora and fauna of the reasonable alternatives as it was uncertain at that time which sites would be brought forward.</p> <p>The updated site assessment looks at the impact of sites on protected viewcones across Edinburgh which influences the landscape assessment results. Whilst the site may have positive effects on local landscape it may have negative effects in the city context.</p>
SNH	Choice 14 Delivering West Edinburgh. While the RHS allocation is an existing safeguard it is not brownfield and should not be assessed on that basis as part of the Preferred Option set out in Choice 12.	Reference to brownfield site assessment applies to the Crosswinds runway site not the Norton Park site which is considered a greenfield site.
SNH	The assessments of the potential allocations at East of Riccarton, Kirkliston and Calderwood note that they are distant from the other greenfield sites and so would not have a cumulative effect with them. That is a reasonable assessment but there does not appear to be consideration of impact in combination with existing development and therefore these sites should be reviewed.	These sites have not been included within the Proposed Plan.

SNH	Query the overall negative effect identified for soils. The cumulative loss of prime agricultural land across authorities would be an overall negative effect due to the irreplaceable nature of this resource.	Report updated.
SNH	Site 383 Seafield. We consider that this potential allocation raises issues of a strategic nature which if properly identified and set out in an area wide development framework could lead to protection or enhancement of the natural heritage. Our comments on this site highlight issues and opportunities that should be set out in the requirements for detailed design and consideration of natural heritage issues through individual site briefs and masterplans.	Noted. A site brief has been prepared for this site that identifies the strategic issues of concern and the mitigation required to address these issues.
SNH	Site 334 Westbank Street. We recommend that a site brief is produced to identify the key natural heritage assets of the site and the key opportunities for the integration of green infrastructure within future development. Our comments on this site highlight issues and opportunities that should be set out in the brief.	Noted. This site has not been allocated within the Proposed Plan.
SNH	Site 259 Astley Ainslie Hospital. We recommend that a site brief is produced to identify the key natural heritage assets of the site and the key opportunities for the integration of green infrastructure within future development. Our comments on this site highlight issues and opportunities that should be set out in the brief.	Noted. The assessment has been updated. A site brief has been prepared for this site which addresses these issues.
SNH	Site 367, Redford Barracks. We recommend that a site brief is produced to identify the key natural heritage assets of the site and the key opportunities for the integration of green infrastructure within future development. Our comments on this site highlight issues and opportunities that should be set out in the brief.	Noted. A site brief has been prepared for this site which addresses these issues. In addition, a place brief will also be prepared for this site which will become non-statutory planning guidance.
SNH	Site 281, Turnhouse Road. We consider that this potential allocation (along with sites 282, 406 and existing adjacent permissions) raises issues of a strategic nature which if properly identified and set out in	Noted. Site briefs have been prepared for these sites which addresses these issues.

	<p>an area wide development framework could lead to protection or enhancement of the natural heritage. Our comments on this site highlight issues and opportunities that should be set out in the requirements for detailed design and consideration of natural heritage issues through individual site briefs and masterplans.</p>	
SNH	<p>Site 282, Turnhouse Road.</p> <p>We consider that this potential allocation (along with sites 281, 406 and existing adjacent permissions) raises issues of a strategic nature which if properly identified and set out in an area wide development framework could lead to protection or enhancement of the natural heritage. Our comments on this site highlight issues and opportunities that should be set out in the requirements for detailed design and consideration of natural heritage issues through individual site briefs and masterplans.</p>	<p>Noted. Development in West Edinburgh will have to accord with the West Edinburgh Development Principles.</p>
SNH	<p>Site 406, Crosswinds.</p> <p>We consider that this potential allocation (along with sites 281, 282 and existing adjacent permissions) raises issues of a strategic nature which if properly identified and set out in an area wide development framework could lead to protection or enhancement of the natural heritage. Our comments on this site highlight issues and opportunities that should be set out in the requirements for detailed design and consideration of natural heritage issues through individual site briefs and masterplans.</p>	<p>Noted. Development in West Edinburgh will have to accord with the West Edinburgh Development Principles.</p>
SNH	<p>Site 225, Eastfield Road</p> <p>We recommend that a site brief is produced to identify the key natural heritage assets of the site and the key opportunities for the integration of green infrastructure within future development. Our comments on this site highlight issues and opportunities that should be set out in the brief.</p>	<p>Noted. Assessment has been updated with reference to SPA and HRA. Development will have to accord with development principles set out in the plan.</p>

SNH	Greenfield Site, South East Edinburgh. If required to help deliver housing numbers, we note that allocation of sites in this location could help to assist with delivery of the Edinburgh City Orbital active travel and public transport route, as agreed during preparation of SESplan. There are a number of constraints and opportunities in this area, including a requirement for a robust landscape framework, and we emphasise that in addressing these further constraints for delivery of the City Orbital should not be introduced.	Site has not been allocated in Proposed Plan.
SNH	Greenfield Site, West Edinburgh. The main site, which occupies Easter and Middle Norton is largely flat with few existing features that could influence design or be retained in development. However, we note that some boundaries have tree / hedgerows which should be retained / enhanced if this site is allocated. Strongly recommend that routes within the site linked to existing and proposed active travel and public transport networks. Noise attenuation would be required to address the rail line and the M8. Screening from the A8 would be beneficial but not at the expense of integrating the road and development at place. The other small site rises more towards the south. If allocated the existing roadside planting along the A8 should be retained and enhanced. The railway would also require attenuation. Both sites are distance from existing town centres and therefore should be strong focus on creation of liveable neighbourhoods supported by local centres and green networks.	Site has not been allocated in the Proposed Plan.
SNH	Greenfield Site, Kirkliston. Sites around Almondhill, Almondhill Cottages and Foxhall could make a minor logical extension to Kirkliston. There sites are close to the existing town centres but existing facilities may not be sufficient to serve the extended settlement. The large northern site which lies between Almondhill and Carlowrie Cottages would represent a significant extension to Kirkliston, further reducing its separation from Dalmeny and South Queensferry. This site is more distant to the town centre and therefore if allocated we advise that a local centre, with direct legible walking and cycling links within the site and to the recent extensions	Site has not been allocated in the Proposed Plan.

	on the east side of Kirkliston, should be a requirement of any allocation. Links to the nearby Dalmeny /Newbridge railway path should also be made from this allocation.	
SNH	Greenfield Site, East of Riccarton. Site is distant from existing town centres (Currie/Wester Hailes), both separated by strategic transport infrastructure. If required should be strong focus on creation of liveable neighbourhoods supported by local centres and multi functional green networks.	Site has not been allocated in the Proposed Plan.
SNH	Greenfield Site, Calderwood. This site appears in part to be a logical extension to the current Calderwood development in West Lothian. If required to help deliver required housing numbers, a limited allocation here would benefit from proximity to Calderwood town centre and we recommend that planned density should reflect this proximity. We do however query the eastward extension along the Cliftonhall Road to West Clifton. There is a partial field boundary running east-west here but otherwise no clear, robust boundaries at present. This part of the site may also lead to future allocations or proposals, introducing further development into this largely rural area with further loss of the green belt in an area that is currently underserved for both active travel and sustainable transport.	Site has not been allocated in the Proposed Plan.
SNH	Maps. We are unclear on what is meant by ' <i>Potential Greenfield</i> ' in keys for maps on pages 197 and 198. These correlate with some of the potential greenfield allocations but others are missing and others not part of assessment are included, e.g. site to west of Riccarton/Heriot-Watt.	Noted. Map has been updated in report.
SEPA	Recommend a strategic flood risk assessment is carried out to support the next stages of the Edinburgh LDP to inform how Edinburgh can adapt to climate change and ensure new development does not increase flood risk now and in the future.	Noted. The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the SEA.
SEPA	To inform the LDP and strategic planning of flood risk management, SEPA and partners in CEC and Scottish Water need to bring together our different ways of mapping flood risk and different types of flooding,	Noted. CEC and partners worked together to bring different map data together in the context of the strategic flood risk assessment.

	water catchments, water bodies, flow paths, etc. to have a joined up and holistic understanding of flood risk in and around the city to be used to inform the identification of sites appropriate for development and the strategic interventions needed to avoid increased flood risk.	
SEPA	Edinburgh's waste water and water supply infrastructure will be placed under pressure by climate change and scale of development. SEPA will continue to support Edinburgh Council and Scottish Water to determine how impacts can be mitigated, in particular essential strategic approach to surface water drainage is taken to reduce impacts on sewer network and reduce risk of surface water flooding.	Noted.
SEPA	SEPA fully supports and endorses the holistic way the plans for the City are being developed in parallel, reinforcing each other, providing the opportunity to identify cumulative or in-combination effects at the earliest stage along with the opportunity to identify how these effects can best be remedied (or benefits maximised) across a range of initiatives.	Noted.
SEPA	SEPA agree dealing with poor air quality is a priority to be addressed in Edinburgh and is an important reason for a holistic approach to the development of the City Plan, the ECCT, the CMP and the Low Emissions Zone. One of the prime aims of these plans is to ensure improvement in air quality.	Noted
SEPA	Recommend a Strategic Flood Risk Assessment is carried out to determine areas of importance for flood management that also includes most up to date information on climate change. UK climate projections 2018 improves our understanding of the impacts of climate change for sea level rise, river flows, and rainfall intensity. Current SEPA flood maps are not suitable for this purpose. The assessment should inform other aspects of the plan, in particular, multifunctional green and blue network, locations of new development and its impact on flooding, inform strategic drainage requirements and work with Scottish Water.	Noted. CEC and partners worked together to bring different map data together in the context of the strategic flood risk assessment.

SEPA	Risk of flooding from the sea and sewers must be taken into account. Current risk of flooding and future risk due to climate change must be considered. Recommend that a Strategic Flood Risk Assessment is carried out to inform this. Sewer flooding should also be taken into account alongside Scottish Water's position of no longer accepting Surface Water from new development into the combined sewer.	Noted. CEC and partners worked together to bring different map data together in the context of the strategic flood risk assessment.
SEPA	Excluding surface water from combined sewers provides opportunities, e.g. green and blue infrastructure.	Noted.
SEPA	Impact of new development and climate change on water quality should also be assessed.	Noted. Water quality issues are associated with sewer flooding and lack of appropriate sustainable urban drainage being used on site. Scottish Water have provided data on sewer flooding which is being considered by looking at specific projects that will be promoted through the Greenblue network project and have been involved in the preparation of the SFRA. Updated policy will drive forward more favourable SUDS options which will allow better control on water quality issues.
SEPA	Edinburgh's waste water infrastructure will be placed under pressure due to development and climate change and could result in increased sewer flooding. SEPA will work with CEC and Scottish Water on how these impacts can be mitigated.	Noted.
SEPA	Taking water out of the sewer with blue/green infrastructure would help deliver safer bathing at Fisherrow and Portobello.	Noted. These issues will be taken into account in the green blue network project when looking for opportunities to make improvements in the water environment.
SEPA	Increased demand and climate change will put pressure on water supply to Edinburgh and its surrounding regions. Recommend SW is consulted on the resilience of the water supply	Noted. Scottish Water assesses the resilience of public water supplies using a 25 year demand projection. SW's view is that Edinburgh's water supply is currently drought resilient, but the combined pressure of forecast population growth and climate change may require SW intervention to ensure adequate supplies are available in the future. However, SW is confident that the projected growth identified within the Edinburgh City Plan to 2030 can be accommodated.

SEPA	<p>Quality of water environment under pressure from growth and climate change. The scale of development may impact on access to the water environment for people to enjoy e.g. development could reduce access to river corridors.</p>	Report updated with reference in Table 3.
SEPA	<p>Table 3 Environmental Issues. Add following text: Issue 3; <i>“Should highlight the main climate risks facing Edinburgh for example:</i></p> <p><i>Climate change is likely to result in increased frequency and magnitude of extreme weather events such as flooding, droughts and heatwaves.</i></p> <p><i>Should highlight climate change mitigation here also and reducing emissions.”</i></p> <p>Implications for Plan; <i>“Should highlight the main adaptation actions for the identified main climate risks e.g. for increased flooding and heatwaves the green and blue network that takes into account climate change.</i></p> <p><i>Should highlight mitigation here? E.g. goals for zero carbon and how this will be achieved?</i></p>	Report updated.
SEPA	<p>Table 3 Environmental Issues. Add following text. Issue 4; <i>“Should highlight that climate change is likely to result in increased flooding from rivers, the sea, surface water and sewer flooding.</i></p> <p><i>Waste water and water supply infrastructure are going to be placed under increasing pressure due to planned growth and climate change potentially impacting the water environment.”</i></p>	Report updated.

	<p>Implications for Plan; <i>“Should consider the effects of climate change and flooding for all sites and cumulative impact of sites on flood risk.</i></p> <p><i>Consider requirements for strategic surface water drainage and waste water infrastructure and impacts on water quality.</i></p> <p><i>Consider requirements for water supply infrastructure.</i></p> <p><i>Should be part of multifunctional green and blue network.</i></p> <p><i>Strategic flood risk assessment required to inform”</i></p>	
SEPA	<p>Table 3 Environmental Issues. Add following text.</p> <p>Issue 6, Implications for plan; <i>“In addition to visual quality, etc. impacts on landscape and access to enjoy them, e.g. beaches and coast line and river corridors, should be assessed and considered.”</i></p>	Report updated
SEPA	<p>Table 3 Environmental Issues. Add following text.</p> <p>Issue 7, Implications for plan; <i>“Should add create communities that are ready for climate change and are resilient to extremes of weather including floods, droughts and heatwaves.</i></p> <p><i>And are mitigating climate change by reducing emissions and are zero carbon.”</i></p>	Report updated
SEPA	<p>Endorse the approach taken to new sites addressing the cumulative effects both internally and externally to Edinburgh.</p>	Noted
SEPA	<p>Support methodology for assessing choices. Other questions and criteria are linked to these issues, e.g. preventing soil sealing maintains soil for growing food but also ensures the soil can absorb and filter rain/surface water reducing flood risk. Consideration of climate change should be included, e.g. would the choice minimise flood risk now and in the future.</p> <p>Under landscape and townscape there should be an assessment on access.</p>	<p>Report updated to make reference to “both now and in the future” under flood risk.</p> <p>Noted, question added to methodology on access.</p>

SEPA	<p>Table 5, Methodology for Assessing Sites.</p> <p>Air and climatic factors should include an assessment of climate change mitigation and reducing CO2 emissions to achieve zero carbon.</p> <p>To address the impact of flood risk including climate change adequately on both individual sites and cumulatively, SEPA recommends a strategic flood risk assessment is carried out. The current SEPA maps are not suitable for this.</p>	<p>Noted. The environmental impacts of new sites on emissions and air quality has been assessed through the Transport Assessment. The results of that Assessment are included within the finalised Environmental Report.</p> <p>Noted. The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the ER.</p>
SEPA	<p>Brownfield sites.</p> <p>Agree that there is potential for improving elements of the environment. Connecting brownfield sites to a more strategic green and blue network has multiple benefits but may be more challenging than greenfield sites but SEPA will work with CEC and SW to support this. The strategic flood risk assessment will help support;</p> <ul style="list-style-type: none"> • Planning and implementation of a multifunctioning green and blue network • Informing locations for new development and where new development may have a cumulative impact on flooding, • Informing strategic drainage requirements and work with SW including identification of small urban watercourses that are at risk of flooding and where might be cumulative surface water discharges into these small watercourses and what mitigation can be taken. 	<p>Noted. The consultants commissioned to prepare the strategic flood risk assessment are also prepared the strategic green blue network project enabling the two matters to inform each other.</p>
SEPA	<p>Greenfield sites.</p> <p>Support approach to assessing these sites. Recommend a strategic flood risk assessment will help support;</p> <ul style="list-style-type: none"> • Planning and implementation of a multifunctioning green and blue network 	<p>Noted. The consultants commissioned to prepare the strategic flood risk assessment are also preparing the strategic green blue network project enabling the two matters to inform each other.</p>

	<ul style="list-style-type: none"> • Informing locations for new development and where new development may have a cumulative impact on flooding, • Informing strategic drainage requirements and work with SW including identification of small urban watercourses that are at risk of flooding and where might be cumulative surface water discharges into these small watercourses and what mitigation can be taken. 	
SEPA	SEA Choices Assessment. Support and endorse assessment criteria, how its applied and the outcomes. Seek clarification in rows were “none required” is identified for mitigation. While we support the choices we also accept that their success in terms of negative impacts and positive benefits to the environment are dependent on the holistic and joined up strategy developed for the CP2030, the CMP etc being applied in the integrated way proposed.	Report updated to give additional clarification.
SEPA	Choice 12 Building our new homes and infrastructure. Does recognise the need for mitigation but advise that this mitigation is set in the framework of the development of a wider more strategic assessment and the development of wider supporting infrastructure. A reference to the context in which mitigation is seen as being needed or not needed would be helpful.	Noted.
SEPA	Choice 14 Delivering West Edinburgh. SEPA has long supported the Gogar Burn diversion for improving water quality and the objectives of the River Basin Management Planning. Gogar Burn restoration will have multiple benefits. The river corridor and its flood plain (including consideration of climate change) is integral to addressing existing and future flood risk in this part of the city and providing access to an attractive green corridor with amenity value for new communities. SEPA is reviewing the reports and surveys that identified the options for the diversion including the route in the adopted LDP. Willing to share and discuss information and are not fixed on a particular option.	Noted.
SEPA	Cumulative effects Internal. Agree with the statement in the ER that it will be easier to establish the cumulative effects once final site selection etc is complete. SEPA recommends a strategic flood risk	Noted. The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the ER.

	assessment is carried out to inform subsequent stages of the LDP. Consider the criteria and findings so far are sound with the qualification that the sites do need to be assessed to identify if they are in the same catchments for water course, have the potential to feed private cars into the same corridors or poor air quality or alternatively compliment each other in terms of support for public transport and active travel.	
SEPA	<p>Cumulative effects external. A full understanding of these effects is only possible once final site selection process is complete, however, current work gives a sound framework for developing this fuller understanding.</p> <p>Edinburgh and surrounding regions waste water and water supply infrastructure will also be placed under pressure due to the impacts of climate change and the scale of development in the regions, this could result in increased sewer flooding and increase spills to the water environment and associated impact on water quality and stress on the ability of the environment to supply water. SEPA will continue to support work with councils and SW on how these impacts can be mitigated.</p>	Noted. Report has been updated with final selection of sites and revised cumulative assessment.
SEPA	<p>Brownfield site assessment. Support and endorse criteria used in assessment. But need individual assessments to be consider in the wider context of water catchments. In particular Leith harbour/tidal reach of Water of Leith, Braid Burn/Peffermill, Murray Burn culverted reach and West Edinburgh. SEPA recommends a strategic flood risk assessment is carried out.</p> <p>Other environmental factors also require a holistic approach. These factors include; air quality management areas, transport corridors, potential for green/blue networks.</p> <p>There is a reference in ER to proximity to SEPA regulated sites. For sites that are close to such sites that this issue must be critical issue to be identified in site briefs and addressed in planning applications through assessments that inform the layout/design of the development.</p>	Noted. The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the ER. The consultant commissioned to prepare the SFRA are also preparing the strategic green blue network project enabling the two matters to inform each other. The impact of new sites on air quality has been assessed through the Transport Assessment. The results of that Assessment are included within the finalised Environmental Report. Site briefs address Health and Safety Executive issues where relevant.

	<p>Draw attention to clustering of Waste Management Licences for activities in Forth Ports Control. Any possible implications from this should be addressed in the ER.</p>	<p>Noted. Cognisance has been taken of the clustering of licences, however, limited data on what activities are still operating in the area or the extent of impact means its contribution to the assessment is limited.</p>
SEPA	<p>Have submitted a spreadsheet with a flood risk assessment of brown and greenfield sites, which excludes an assessment of sites behind Leith flood risk defences. With regard to flood defences their purpose is to protect existing development and not to accommodate new development.</p> <p>Advise of the need for a holistic approach to development in Edinburgh that takes into account flooding in future due to climate change. The first principle is the avoidance of flood risk, by avoiding development in the functional flood plain, including allowance for climate change. Areas of importance for flood storage should be safeguarded for flood attenuation etc.</p> <p>Development should be located away from areas susceptible to surface water and groundwater flooding. Vulnerable uses should be located outwith 1:1000 year flood extent.</p> <p>Surface water should be managed by SUDs.</p> <p>Approaches to flood risk and green and blue infrastructure needs to be planned and implemented in a strategic and integrated manner, particular in West Edinburgh.</p>	<p>Noted.</p>

	<p>The National Flood Risk Assessment (NFRA) 2018 provides a summary of flood risk data and impacts of flooding. The data shows the West Edinburgh area as part of 2 Potentially Vulnerable Areas (Crammond Bridge and Outer Edinburgh, and Edinburgh Water of Leith. The area also lies within 3 proposed “Objective Target Areas” (Edinburgh Airport, Edinburgh Water of Leith and Edinburgh West)</p>	
SEPA	<p>Scotland’s River Basin Management Plan (2015-2021) has various statutory measures with deadlines. There are several measures ongoing to tackle water quality and remove fish barriers. Discussions are underway to remove the fish barriers from the Gogar Burn.</p>	Noted.
SEPA	<p>Air quality. SEPA commends the Council for strategically linking air pollution with the environmental considerations of the LDP.</p> <p>Transport emissions are the largest contributor to poor air quality in Edinburgh. The Council is currently developing plans and strategies to address air quality issues. Large scale development should not conflict with these plans but should instead compliment the Council’s vision for Edinburgh in terms of place making, climate change commitments and air quality.</p> <p>Effective planning can reduce the need to travel by carbon ensuring new dwellings are located in areas where facilities are readily available or alternative transport modes are available/can be made available.</p> <p>Policies that enforce high building standards can plan an important role in reducing emissions from heating and hot water. Incorporate good practice in all developments from the outset.</p>	Noted
SEPA	<p>Waste.</p> <p>New LDP should consider waste and the recycling and collection of waste from sites, minimise generation of waste to maximise</p>	Noted. The CP2030 continues to provide clear policy guidance with regard to waste.

	<p>opportunity to recycle. Existing policy DES 5 provides clear guidance on this matter.</p> <p>Encourage the consideration of circular places and circular use of materials to be incorporated into the very beginnings of the design concept.</p>	<p>This has been addressed in CP2030 policy requiring developers to demonstrate how their proposed buildings have been designed to be capable of adaption in future.</p>
SEPA	<p>Heat and energy. Consideration of heat and the impacts that heat demand and generation of heat to meet this demand have on climate change should inform the new plan. Incorporating renewable energy solutions, minimising energy demand and providing district heating within these sites would support delivery of the Scottish Government's ambitions for renewable energy. The potential for decentralised low carbon heat sources should be considered at an early stage. With regard to energy generation recommend consider opportunity to develop energy storage.</p>	<p>Noted. The issue of heat demand and heat networks has been considered during the preparation of the site briefs and references included where relevant.</p>
SEPA	<p>Low Carbon Development. Low carbon SUDs are being proposed to meet PAS2080 standards. There is also PAS2060- carbon neutral specifications. Both of these may be useful for consideration in site briefs. Construction, operation and maintenance of infrastructure is responsible for 30% of greenhouse gas emissions.</p>	<p>Noted. Low carbon development is being considered in relation to policies and proposals as a whole and not just SUDs.</p>
J. Lawson, Archaeology, CEC	<p>Concerns regarding lack of consideration given to potential impact on historic environment, particularly archaeology and other non-designated assets.</p>	<p>The HES Canmore system was used to assess the impacts of potential development sites on non-designated heritage assets. Consultation with J Lawson during preparation of place briefs was carried out. This information has also informed the Environmental Report.</p>
J. Lawson, Archaeology, CEC	<p>Reference to "In addition to the designated sites above there are a variety of non-designated heritage assets and sites of known or suspected archaeological significance that can be found across the</p>	<p>Report has been updated.</p>

	wider Edinburgh area” is meaningless and does not give an adequate statement as to the scale of the city’s archaeological resources.	
J. Lawson, Archaeology, CEC	ER refers to reduction in scheduled monuments. This is misleading as since 2011 have gained 5 new sites. The apparent reduction is due to HES getting rid of dual (listed/scheduled) designations.	Report has been updated to refer to five new sites.
J. Lawson, Archaeology, CEC	Not all historic buildings, eg those that are pre 1919 are listed or within a conservation area. These buildings are historic assets none the less and important in providing a sense of place. Furthermore the importance of their retention in terms of climate change objectives such as carbon capture is recognised by the Scottish Government and the ER should recognise this.	Report has been updated.
J. Lawson, Archaeology, CEC	Table 3 Issue 5, does not mention archaeology other than scheduled monuments, thus giving a false impression to potential scale of impacts. More important issue than pollution, and should refer to two World Heritage Sites.	Report has been updated.
J. Lawson, Archaeology, CEC	Table 4 and Table 5 have the correct criteria but it is not true that detailed assessments have been undertaken of brownfield sites. Lack of consultation with J. Lawson on such sites. Such sites have been occupied in the past and likely to have significant archaeological implications in terms of preservation, excavation and analysis. The same issue applies to greenfield sites. Agree that in most cases this can be dealt with by agreeing detailed design/development briefs.	All sites were initially assessed using the HES Canmore national record. Consultation with J Lawson during preparation of place briefs was carried out. This information has also informed the Environmental Report.
J. Lawson, Archaeology, CEC	Landscape and Visual assessment of Greenfield Sites report does not significantly take into consideration the potential impacts upon the setting of archaeological sites and monuments nor consider the impacts on the city’s relic archaeological/historic landscapes. Therefore, the ER does not significantly take into consideration the potential impact on Edinburgh’s Archaeology and Historic Environment.	All sites were initially assessed using the HES Canmore national record. Consultation with J Lawson during preparation of place briefs was carried out. This information has also informed the Environmental Report.
Heriot Watt University	Assessment of the Riccarton East site should include consistent analysis of previous studies and more reports including findings of reporter’s at the previous LDP Examination and DPEA.	Noted. However, all sites have been subject to a more recent analysis, which has been applied consistently to all potential development sites. This has been done in the context of finding new development land to meet the

		future needs of a growing Edinburgh to cover the period of the City Plan 2030.
7N Architects	It is clear that the council's preferred approach prioritises policies that aim to have a positive environmental and social impact. It also acknowledges that simply continuing the status quo is not an option if we are to address the challenges we face. We generally agree with the council's assessment of these impacts and support the drive to create a more inclusive, equitable and sustainable city.	Noted
Hallam Land Management	<p>The ER assesses the 3 Options identified in Choice 12. There is no real conclusive evidence as to what option would have less impact on the environment, the Council stating that most impacts are uncertain at this time. The Council considers that, by implementing Place Briefs and further assessment, the potential impacts of brownfield sites can mostly be mitigated. It goes on to say that Greenfield sites are likely to have greater impacts and although some of this can be mitigated through the provision of new infrastructure the longer commuter distances means there is a potential risk of additional vehicle trips and associated impacts, even with mitigation. We do not consider that this is a balanced or accurate reflection of the potential or likely impacts of each option. There appears to be no option that is better than the other in environmental terms.</p> <p>The Council's Site Assessment is limited in its use as it ignores the benefits which are delivered by the proposal on the site. The Council's approach is only focused on the environmental and other characteristics of the site and not how a potential proposal can mitigate or avoid impacts on the site's intrinsic characteristics. The Council's approach can be improved to assist its use as a validation tool for selecting a site for future development.</p> <p>Following the submission of representations to the Choices document,</p>	<p>Noted. However, the Council has chosen to pursue a brownfield strategy in the Proposed Plan.</p> <p>Noted. The purpose of the ER is to assess the strategic environmental effects of the various choices and site options, to inform decision making and to identify the mitigation required to remove or reduce the environmental impacts. The assessment was used to inform the preparation of proposed plan/place briefs.</p>

	the Council will be in a position to have objective and comprehensive assessments prepared for each site.	
Jupiter Art Land	<p>Stress the importance of protecting that ‘essential setting’, the panoramic views and the unique cultural attraction of Jupiter Art Land.</p> <p>The allocation of housing land will impact significantly on Jupiter Artland’s operation, due to impacts on the important views out from the Park and also in terms of the surrounding landscape which is of huge importance to the setting and which is one of the main attractions for artists exhibiting their works at the site. Maintaining the important views which are afforded from the site are vital to its success and function. The information presented to date in the ER does not go far enough to mitigate the impacts to Jupiter.</p> <p>Further analysis of potential greenfield sites has been done as part of a Landscape and Visual Impact Assessment background paper and the Environmental Report, which have concluded that in terms of the landscape impacts, Overshiel and Bonnington (which Calderwood has been formed from) have no capacity for development.</p> <p>These assessments appear to have been disregarded in the identification of Calderwood as a ‘reasonable alternative’ for delivering the necessary housing land within Edinburgh. If the sites were to come forward, there is significant likelihood that it will impact upon Jupiter Artland.</p>	The site has not been included in the Proposed Plan.
Wallace Land Investments	The Council’s Site Assessment is limited in its use as it ignores the benefits which are delivered by the proposal on the site. The Council’s approach is only focused on the environmental and other characteristics of the site and not how a potential proposal can mitigate or avoid impacts on the site’s intrinsic characteristics. The Council’s approach can be improved to assist its use as a validation tool for selecting a site for future development.	Noted. The purpose of the ER is to assess the significant environmental impacts of the choices and site options within the Main Issues Report and to inform decision making. It also suggests mitigation measures to address the impacts in part or full and if impacts cannot be mitigated this is recognised in the report. The information was used to inform the preparation of the Proposed Plan.

	<p>Following the submission of representations to the Choices document, the Council will be in a position to have objective and comprehensive assessments prepared for each site.</p>	<p>The Finalised ER will be updated to take cognisance of any further information available as part of the process of preparing the Proposed Plan.</p>
<p>Miller Homes and Wheatlands Farming Partnership</p>	<p>The Council's ER Site Assessment is limited in its use as it ignores the benefits which are delivered by the proposal on the site. The Council's approach is only focused on the environmental and other characteristics of the site and not how a potential proposal can mitigate or avoid impacts on the site's intrinsic characteristics. The Council's approach can be improved to assist its use as a validation tool for selecting a site for future development.</p> <p>Following the submission of representations to the Choices document, the Council will be in a position to have objective and comprehensive assessments prepared for each site.</p>	<p>Noted. The purpose of the ER is to assess the significant environmental impacts of the choices and site options within the Main Issues Report. It also suggests mitigation measures to address the impacts in part or full and if impacts cannot be mitigated this is recognised in the report. The information will be used to inform the preparation of the Proposed Plan. The Finalised ER will be updated to take cognisance of any further information available as part of the process of preparing the Proposed Plan.</p>
<p>Association for the Protection of Rural Scotland</p>	<p>ER does not give sufficient weight to the multifunctional values provided by the Green Belt, as well as the importance of landscape and prime agricultural land for home food production to reduce reliance on food imports vulnerable to adverse climate change effects.</p> <p>There is no mention of the 2008/9 Landscape character assessment of the Edinburgh Green Belt by Land Use Consultants.</p> <p>For example:</p> <ul style="list-style-type: none"> * Table 3 Relevant Environmental Issues (p.15) does not mention Green Belts * Table 4 Methodology for Assessing Choices does not include Green Belt or green networks * Table 5 Methodology for Assessing Sites only considers 'defensible boundaries' for Green Belts and not their continued loss to development 	<p>Noted. The purpose of the ER is to assess the significant environmental impacts of the choices and site options within the Main Issues Report under a series of environmental topics. The impact of the development of a site on the Edinburgh greenbelt is just one consideration amongst many other equally important and relevant considerations. A new landscape assessment was carried out by consultants to give an up to date picture.</p> <p>It is not the role of the ER to consider the impact of Covid-19 although it was considered in the preparation of the development strategy in the proposed plan.</p>

	Should the ER seek to assess the effects of Covid-19?	
Inch Community Education Centre Association	The 'Cultural Heritage Plan' of Edinburgh included in the Environmental Report does not include any mention of Inch House or Park. Given that Inch House is an A-listed historic 16th/17th Century tower house and along with its adjacent walled garden ,is of significant historic and cultural value and interest, this is a significant omission from the CityPlan 2030 supporting documents that should be corrected.	Noted. The ER makes reference to the importance of listed buildings in the baseline information. It is not practical to include specific references to all the listed buildings in Edinburgh, nor would it be balanced to make specific references to particular A listed buildings.
Friends of Midmar Paddock	Welcome the reference to the Braid Hills in the ER as one of the outstanding features of Edinburgh within easy reach of the City Centre and the statement that Edinburgh has open spaces of world class value. These include topographic and natural features that define the City, such as the Braid Burn river valley. We very much agree that these spaces “connect with footpaths, green corridors and water courses to form a strong green and blue infrastructure within the urban area”. Midmar Paddock is a prime example.	Noted.
Scottish Wildlife Trust	As this report lists the Local Biodiversity Sites - which are crucial to the green network for people and nature and ecosystem services of the whole of Edinburgh - but does NOT mention any impact on them - I must presume that all proposed 'change of landuse/development sites proposed or inferred by policy changes in this plan do not impact them - if they did you would also have had to be proposing a change in the local plan policies currently protecting them.	Noted. The impacts on Local Biodiversity Sites are considered under question B2 of the site assessment.
Old Town Community Council	On the environment, the 'curve' is now so tight that it is impossible not to be behind before the ink has dried on whatever proposals you have. So on the environment we will need to keep a constant review and upscaling of response just to keep up with new thinking.	Noted. The ER will be updated to assess the contents of the Proposed Plan.
Murrayfield Community Council	Flood prevention should be uppermost in all choices.	Noted. Flooding was a key consideration in the SEA of the sites within the MIR. A strategic flood risk assessment was commissioned and the results of the assessment have been included within the ER.

Trinity Community Council	<p>There isn't enough about trade-offs and priorities. The most important goal is carbon neutrality, but it's mentioned almost in passing. I can see nothing in the report telling the reader what the greenhouse gas impact of current developments is expected to be, or (a) how we're going to get to carbon neutrality, or (b) when, or (c) what the costs of achieving it will be. What are builders of houses, offices and other structures being told to do? And what about atmospheric pollution? As I understand it, Edinburgh (and lots of other cities) is at times in breach of the law. What's it going to about that, and when? We don't want to have to wait until 2032 for an improvement.</p>	<p>Noted. The role of the ER is to assess the significant environment impacts of the proposals and proposed policy choices contained within the MIR. Existing committed development with consent form part of the baseline of the report and as a result are not assessed in the SEA. Developers are required to meet the latest building standards, although the MIR under Choice 2 proposes that all buildings and conversions meet the zero carbon/platinum standards.</p>
Liberton and District Community Council	<p>Note the detail in the ER particularly with regard to the assessment of the potential development sites.</p> <p>Note the concerns raised over surface water and landscaping with regard to sites 188 (Rae's Crescent), 190 (Alnwickhill Road TA Centre) and 289 (Liberton Hospital). We also note the negative assessment afforded to potential development of sites 127 (East of Burdiehouse Road) and 11 (South of Lamg Loan).</p> <p>Elsewhere in the report we note the negative assessments of potential development on greenfield sites, particularly regarding the five sites at Gilmerton.</p> <p>We are not convinced that high density developments minimise the need to travel.</p>	<p>Noted.</p>
New Town and Broughton Community Council	<p>The environmental issues most relevant to our area are those concerned with the protection of the city centre environment and heritage, particularly in relation to the large residential population. Most of the comments are sensible, albeit lacking in detail as to how they might be implemented, which will be an important factor in how effective and acceptable the policies are.</p> <p>The high residential function of the centre, above any other British</p>	<p>Noted. The impact on Cultural Heritage is considered under questions H1-6 of the Strategic Environmental Assessment. Any mitigation required to address these impacts is set out in the mitigation section of the individual site assessments and identified in the place briefs where relevant.</p>

	<p>city, is a valuable asset that often feels threatened by other activities – excess traffic, licensed premises, noise, over-tourism etc. – and each activity and new development must be assessed against its impact on the environment and quality of life of the existing residential population.</p> <p>Cultural Heritage is also a major component of Edinburgh’s environment. The New Town is part of the World Heritage Site and is also protected by Conservation Area and Listed Building legislation. It is also under significant development pressure. The Statement recognises in part the need to protect the cultural heritage from the negative impacts of development. However, there is scant mention in the documentation of the importance of ensuring townscape and urban design quality in new buildings; a major omission is any reference to architectural quality, and developments of inappropriate massing, scale, skyline and materials continue to be allowed by a reactive planning system which sometimes capitulates in the face of developer pressure. High quality urban environments have been demonstrated as having a beneficial effect on the health and well-being of individuals and of societies.</p> <p>In terms of new development, the Statement aims for carbon neutral buildings. This is commendable but it must be genuine and not simply offsetting in third world countries. It should also acknowledge that existing buildings – which will continue to comprise the mass of properties in the NTBCC area – may not meet the highest standards of insulation and energy saving, but have already paid off their carbon footprint many years ago, more than compensating.</p>	
Crosswinds Development Limited	The Landscape (L1) statement contradicts the comment that the Crosswind site is likely to have a low risk affect on any city protected views. The site will instead deliver a visible landscape as its current	Noted. Landscape assessment corrected. Site is large and a lot of the site currently has poor access to existing public transport services, and therefore mitigation identifies

	use is secure and inaccessible. We also disagree with status given at A1 - the Crosswind site is the largest new brownfield development which is right next to a tram stop and a railway station, the public transport accessibility is very strong in this location.	need to address this in the context of redevelopment to ensure better mode share.
Stirling Developments Limited	The comments raised within the Environmental Report in relation to the West Overshiel and West Bonnington sites can be adequately mitigated through the sensitive masterplanning of Calderwood Edinburgh.	Noted.
HF	It appears that overall there are less negative environmental impacts foreseen than positive/neutral ones, although this will depend very much on individual circumstances.	Noted.
J M Gillies	Environmental goals need to be carefully balanced against growth, housing, and quality of life.	Noted.
R MacRae	Denser living does have an impact on air pollution (more of everything, cars, delivery vehicles, buses), and on other services such as waste removal, which is always a problem in our area, and roads and pavements (more use).	Noted.
G Clapton	Any aspect of the Choices Plan that goes ahead should have a specific and focused environmental report available for the residents/community that will be impacted by the changes.	Noted. The finalised ER includes a detailed assessment of all of the Proposed Plan policies and development proposals.
J Bryant	Higher density housing will lead to more concentrated impacts from more unpredictable or more extreme weather, it might be worth considering learning from nations with greater provision for dealing with city (or higher) level emergencies (e.g. Japan, Chile, the Netherlands) to start working out how to put these ideas into practice in Edinburgh as some of them are likely to impact infrastructure and new developments and including them now would likely save younger generations paying the price in the future.	Noted. The various requirements set out in the plan in terms of policies and the place briefs will address impacts of climate change including more extreme weather.
J Faulkner	It is long overdue that the environmental cost of projects is factored into decisions.	Noted.
G Checkley	It's clear from the report that there could be a lot of habitat loss and negative effect on the environment if any development outside of	Noted. The purpose of the ER is to identify the significant environmental impacts of the various choices set out in the Main Issues Report, and the results of this analysis has

	brownfield sites is allowed. This cannot be allowed to happen, zero carbon by 2030 will require restricted growth.	informed the preparation of the Proposed Plan and the preparation of its strategy, its policies and its proposals.
J M Reed	I believe that the report could make more of the public health impacts of moving towards a zero carbon economy. More attention to the current health impacts/death toll of urban emissions/excessive private vehicle use, and the possibility the plan holds for negating these.	Noted. The purpose of the ER is to identify the significant environmental impacts of the various choices set out in the Main Issues Report, and the results of this analysis will inform the preparation of the Proposed Plan and the preparation of its strategy, its policies and its proposals.
M Ravilious	<p>The Air and Climatic factors (A1-A4) cover air pollution, minimising travel distances, and the provision of low/zero carbon technologies. I would like to see additional category's, as I feel these criteria are inadequate and miss out on some impacts. My proposals would be:</p> <p>A5: "supports/encourages personal lifestyle changes which are likely to have positive environmental impact"</p> <p>A6: "supports green recovery"</p> <p>A7: "reduces air travel to/from Edinburgh"</p> <p>Criteria in this section should be weighted, so that these factors become more significant than others, because they are: we are in a global state of climate emergency, the impact of which will be far more severe than COVID-19.</p> <ul style="list-style-type: none"> - The UN recognises climate change as the defining issue of our time, and the greatest threat to global security we have ever faced. - The world bank has warned "if we don't do something immediately, climate change could push 100 million more people into poverty by 2030." <p>In this context, decisions which for example "encourage the provision of low/zero carbon technologies" cannot be considered as having equal importance to "Does the choice enhance the landscape setting of the city?"</p> <p>In general I think the plans are heading in the right direction, but need to be more ambitious. I think the plans must be centred around</p>	<p>The questions in the ER are considered sufficient to identify the significant environmental impacts of the various choices and proposals as required by the Environmental (Scotland) Act 2005.</p> <p>The SEA guidance does not currently require the criteria within the assessment to be weighted with respect to the various environmental topics. Instead the SEA is required to identify the significant environmental impacts under the various topics.</p>

	<p>reaching net zero (carbon), and all decisions should reference back to this one core criteria. When it comes to climate change, I believe the vast majority of Edinburgh residents would get behind ambitious, progressive plans.</p> <p>I would propose doing this by:</p> <ul style="list-style-type: none"> - Commissioning a transparent independent assessment of GHG impact of different sectors, by a university with expertise in this area. Set this up so that no input is allowed by any commercial sectors, or the council themselves, to avoid bias through vested interests. - Prioritise changes which have climatic impact above other factors (Since the climate emergency poses the greatest threat we have ever collectively faced). 	<p>Noted. However, the approach adopted in the ER meets the requirements of the Environment (Scotland) Act 2005 and the SEA guidance.</p>
P Barnes	<p>In the light of the present pandemic, the environmental impact of policy is even more important. Much thought has gone into the ER and it is important that we support policies that protect the environment and do not allow panic over the effects of the pandemic on economies to reduce them.</p>	<p>Noted.</p>
N Tulloch	<p>Whilst the report is detailed and comprehensive, given that Edinburgh is a coastal city, I would like to have seen more on the issue and potential impact of global warming and rising sea water levels. Clearly rising sea water levels could impact on any proposed development around the coast.</p>	<p>Noted. The Council commissioned consultants to prepare a strategic flood risk assessment which includes all sources of flood risk. The results of the assessment have been incorporated into the ER.</p>
R Nealon	<p>Accessing the strategic flood prevention reports appears impossible. This information is needed urgently to inform this plan and should also be made available to public in as accessible a way as possible.</p>	<p>The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the ER.</p>
G Drummond	<p>The council preferences seem least harmful. By far the most important environmental concern must be the reduction of CO2 emission and atmospheric pollution.</p>	<p>Noted.</p>

A Woodgate	<p>Appendix 2 is clear but seems overwhelmingly positive! I think it could provide better critique.</p> <p>Choice 2 doesn't seem 'neutral' across the board - surely there will be impacts</p> <p>Choice 13 growth of universities and business surely will have an impact on air quality just through the nature of more people being in a given area.</p> <p>Choice 14 is likely to have biodiversity impacts, although with good design this could be positive.</p> <p>I think the 'effect reasonable' analyses suggest doing nothing (using existing policies) will have no impact and I am not sure this is true.</p>	<p>Noted. The assessment for Choice 2 has been updated and records a range of positive impacts but also a negative impact on cultural heritage.</p> <p>Choice 13 is not expected to have direct significant environmental impacts.</p> <p>The environmental impacts from Choice 14 were uncertain at the time of analysis. The west Edinburgh allocations in the proposed plan have been assessed.</p> <p>The SEA has been prepared in line with the SEA guidance.</p>
G Russell	<p>As is often the case, the ER seems to be a stand-alone document. There should be a close relationship between it and the city plan with appropriate cross references.</p>	<p>Noted. Although the ER is a stand alone document, it is intended to inform the preparation of the City Plan 2030, by identifying significant environmental effects and potential mitigation to address these effects in part or whole.</p>
J Carothers	<p>All I can say is that that the protection and enhancement of the natural environment within the City is of utmost importance. We have to take the Climate Emergency seriously.</p>	<p>Noted</p>
M Lemery	<p>In general, please consider environmental impacts beyond the local ones (for instance from importing goods and materials and promoting businesses and industries that do), and please consider environmental impact beyond carbon: biodiversity, ecosystems, soils, water...</p>	<p>Noted. The ER looks at the cumulative environmental impacts within Edinburgh and outwith Edinburgh.</p>
P Brown	<p>I'm surprised that so many answers consider that existing Policy would be "net neutral". I would have thought that much of existing Policy would lead to environmental deterioration as population expands over the 10 years of the plan.</p>	<p>Noted. Existing policy already seeks to mitigate the environmental impacts of growth, however, the preferred choices seek to mitigate the effects further.</p>

A Clark	<p>Data is mostly for the period up to 2018 so belongs to the pre-Brexit economic era.</p> <p>I note (page 8) that Noise is seen as a problem for people living in urban areas. Lanark Road/Lanark Road West from Juniper Green to Balerno experiences significant traffic noise between about 6.30am and 9 am and from mid-afternoon to about 7.00pm. Associated with that is air quality and the single air quality monitor at 610 Lanark Road is both insufficient and at the wrong height to pick up low level particulates. There need to be more monitors with publicly visible indicators to assess air quality at Gillespie Crossroads, Blinkbonny Road/LRW, Currie Post Office/LRW. More assessment is needed within these villages both on the main road and heavily trafficked routes near schools. (Page 14(2) also refers.)</p> <p>Covid-19 outbreak is likely to discourage the use of mass transport systems in line with Government advice to distance oneself.</p> <p>I note (p9) that the majority of farmland in the area is classified as prime quality. (Note the Scottish Land Use Strategy ('Getting the best from our land') contains 13 Principles. Principle C reads: 'Where land is highly suitable for a primary use (for example food production, flood management, water catchment management and carbon storage) this value should be recognised in decision-making.' Section 2.1 states: 'in support of our goals on food security, we should continue to ensure that our prime agricultural land retains its capacity for food production.' I object to the suggestion (p13) that more prime quality agricultural land should be released – land beyond the 'Robust Green Belt Edge' formed by the Outer City Bypass must be retained for agricultural purposes until government has defined how much cultivatable land can be lost to other purposes, in the face of Climate Change. It is not just prime quality land that is at stake – lesser quality farmland is an increasingly scarce commodity – all productive</p>	<p>Noted. However, the ER can only use the most recent available data.</p> <p>Noted. The ER recognising the existing problems associated with noise and air quality as part of the base line.</p> <p>Noted. However, this is likely to be a short term impact. No change to ER required.</p> <p>Noted. However, comment relates to the MIR 'Choices' and not the content of the ER.</p>
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	<p>farmland needs protection. One day someone is going to discover we're short of sufficient cultivatable land.</p> <p>Pages 25 and 54 and Appendix 4 (p 190) refer to a greenfield site 'East of Riccarton'. The analysis states the site is 'within 10 minutes walking distance of local convenience services' which is hard to comprehend as Currie's shops are well beyond that timeframe. It appears the site has been assessed, on plan, as though Wester Hailes is the focal point and is 10 minutes' from a point on the east boundary, which is a fundamentally flawed approach when the Bypass is in the way!</p> <p>The statement that 'Development of the site would result in an urban extension to link to the existing university campus' is sadly only too correct – but it is green campuses like this that are attractive to university-related clean industries and their setting is therefore important.</p> <p>I disagree with the assessment that the 'East of Riccarton' site should be considered as 'a single site to the East of the existing Heriot-Watt University'. It is in fact part of a much larger landscape of which the Riccarton Estate (the previous site owner) was a fragment as will be seen when surveying the landscape. It cannot therefore be treated in isolation. I disagree that its loss to development 'would not have a cumulative visual impact'. It is currently protected by the Outer City Bypass which like a city wall forms a Robust Green Belt Edge – an essential defence against sprawl into the countryside. The statement that 'development of the site would result in further loss of rolling farmland' is correct but saying 'the site is reasonably well contained and a significant amount of rolling farmland would be retained in this part of the city' is pure semantics – it is clearly visible from various elevations.</p>	<p>Noted. However, site has not been included in the proposed plan.</p> <p>Noted</p> <p>Noted. However, site has not been included in the proposed plan.</p>
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	<p>Local people have tried very hard for many years to retain this fertile land for cultivation – most recently respecting application 16/05217/PPP (refused by the Council) followed by appeal PPA-230-2246 (refused by DPEA) for fields at the south edge of the site. The reporter concluded that ‘the proposals would detract from the landscape quality and rural character of the area’...[and that development there]... ‘would create a less robust green belt boundary, as there is no real distinction in landscape ... between the appeal site and the neighbouring fields to the north. The existing strong green belt boundary on the east side of the wooded Riccarton Campus and Murray Burn would be replaced by a weak one’. The reporter observed that building on these fields would make it difficult to resist building on adjacent fields to the north – the East of Riccarton proposal - and one might add to the west where developers have already pressed their interests.</p> <p>This assessment is further flawed in that it fails to consider the viability of remaining farmland should this site be reallocated to the built environment.</p> <p>It is fields such as these that give Edinburgh its much appreciated setting. As LDP2016 states (para.34), one of the purposes of the Green Belt is to ‘protect and enhance the quality, character, landscape setting and identity of the city and neighbouring towns.’ That is worth restating. As CEC planners refused part of this site for development within the last two years, one has to ask how the Council was persuaded to change its mind so soon thereafter.</p> <p>Reading the cumulative effects on the Landscape (pp27/28 and Appendix 3) reveal how much Edinburgh’s setting would be damaged by continued urban sprawl. It is also clear that adjacent authorities are now creeping so close to the City boundary, that cross border sprawl is becoming inevitable. The fact that an adjacent authority hasn’t</p>	<p>Noted. However, site has not been included in the Proposed Plan.</p> <p>Noted. However, assessing the viability of the remaining farmland is beyond the scope of the SEA.</p>
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	<p>proposed development up to its boundary is not a reason why Edinburgh should get there first! It will then be impossible to determine what is Edinburgh and what is a neighbour – a bit like trying to identify the towns that make up London from an aeroplane.</p> <p>I note (page 53) that CEC has yet to produce a surface water management plan for Edinburgh. This is critical in order to ensure that developments do not discharge excess water into watercourses that are near their capacity. What will this management plan look like – will new ponds be created within developments to take say ‘SUDS + 10%’?</p> <p>Appendix 4 (Brownfield Site Assessment) – Redford Barracks (pp117/118). Noted that a Place Brief is being prepared however it would have been helpful to know what this may contain.</p> <p>Page 207 is a drawing annotated “Health & Safety Executive”. The significant elements appear to be outlined in red however there is no description as to what these are. I assume that those on the bottom left of the plan refer to national gas transmission lines, described in the 2006 RWELP as “Hazard Consultation Zones”. Is that correct? These lines should be included in the 2030LDP.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. A surface water management plan is not currently available. However, a strategic Flood risk assessment has been commissioned to inform the SEA.</p> <p>Noted. The place brief was not available at the time of the assessment.</p>
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		<p>Noted. The plan identifies the gas pipelines. The hazard consultation zones are not included within the Proposed Plan as they are considered sensitive data.</p>
L Gunstenen	<p>Whilst the Environmental Report states that there is no impact from the City Plan MIR on Fife, the potential for a second runway (or other expansion) at the airport has the potential to negatively impact communities in several neighbouring authorities including Fife. To date, Edinburgh Airport have largely failed to assess these impacts, focussing assessment on the City of Edinburgh, despite also generating high noise levels and other environmental impacts elsewhere. Whilst the addition of new flight paths is not controlled by the planning system, support for additional infrastructure at the airport supports further growth and the environmental impacts on neighbouring authorities must therefore be taken into account.</p>	<p>Noted. The purpose of the ER is to assess the significant environmental effects of the various choices set out in the Main Issues Report/Proposed Plan. The second runway at the airport does not form part of the MIR/Proposed Plan. However, the ER does consider the impact of the airport on any potential development sites under the site assessment.</p>
A Thomson	<p>As far as am concerned, the Environmental Report will take precedence over all the decisions made in connection with the City Plan 2030.</p>	<p>Noted. The ER has informed the preparation of the Proposed Plan.</p>
Dr L Naylor and Dr J Hansom	<p>Coastal flooding and sea level rise are only mentioned once in the ER. We recommend that this assessment uses coastal and pluvial as well as fluvial flood risk maps from SEPA, and also that the most recent 1:200 year sea level rise projections from UKCP18 are used to inform the coastal land use decisions in the CityPlan.</p> <p>Coastal erosion risks are not mentioned the CityPlan Environmental Report. We recommend that these risks are added to the report. Due</p>	<p>Noted. The Council commissioned consultants to prepare a strategic flood risk assessment. The results of the assessment have been incorporated into the ER. Cognisance has been taken of coastal erosion in the assessment.</p>

	<p>guidance.....without major investment, in 30 yrs time the coast will not be where it is now....and maintaining defences in perpetuity may not be sustainable apart from key assets (e.g. Leith port).</p> <p>Flood risks are mentioned in the report on page 45. We recommend that an additional statement is made that mirrors this statement for coastal flood and erosion risks, as follows, <i>“Protect and restore the coastal environment to create a clean and natural coastal corridor restored to good ecological status. Where sufficient space is safeguarded from development on land in the CityPlan to provide a multi-use corridor that can help buffer people and assets from extreme flood, sea level rise, storm surge and erosion events. This would improve the climate resilience of future property and assets near the coast: if the multi-use corridor were nature-based then a recreational asset is created and a public engagement message successfully delivered.”</i></p>	<p>Comment on the plan content is noted. Coastal erosion and flooding has been addressed in the Proposed Plan.</p> <p>Noted. A reference to coastal flood risk and erosion has been added to Table 3: Relevant Environmental Issues.</p>
S Hawkins	The assessment of the Sir Harry Lauder Road site (Evans Halshaw) is out of date and takes no account of the consented development in course of construction.	Site under construction does not include former Evans Halshaw site.
G Cantley	<p>Welcome:</p> <p>1) The reference to the Braid Hills as one of the outstanding features of Edinburgh within easy reach of the City Centre. This term is understood to cover Blackford Hill, the Hermitage of Braid and Midmar Paddock. These are designated as Green Belt, Open Space, Local Nature Conservation Site and as Special Landscape Areas.</p>	Noted.

	<p>2) The statement that Edinburgh has open spaces of world class value. These include topographic and natural features that define the City, such as the Braid Burn river valley. We very much agree that these spaces “connect with footpaths, green corridors and water courses to form a strong green and blue infrastructure within the urban area”. Midmar Paddock is a prime example.</p> <p>3) The statement that City Plan 2030 should support the overall protection of the landscape character of areas as well as their visual quality and that it will protect where appropriate, designated areas from inappropriate development and ensure new developments are designed and sited to minimise landscape/visual impacts.</p> <p>4) The statement that you want to create a new policy which will help connect our places, parks and greenspaces together as part of a multifunctional, local, citywide, regional, and national green network.</p> <p>5) The statement that you want to introduce an ‘extra large green space standard’ which recognises the need for communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces (Midmar Paddock is 4.17ha.).</p> <p>6) The emphasis on developing local walking and cycling links around the city. I believe that Midmar Paddock has a major and continuing role to play in this.</p> <p>I do not welcome:</p> <p>The possible release of Green Belt for future housing needs and the statement that there may still be a need to identify greenfield sites to meet development requirements.</p>	
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M Forrest	I expect the environmental impacts of the plan to be much more positive than the status quo.	Noted.
H Soutar	<p>It underestimates the threat of the loss of our WHO World Heritage status due to some of the developments that have already occurred in the city centre. Tourists come to see the historic city and if that history is overshadowed due to modern developments tourists won't come.</p> <p>We are at the tipping point of risking the historic value of the city.</p> <p>I think ALL new plans needs to have that considered and include requirement of materials used in new developments to fit with the historic nature/materials of the city - this seems to work well in some developments, but not others.</p>	<p>Noted. However, the ER purpose is to identify the significant environmental impacts of the choices set out in the Main Issues Report/Proposed Plan, and not the impacts of existing or previous consented developments.</p> <p>Comment on plan content is noted.</p>
J Hudson	I think that your entire City Plan 2030 is thorough, well thought out and well-produced. This therefore applies to the Environmental Report also.	Noted.
S Munro	Carbon accounting inadequate	Noted. However, the ER purpose is to identify the significant environmental impacts of the choices set out in the Main Issues Report/Proposed Plan.
C Judson	Group 11 (Astlie Ainslie) (no. 259). While this may technically count as brownfield it is, or has the potential to be, different in character from many other such sites which are assessed. Even with the existing health service structures it remains a large and relatively open site. With the health service structures due to become redundant there is potential for significant public greenspace with attendant benefits for biodiversity, wildlife, recreation and community amenity and wellbeing. The assessment itself also identifies actual or potential constraints on development such as the site's location within the Grange Conservation Area, the presence of at least one listed building and problems with surface water. I note the 'Mitigation' possibilities identified in the assessment, and I agree that 'comprehensive visual and landscape appraisals' would be required. But I think the Council should start from a presumption of little or no	Noted.

	housing development here in order to deliver the environmental benefits I have mentioned.	
J Outterson	I would like it to show what changes to the plan are need to ensure a net zero outcome can be achieved. I would like that the results and recommendations of this environmental report are to be enforced into the city plan to ensure that the plan is environmentally led. The plan has a lot of ambition but sometimes focuses on the wrong thing. A report to show how to amend the plan to strengthen its environmental credentials is important, but it must be listened to.	Noted. However, the purpose of the ER is to identify the significant environmental impacts of the choices set out in the Main Issues Report/Proposed Plan. It is also required to identify mitigation required to address these impacts. Where it is not possible to address these impacts in full, this is identified in the ER. The recommendations in the ER are intended to inform the preparation of the Proposed Plan but they are not required to be enforced or binding.
M Sommerville	The adverse effects of the loss of prime agricultural land seem to have been completely ignored in SE Edinburgh.	The impacts on prime agricultural land have been identified in the assessment.
Davidson's Mains and Silverknowes Association	Much of the planned development has a significant traffic impacts on the existing roads structure leading to congestion and pollution with nothing in the plan to mitigate any of the effects.	Noted. The purpose of the ER is to identify the significant environmental effects of the choices within the Main Issues Report/Proposed Plan and to identify mitigation to address these impacts where feasible. Existing consented developments are not required to be assessed and form part of the baseline.

Appendix 8: Site Reference Numbers Table

Reference	SEA Reference	Site Name
H1	91	Dundee Street
H2	100	Dundee Terrace
H3	257	Chalmers Street (Eye Pavilion)
H4	356	Dalry Road
H5	348	Roseburn Street
H6	349	Russell Road (Royal Mail)
H7	99	Murieston Lane
H8	259	Astley Ainslie Hospital
H9	85	Falcon Road West
H10	249	Watertoun Road
H11	89	Watson Crescent Lane
H12	88	Temple Park Crescent

H13	94	Gillespie Crescent
H14	124	Ratcliffe Terrace
H15	126	St Leonard's Street (car park)
H16	128	Eyre Terrace
H17	151	Eyre Place
H18	226	Royston Terrace
H19	328	Broughton Road
H20	399	Broughton Market
H21	404	East London Street
H22	255	McDonald Road (B)
H23	144	McDonald Place
H24	336	Norton Park
H25	115	London Road (B)
H26	335	Portobello Road
H27	350	Willowbrae Road

H28	371	Cowans Close
H29	277	Silverlea
H30	330	Ferry Road
H31	302	Royal Victoria Hospital
H32	95	Crewe Road South
H33	106	Orchard Brae Avenue
H34	107	Orchard Brae
H35	393	Salamander Place
H36	157	North Fort Street
H37	136	Coburg Street
H38	386	Commercial Street
H39	158	Pitt Street
H40	382	Steads Place
H41	384	Jane Street
H42	161	Leith Walk /Manderston Street

H43	7	West Bowling Green Street
H44	8.2	Newhaven Road 1
H45	8.3	Newhaven Road 2
H46	10	Bangor Road
H47	134	South Fort Street
H48	329	Stewartfield
H49	385	Corunna Place
H50	9	Bonnington Road
H51	230	Broughton Road
H52	142	Iona Street
H53	112	Albert Street
H54	12	St Clair Street
H55	383	Seafield
H56	400	Sir Harry Lauder Road
H57	210	Joppa Road

H58	225	Eastfield
H59	281	Land at Turnhouse Road (SAICA)
H60	282	Turnhouse Road
H61	406	Crosswinds
H62	514	Land adjacent to Edinburgh Gateway
H63	516	Edinburgh 205
H64	509	Land at Ferrymuir
H65	320	Old Liston Road
H66	342	St John's Road (A)
H67	391	St John's Road (B)
H68	397	Kirk Loan
H69	345	Corstorphine Road (A)
H70	346	Corstorphine Road (B)
H71	58	Gorgie Park Close
H72	363	West Gorgie Park

H73	401	Gorgie Road (Caledonian Packaging)
H74	191	Craiglockhart Avenue
H75	379	Lanark Road
H76	368	Peatville Gardens
H77	62	Gorgie Road (east)
H78	61	Stevenson Road
H79	34	Broomhouse Terrace
H80	37	Murrayburn Road
H81	38	Dumbryden Drive
H82	35	Murrayburn Gate
H83	280	Clovenstone House
H84	238	Calder Estate
H85	367	Redford Barracks
H86	NA	Edinburgh Bioquarter (Consented site, part of baseline)
H87	75	Duddingston Park South

H88	374	Moredun Park Loan
H89	375	Moredun Park View
H90	503	Morrisons at Gilmerton Road
H91	289	Liberton Hospital/Ellen's Glen Road
H92	187	Gilmerton Dykes Street
H93	188	Rae's Crescent
H94	364	Old Dalkeith Road
H95	353	Peffermill Road

Summary Report Template

Each of the numbered sections below must be completed

Interim report	<input checked="" type="checkbox"/>	Final report	<input type="checkbox"/>
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 (Tick as appropriate)

1. Title of proposal

City Plan 2030

2. What will change as a result of this proposal?

City Plan 2030 is the proposed Local Development Plan for Edinburgh for the period 2022-2032 and will replace the current Edinburgh Local Development Plan. It sets out policies and proposals relating to the development and use of land in the Edinburgh area, where new infrastructure and community facilities are required and where development should and should not happen. The policies in the plan will be used to determine future planning applications in order to meet the following four strategic outcomes:

- a sustainable city which supports everyone's physical and mental wellbeing;
- a city in which everyone lives in a home which they can afford;
- a city where you don't need to own a car to move around; and
- a city where everyone shares in its economic success.

3. Briefly describe public involvement in this proposal to date and planned

Choices for City Plan 2030 was the main consultation stage in the preparation of City Plan 2030. Public engagement commenced in March 2018 and began with Community Councillors in March and June 2018 through a series of workshops which helped to shape the engagement which followed. Community workshops took place in autumn 2018 in six locations across the city and were focussed on areas of the city where there was the most likely opportunity for change as well as other parts of the city. Further sessions were held in the Autumn of 2019.

There was a focus on children and young people and all secondary schools in Edinburgh were offered the opportunity to be involved in the early engagement. Nine sessions were held in secondary schools to explain the project and gather views and feedback gained has helped to shape the policies of City Plan 2030.

A number of existing networks were utilised to engender engagement and included Festivals Edinburgh, Edinburgh Voluntary Organisations Council (EVOC) and the Equality and Rights Network (EaRN). Social media was used throughout to build awareness and interest in the project and a regular newsletter and blog provided project updates, feedback from events and notification of upcoming opportunities to be engaged in the City Plan 2030 process.

Publication of the Choices for City Plan 2030 document then saw the following consultation carried out:

- launch of consultation and questions on Council's Consultation Hub;
- publicity to raise awareness of consultation;
- notification to those groups and individuals on the project mailing list telling them how to comment;
- staffed exhibitions in public places (e.g. shopping centres) to raise awareness; and
- evening drop-in sessions to allow interested individuals opportunity to find out more about consultation proposals.

4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?

Yes.

5. Date of IIA

Two workshops were carried out on the 1 September 2021 and 7 September 2021.

6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

Name	Job Title	Date of IIA training
Jackie McInnes	Senior Planning Officer, City of Edinburgh Council	25 April 2018 3 May 2018 20 June 2018 5 September 2018 8 November 2018
Lindsay Robertson	Senior Planning Officer, City of Edinburgh Council	25 April 2018 28 June 2018
Julie Dewar	Senior Planning Officer, City of Edinburgh Council	28 June 2018
Naomi Sandilands	Planning Officer, City of Edinburgh Council	

Sarah Bryson	Strategic Planning and Commissioning Officer, Edinburgh Health and Social Care Partnership	3 May 2018 and Training Delivery Officer (ongoing)
Frances Maddicott	Assistant Development and Disposals Officer, City of Edinburgh Council	June 2020
Elizabeth McCarroll	Planning Officer, City of Edinburgh Council	25 August 2021
Cameron Baillie	Transport Officer, City of Edinburgh Council	20 June 2018
Graham Fraser	Planning Officer, City of Edinburgh Council	

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Data on populations in need	<p>Yes</p> <p>City Plan 2030: Monitoring Statement</p> <p>City Plan 2030 Housing Study, January 2020</p> <p>Choices for City Plan 2030</p> <p>Housing Need and Demand Assessment 2</p>	<p>The City Plan 2030: Monitoring Statement identifies the key physical, economic, social and environmental changes occurring in Edinburgh since the adoption of the current Local Development Plan, assesses the effectiveness of current planning policies and provides an information base to help assess the performance of City Plan 2030.</p> <p>The City Plan 2030 Housing Study, January 2020 sets out the approach to meeting the objective of a city in which everyone lives in a home they can afford.</p> <p>The Housing Need and Demand Assessment 2 provides evidence of housing need within the Edinburgh Housing Market area and is split by households who can afford owner occupation, private rent, below market rent and social rent. The needs of families, older people, households containing persons with a disability and gypsies and travellers were also considered.</p> <p>Choices for City Plan 2030 is the Main Issues Report for City Plan 2030 and sought public engagement on the key issues facing Edinburgh.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>Over the last ten years, Edinburgh's population has grown by more than 57,000 – an increase of 13%. Growth is projected to continue at an annual average of almost 3,500 per year in the period to 2032 taking the total population to 563,600. The growth is not projected to be uniform across all age groups. The greatest increase in population is projected for older people with the number of people aged over 65 increasing by 28,000. School age children are projected to experience a moderate increase numerically with a growth of 1,500 primary age children and 3,700 secondary school age.</p> <p>By 2032, the average household size in Edinburgh is projected to fall to 2.0. The decreasing household size in the City means that household growth will even higher than the population growth. By 2032, the number of households is projected to increase by 18% - a growth of 41,000.</p> <p>There are disparities across the city with pockets of poverty, low income and multiple deprivation. Around 29,500 people in Edinburgh live in the most deprived 10% of areas in Scotland. This represents around 5% of Edinburgh total population.</p> <p>Public transport accessibility varies across the city. Overall, 25% of Edinburgh's population live in areas classed in the highest accessibility levels whilst 42% live in the lowest accessibility levels.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high with females living 81.1 years and males living to 77.1 years. However, there are significant inequalities in general health and mortality rates between different neighbourhoods within the city.</p> <p>Evidence indicates building affordable and sustainable housing is a priority, with a variety of house types and sizes to promote and encourage mobility in the housing system.</p> <p>The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p>
Data on service uptake/access	Not applicable.	Not applicable.
Data on socio-economic disadvantage	<p>Yes</p> <p>See “Data on populations in need”.</p>	See “Data on populations in need”.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
e.g. low income, low wealth, material deprivation, area deprivation.		
Data on equality outcomes	<p>Yes</p> <p>See “Data on populations in need”.</p>	<p>See “Data on populations in need”.</p>
Research / literature evidence	<p>Yes</p> <p>City Plan 2030: Monitoring Statement</p> <p>City Plan 2030 Housing Study, January 2020</p> <p>Choices for City Plan 2030</p> <p>Housing Need and Demand Assessment 2</p> <p>Choices for City Plan 2030: Financial Resources Appraisal</p>	<p>See “Data on populations in need” for who may be affected by the evidence within the City Plan 2030: Monitoring Statement, the City Plan 2030 Housing Study, January 2020, Choices for City Plan 2030 and Housing Need and Demand Assessment 2.</p> <p>The Choices for City Plan 2030 Financial Resources Appraisal sets out the financial impact of the current Local Development Plan, the future resources that are available or likely to be available to deliver the plan and assesses the potential impact of the proposed options of the Council’s future capital and revenue budgets.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>Edinburgh Strategic Sustainable Transport Study - Phase 1</p> <p>Equalities and Rights Assessment in respect of SESPlan and the current Local Development Plan</p>	<p>The Edinburgh Strategic Sustainable Transport Study - Phase 1 examines strategic transport corridors and identifies those most suited for sustainable and active travel interventions.</p> <p>An Equalities and Rights Assessment prepared for the Strategic Development Plan and current Local Development Plan provide further evidence. No negative impacts were identified.</p>
Public / patient / client experience information	<p>Yes</p> <p>See “Data on populations in need”.</p>	<p>See “Data on populations in need”.</p>
Evidence of inclusive engagement of people who use the service and involvement findings	<p>Yes</p> <p>See “Data on populations in need”.</p>	<p>A consultation and engagement strategy was prepared in association with Choices for City Plan 2030. It was informed by feedback from both participants and non-participants in the current Local Development Plan.</p> <p>Early engagement took place with Community Councils who have a role to represent a full cross-section of the community and encourage the involvement of people regardless of gender, race, age, disability, nationality or sexual orientation. This early engagement shaped the stages which followed.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		Workshops open to all have taken place in locations across the city and were publicised directly to interested parties and through a number of networks including EaRN. Topic seminars have been held for industry and community representatives. Workshop sessions were held with secondary school pupils in both private and public sector schools.
Evidence of unmet need	Yes See “Data on populations in need”.	See “Data on populations in need”.
Good practice guidelines	Yes The Planning etc. (Scotland) Act 2006 Scottish Government Circular 6/2013 The Development Plan Forum National Standards for Community Engagement RTPI Good Practice Guidelines	The Local Development Plan is a statutory requirement of Councils. There are a number of general duties which must be complied with relating to sustainable development, climate change and equalities. The Planning (Scotland) Act 2019 sets out the purpose of planning manage land in the long-term public interest, including development which contributes to sustainable development, or achieves the national outcomes (within the meaning of Part 1 of the Community Empowerment (Scotland) Act 2015). Scottish Government Circular 6/2013 Development Planning sets out requirements for local development plans.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>The Place Standard Tool</p> <p>Gypsy Travellers and the Scottish Planning System – A Guide for Local Authorities 2015</p>	<p>The Development Plan Forum brings together planning authorities and agencies to discuss and share ideas on best practice.</p> <p>The RTPI Good Practice Guidelines provide advise on a range of planning topics and skills.</p> <p>The Place Standard Tool provides a good practice tool for the consideration of place.</p> <p>Gypsy Travellers and the Scottish Planning System – A Guide for Local Authorities 2015 (PAS) aims to raise awareness of Gypsy/Traveller culture and how this impacts upon land use planning for their needs.</p>
Carbon emissions generated / reduced data	<p>Yes</p> <p>The City Plan 2030: Environmental Report</p> <p>Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites</p>	<p>The City Plan 2030: Environmental Report identifies, describes and evaluates the likely significant environmental effects of the Choices for City Plan 2030 and considers the environmental effects of potential new development sites.</p> <p>The Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites considers opportunities and constraints for housing development on greenfield</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>areas across Edinburgh. It forms part of the suite of environmental, social and sustainability information evaluated in the preparation of City Plan 2030.</p> <p>Poor air quality, primarily caused by road transport emissions of gases such as nitrogen oxides (NOx) and particulate matter (PM2.5 and PM10), can have significant impacts on health. Some individuals may be more affected than others.</p>
Environmental data	<p>Yes</p> <p>The City Plan 2030: Environmental Report</p> <p>Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites</p>	<p>City Plan 2030 is a qualifying plan in accordance with Section 5(3) of the Environmental Assessment (Scotland) Act 2005. A SEA has been prepared. This identifies significant positive or negative effects that land use change and development, brought about by the options set out in Choices for City Plan 2030 may have on the environment.</p> <p>Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2014.</p> <p>The physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Risk from cumulative impacts	<p>Yes</p> <p>The National Performance Framework;</p> <p>The National Planning Framework 3, Scottish Planning Policy relevant circulars</p> <p>The South East Scotland Strategic Development Plan 2013</p> <p>The Edinburgh and South East of Scotland City Region Deal</p> <p>The draft 2030 Climate Strategy</p> <p>The City Housing Strategy</p> <p>The City Mobility Plan and our City Centre Transformation Strategy</p> <p>The Council Business Plan, Adaptation and Renew Programme and Economic Strategy</p> <p>Edinburgh's Space Strategy</p>	<p>City Plan 2030 has been prepared to align with a number of national and city-wide strategies which have or will be subject of Integrated Impact Assessments. These have been taken into account in the preparation of City Plan 2030.</p> <p>The National Performance Framework sets out 81 outcomes which aim to deliver a more successful country with opportunities for all of Scotland to flourish through increased wellbeing, and sustainable and inclusive economic growth.</p> <p>The National Planning Framework 3, Scottish Planning Policy and relevant circulars set out national planning guidance and key outcomes which development plans should enable on the ground. Preparation of the fourth National Planning Framework which will be approved in 2022 and the need to reflect future Scottish Planning Policy and guidance as set out in the National Planning Framework 4 Position Statement.</p> <p>The South East Scotland Strategic Development Plan 2013 sets the regional context for Edinburgh. Adoption of the replacement SDP2 was rejected by Scottish Ministers in 2019. A new regional spatial strategy for South East Scotland is being prepared in the context of the preparation of NPF4.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>The Vision for Water Management in the City of Edinburgh</p> <p>The Edinburgh Biodiversity Action Plan</p> <p>Low Emissions Zone</p>	<p>The Edinburgh and South East of Scotland City Region Deal which represents the contribution spatial planning for the city will make to deliver the Edinburgh 2050 city vision and achieve these ambitions.</p> <p>The draft 2030 Climate Strategy which is leading the actions for change across Edinburgh by identifying what actions the city needs to take to achieve carbon reduction by 2030. An important part of reducing greenhouse gas emissions is through heat networks and both the Climate Strategy and City Plan support an increased role for these networks to provide clean heat energy to buildings in the city.</p> <p>The City Housing Strategy sets our priorities for delivering housing and related services across all tenures and types of housing, supported by key delivery plans including the Council's Housing Revenue Account (HRA) and the Strategic Housing Investment Plan (SHIP).</p> <p>The City Mobility Plan and our City Centre Transformation Strategy which aims to change the future way we move around our city and our city centre. Proposals for Edinburgh's Low Emission Zone for the City Centre are being progressed and will be an important part of the drive of improving air quality.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>The Council Business Plan, Adaptation and Renew Programme and Economic Strategy aim to end poverty and support a green, resilient, and fair economy.</p> <p>Edinburgh's Open Space Strategy reviews the distribution, quality, types and accessibility of Edinburgh's open space and play areas as well as identifying opportunities to improve provision and access to these.</p> <p>The Vision for Water Management in the City of Edinburgh sets out key principles of how the city should manage its water environment, considering the increasing severity and complexity of challenges facing Edinburgh arising from the Climate Emergency.</p> <p>The Edinburgh Biodiversity Action Plan raises awareness of the City's biodiversity and the opportunities for positive actions to protect and enhance this.</p> <p>The Low Emissions Zone would encourage reduce reliance on the private car as a means to address pollution concerns across the city.</p>
Other (please specify)	Not applicable.	Not applicable.

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
Additional evidence required	Not applicable.	Not applicable.

8. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights Positive	Affected populations
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • promote more active lifestyles; 	All
<ul style="list-style-type: none"> • improve the general visual amenity of the city; 	All
<ul style="list-style-type: none"> • result in less extreme weather events and a reduction in stress from the threat of flooding; 	Rural/semi-rural communities Urban communities Coastal communities
<ul style="list-style-type: none"> • improve access to opportunity through a wider active travel network 	All
<ul style="list-style-type: none"> • result in a better integrated green network and more direct and pleasant active travel routes; and 	All
<ul style="list-style-type: none"> • establishment parks less impacted by background and ambient noise through a greater detachment from sources of disturbance (e.g. traffic). 	All
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	.
<ul style="list-style-type: none"> • promote more active lifestyles; 	All
<ul style="list-style-type: none"> • improve the general visual amenity of the city; 	All
<ul style="list-style-type: none"> • reduce reliance on private car travel and carbon emitting forms of transport; 	All
<ul style="list-style-type: none"> • improve access to opportunity through a wider active travel network; 	All
<ul style="list-style-type: none"> • improve access to opportunity through increase in the frequency and availability of public transport; and 	All

<ul style="list-style-type: none"> result in a better integrated green network and more direct and pleasant active travel routes. 	All
The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> increase the supply of market and affordable housing; 	All
<ul style="list-style-type: none"> promote mixed communities; 	All
<ul style="list-style-type: none"> disperse the availability of housing into previous single use and / or underprovided localities; and 	All
<ul style="list-style-type: none"> allow residents to stay in their local area if their circumstances change. 	Older people and people in their middle years Young people and children Larger Families (3+ children) Refugees and asylum seekers
More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:	
<ul style="list-style-type: none"> create new amenities and safeguard potentially fragile existing amenities; 	All
<ul style="list-style-type: none"> promote mixed communities; and 	All
<ul style="list-style-type: none"> improve access to opportunity by a greater range and variety of services. 	All
Greater restrictions on private car parking may:	.
<ul style="list-style-type: none"> promote more active lifestyles; 	All
<ul style="list-style-type: none"> result in a greener and cleaner urban environment; 	All
<ul style="list-style-type: none"> encourage investment in the active travel network; 	All
<ul style="list-style-type: none"> increase the housing supply by increasing the proportion of developable land; 	All

<ul style="list-style-type: none"> increase the levels of and access to open space, particularly in more dense urban areas by increasing the proportion of developable land; and 	Urban communities
<ul style="list-style-type: none"> promote better street and building design and improve natural surveillance through a reduction in private car parking space. 	All
Improved protection of the existing housing stock may:	
<ul style="list-style-type: none"> provide better long-term security for renters; 	Non house owning residents
<ul style="list-style-type: none"> safeguard existing homes for long-term residential purposes; 	All
<ul style="list-style-type: none"> improve residential amenity by reducing the prevalence of uses associated with detrimental amenity impacts; 	All
<ul style="list-style-type: none"> promote community cohesion through an increased permanent population; and 	All
<ul style="list-style-type: none"> improve the affordability of housing by a return to residential of currently non-residential properties. 	All
More stringent locational and design requirements for cycle parking may:	
<ul style="list-style-type: none"> promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> in the case of cycle hire safeguarding, improve access to opportunity where the purchase and storage of a bike is an economic or societal barrier; and 	Young people and children Those who have low or no wealth Those on low income
<ul style="list-style-type: none"> encourage investment in the active travel network. 	All
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> result in more efficient buildings and a reduction in energy bills; 	All
<ul style="list-style-type: none"> result in a reduction in the effects of fuel poverty; and 	Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Vulnerable families
<ul style="list-style-type: none"> encourage innovative design. 	All

A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> • reduce the number of HGVs making deliveries resulting in reduced noise, vibration and congestion for road-side residents; and 	Those who live on principle thoroughfares
<ul style="list-style-type: none"> • promote community cohesion by being located into established community centres or by safeguarding more fragile existing facilities which are underused. 	All
The requirement for place briefs could:	
<ul style="list-style-type: none"> • provide the opportunity for engagement throughout the lifecycle of City Plan 2030; and 	All
<ul style="list-style-type: none"> • create new active travel routes to new developments and through existing developments, promoting community cohesion and access to opportunity. 	All
Extension of support in principle for office and commercial developments to other defined centres has the potential to:	
<ul style="list-style-type: none"> • increase access to opportunity and spend in local economies; 	All
<ul style="list-style-type: none"> • promote mixed communities; and 	All
<ul style="list-style-type: none"> • reduce the need for travel. 	All
More inclusive and innovative economic growth has the potential to:	
<ul style="list-style-type: none"> • promote access to more diverse employment opportunities and a more vibrant city in terms of access to goods and services. 	All
<ul style="list-style-type: none"> • ensure more equitable access to buildings and developments; and 	Those who live in areas of deprivation
<ul style="list-style-type: none"> • allow persons to remain in their local area if their circumstances change. 	Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children)
A restriction on the proportion of studios in purpose-built student accommodation as well as a requirement for these developments to meet the same internal and	Students

external amenity requirements for mainstream housing should reduce social isolation and create better and more diverse living environments.	
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Equality, Health and Wellbeing and Human Rights Negative	Affected populations
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • impact on the provision of formal and informal sports areas; 	All
<ul style="list-style-type: none"> • impact on the proportion of private garden ground for residents if extending their homes and consequently impede their ability to remain in their home in changing circumstances; 	Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children)
<ul style="list-style-type: none"> • introduce community conflict on the use of new open space within new developments by those who may pay to maintain (associated residents) and those who will not (non-associated residents); and 	All
<ul style="list-style-type: none"> • introduce security and street level activity concerns in larger parks through more areas of darkness and greater detachment from sources of natural surveillance. 	All
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	
<ul style="list-style-type: none"> • introduce security and street level activity concerns on active travel routes and in understaffed or no staffed ancillary facilities; 	All
<ul style="list-style-type: none"> • result in increased localised air quality and noises issues through general use and congestion of park and ride facilities; and 	All
<ul style="list-style-type: none"> • increase community conflict on shared routes. 	All
The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	

<ul style="list-style-type: none"> introduce conflict between students and residents and residents through noise and contrasting lifestyles as well as permanency of habitation and spill over car parking; and 	Students
<ul style="list-style-type: none"> introduce noise and conflict between residents and commercial uses. 	Business community
More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, may:	
<ul style="list-style-type: none"> impact on persons who are reliant on the regularity and familiarity of service and who may be distressed by busier environments. 	Disabled people Vulnerable families
Greater restrictions on private car parking may:	
<ul style="list-style-type: none"> impact on where people who work in the night-time economy, work shifts or are tradespeople can live due to infrequent public transport out of hours and an inability to carry essential employment equipment without a vehicle; 	Self-employed Shift workers
<ul style="list-style-type: none"> increase reliance on the City Car Club which are not fully accessible vehicles and accordingly impact on the ability of persons to move freely around the city; 	Disabled People
<ul style="list-style-type: none"> restrict access to new developments to a limited numbers of persons where they have mobility concerns; and 	Disabled People
<ul style="list-style-type: none"> impede access for those who have no option but to drive or be driven and increase competition for existing spaces. 	Carers Disabled People
Improved protection of the existing housing stock may: <ul style="list-style-type: none"> restrict smaller scale non-residential uses with no wider community benefits (e.g. nurseries / religious services). 	People with different religions or beliefs Lone parents Vulnerable families Families with a child under 1 Larger Families (3+ children)
More stringent locational and design for cycle parking may:	
<ul style="list-style-type: none"> result in less active building frontages to the detriment of natural surveillance and general visual amenity. 	All

More sustainable buildings and developments may:	
<ul style="list-style-type: none"> impede persons to remain in their homes should this add significant expense. 	Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children)
A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> increase consumer delivery costs; and 	All
<ul style="list-style-type: none"> preclude persons without cars from fully benefiting from this service as their ability to order bulkier items will be restricted by their means of travel. 	Those who have low or no wealth Those on low income Those experiencing material deprivation
More inclusive and innovative economic growth could lead to conflict with residents in respect of support in principle for Edinburgh's festivals.	Business community

Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive	
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> • result in a greener and cleaner urban environment; 	Urban communities
<ul style="list-style-type: none"> • encourage biodiversity; 	All
<ul style="list-style-type: none"> • through enhanced flood prevention, the safeguarding of communities and industries that are on and / or are reliant on being on or near water courses or bodies of water. 	Rural/semi-rural communities Coastal communities
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	
<ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> • result in a greener and cleaner urban environment; 	Urban communities
<ul style="list-style-type: none"> • encourage biodiversity; and 	All
<ul style="list-style-type: none"> • result in less carbon emitting transportation in poor air quality areas. 	All
The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> • ensure the more sustainable use of land by reducing mono-use developments; and 	All
<ul style="list-style-type: none"> • reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation. 	All

More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:	
<ul style="list-style-type: none"> • reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation; 	All
<ul style="list-style-type: none"> • reduce energy use in underused premises; and 	All
<ul style="list-style-type: none"> • safeguard potentially fragile existing amenities rather than the carbon cost of establishing new facilities. 	All
Greater restrictions on private car parking may:	
<ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> • result in a greener and cleaner urban environment; and 	Urban communities
<ul style="list-style-type: none"> • encourage investment in the active travel network. 	All
Improved protection of the existing housing stock may:	
<ul style="list-style-type: none"> • reduce the demand for new housing, particularly on greenfield sites. 	Rural/semi-rural communities
More stringent locational and design requirements for cycle parking may:	
<ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> • result in a greener and cleaner urban environment; 	Urban communities
<ul style="list-style-type: none"> • encourage biodiversity; 	All
<ul style="list-style-type: none"> • result in less carbon emitting transportation in poor air quality areas; 	Urban communities
<ul style="list-style-type: none"> • in the case of cycle hire safeguarding, allow wider access to active travel where the purchase and storage of a bike is an economic or societal barrier; and 	Those who have low or no wealth Those on low income People in receipt of benefits
<ul style="list-style-type: none"> • encourage investment in the active travel network. 	All
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> • result in more efficient buildings and a reduction in carbon emissions. 	All

A network of goods distribution hubs have the potential to:	
• reduce the level of carbon emissions from HGV traffic;	All
• encourage sustainable travel for the completion of deliveries;	All
• reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation; and	All
• result in a greener and cleaner urban environment.	Urban communities
Extension of support in principle for office and commercial developments to other defined centres has the potential to:	
• encourage the sustainable development of declining defined centres;	Those who live in areas of deprivation
• reduce the need for travel; and	All
• promote sustainable travel and less reliance on carbon emitting transportation.	All

Environment and Sustainability including climate change emissions and impacts Negative	Affected populations
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • reduce the proportion of developable land and result in greater pressure for more development sites; and 	Business community
<ul style="list-style-type: none"> • create open space which is poorly or infrequently maintained. 	All
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	
<ul style="list-style-type: none"> • result in increased localised air quality issues through general use and congestion of park and ride facilities; 	All
<ul style="list-style-type: none"> • increase pressure on greenfield land for expansion; and 	Rural/semi-rural communities
<ul style="list-style-type: none"> • increased pressure on greenfield land for new active travel routes. 	Rural/semi-rural communities
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> • result in an increased reliance on imported materials and resulting effect on carbon emissions. 	All
.A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> • result in increased localised air quality issues through general use and congestion; and 	All
<ul style="list-style-type: none"> • increase pressure on greenfield land for expansion. 	Rural/semi-rural communities
A requirement for place briefs could:	
<ul style="list-style-type: none"> • on the reuse of existing sites, push commercial developments to out of centre locations and result in more frequent and longer trips by carbon emitting transportation. 	All

Economic including socio-economic disadvantage Positive	Affected populations
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • improve equality of access in respect of the quantity and variety of open space; 	Those who live in areas of deprivation
<ul style="list-style-type: none"> • result in less extreme weather events and less need for repairs post flooding; and 	All
<ul style="list-style-type: none"> • generate employment through the creation of ancillary park amenities (cafes, public toilets, water based activities etc). 	Unemployed
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	
<ul style="list-style-type: none"> • reduce the cost of travel; 	All
<ul style="list-style-type: none"> • improve equality of access in respect of the quantity and variety of open space; 	Those who live in areas of deprivation
<ul style="list-style-type: none"> • result in less extreme weather events and less need for repairs post flooding; and 	All
<ul style="list-style-type: none"> • generate employment through the creation of ancillary active travel and park and ride amenities (cafes, public toilets, water based activities etc). 	Unemployed
The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> • provide a more regular stream of affordable housing, reducing the need to seek more expensive accommodation. 	Disabled people Those who have low or no wealth Those on low income Those who live in areas of deprivation Those experiencing material deprivation People in receipt of benefits

	Homeless people
More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:	
<ul style="list-style-type: none"> • reduce the cost of travel for multiple trips to multiple facilities; 	Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Larger Families (3+ children)
<ul style="list-style-type: none"> • reduce the cost to the public sector in both service delivery and running costs; and 	All
<ul style="list-style-type: none"> • allow underused and vacant buildings to be sold for development. 	All
Greater restrictions on private car parking may:	.
<ul style="list-style-type: none"> • allow greater returns on investment by increasing the proportion of developable land. 	Business community
Improved protection of the existing housing stock may:	
<ul style="list-style-type: none"> • result in lower house prices or rent through an increase in the housing supply; and 	Those who have low or no wealth Those on low income People in receipt of benefits Vulnerable families
<ul style="list-style-type: none"> • increase visitor and employment demand for 'traditional' tourist accommodation (hotels, B&B). 	Business community
More stringent locational and design requirements for cycle parking may:	
<ul style="list-style-type: none"> • promote sustainable travel and a reduction in travel costs; 	Those who have low or no wealth Those on low income People in receipt of benefits
<ul style="list-style-type: none"> • result in lower insurance costs for cyclists through more secure non-residential storage; 	All

<ul style="list-style-type: none"> in the case of cycle hire safeguarding, allow access to active travel where the purchase and storage of a bike is an economic or societal barrier; and 	Those who have low or no wealth Those on low income People in receipt of benefits
<ul style="list-style-type: none"> encourage investment in the active travel network. 	All
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> result in more efficient buildings and a reduction in energy bills; and 	All
<ul style="list-style-type: none"> result in a reduction in the effects of fuel poverty. 	Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Vulnerable families
A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> promote more inclusive economic growth by allowing smaller in scale industries to compete with larger organisations with established supply lines; and 	Business community
<ul style="list-style-type: none"> generate employment. 	Unemployed
A requirement for place briefs could;	
<ul style="list-style-type: none"> improve the efficiency and timescale for completion of development. 	Business community
Extension of support in principle for office and commercial developments to other defined centres has the potential to:	
<ul style="list-style-type: none"> generate employment and reduce the cost of travel to employment; 	Unemployed People in receipt of benefits
<ul style="list-style-type: none"> regenerate declining defined centres; and 	All
<ul style="list-style-type: none"> spread the economic benefits of these sectors to previously under utilised areas of the city. 	Those who live in areas of deprivation
More inclusive and innovative economic growth may:	
<ul style="list-style-type: none"> allow for a more equitable distribution of the benefits of a strong city economy; 	Those who live in areas of deprivation

Economic including socio-economic disadvantage Negative	Affected populations
The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to:	
<ul style="list-style-type: none"> • impact on developmental viability through less developable land; 	Business community
<ul style="list-style-type: none"> • result in increased maintenance costs for residents and the public sector; 	All
<ul style="list-style-type: none"> • increase home insurance for persons residing closer to sustainable drainage measures; and 	Those who have low or no wealth Those on low income People in receipt of benefits
<ul style="list-style-type: none"> • impact the long-term viability of communities and industries that are on and / or are reliant on being on or near water courses or bodies of water through stronger restriction of development. 	Rural/semi-rural communities Urban communities Coastal communities Business community
The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to:	
<ul style="list-style-type: none"> • increase public sector expense in respect of provision, maintenance and staffing. 	All
The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> • impact on developmental viability through less provision of purpose-built student accommodation or commercial land; and 	Business community
<ul style="list-style-type: none"> • result in pressure for more development sites for purpose-built student accommodation. 	Rural/semi-rural communities Urban communities Business community

More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, may:	
<ul style="list-style-type: none"> impact on developmental viability through increase costs for more specialist amenities (GPs). 	Business community
Greater restrictions on private car parking may:	
<ul style="list-style-type: none"> impact on developmental viability through less developable land; 	Business community
<ul style="list-style-type: none"> increase reliance on the City Car Club which can be costly if used frequently and for significant periods of time 	Those on low income
<ul style="list-style-type: none"> increase reliance on the City Car Club which has no direct competition and result in fee increases; 	Those on low income
<ul style="list-style-type: none"> reduce the economic attractiveness of defined centres as places to live, work, shop and visit; and 	All
<ul style="list-style-type: none"> impact the viability of rural developments where such a location is necessary. 	Business community Rural/semi-rural communities
Improved protection of the existing housing stock has the potential to:	
<ul style="list-style-type: none"> reduce the availability of tourist accommodation; and 	Business community Tourists / visitors.
<ul style="list-style-type: none"> impact on employment which is reliant on the servicing and maintenance of these properties. 	Business community Those on low income Student; Shift workers
More stringent locational and design requirements for cycle parking may:	
<ul style="list-style-type: none"> impact on developmental viability by reducing internal floorspace. 	Business community
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> impact on developmental viability by increasing upfront cost; and 	Business community
<ul style="list-style-type: none"> increase long-term maintenance costs. 	All

A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> • increase business delivery costs; 	Business community
<ul style="list-style-type: none"> • increase consumer delivery costs; and 	All
<ul style="list-style-type: none"> • result in greater employment in the unsustainable 'gig' economy. 	Those on low income People in receipt of benefits Students Shift workers

9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

Yes - the private sector will be responsible for delivering the majority of new development. Equality, human rights, environmental and sustainability issues will be assessed and addressed under planning applications to the Council who will have the ability to refuse consent should it be considered that the aforementioned matters have not been adequately considered.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

The City Plan 2030 participation statement sets out plans for proposed engagement. It sets out that the following activities will be maximised to raise awareness and encourage people to have their say on the proposed plan:

- launch of proposed plan;
- publicity to raise awareness of proposed plan;
- statutory neighbour notification;
- notification to those groups and individuals on the project mailing list telling them how to make representations;
- staffed exhibitions in public places to raise awareness, if possible;
- drop-in sessions to allow opportunity to find out more about consultation proposals, if possible;
- best practice online/digital engagement (as guided by the Scottish Government's digital planning programme) which could include virtual exhibitions, a planning engagement hub, webinars and online events; and
- non-digital engagement - including opportunities to ask informal questions, telephone surgeries, printed newsletters, hard copies of documents, paper letters and engagement via other council services.

11. Is the policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this.

Yes - City Plan 2030 relates to land use and a Strategic Environmental Assessment (SEA) is required and has been carried out.

12. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

N/A

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title)	Deadline for progressing	Review date
Finalising City Plan 2030	Iain McFarlane, City Plan Director	January 2022	January 2022
Consideration by Planning Committee	Iain McFarlane, City Plan Director	Summer 2023	Summer 2023

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

City Plan 2030 will be the Local Development Plan. There is currently a statutory requirement to review a local development plan every five years. At review stage, a Monitoring Statement will be required to be published which will consider the effectiveness of City Plan 2030.

16. Sign off by Head of Service/ NHS Project Lead

Name **Peter Watton**

Date

17. Publication

Completed and signed IIAs should be sent to strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published on the <https://www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/>

City Plan 2030 incorporation of Strategic Flood Risk Assessment

Consideration of flood risk has been considered in the evolution of Cityplan at the previous 'Choices for Cityplan' where data on flood risk was considered alongside other applicable considerations in a review of sites that may have had potential to be included Cityplan itself.

Following the Choices for Cityplan stage, further technical work was undertaken to inform the Cityplan. For Flood Risk this took the form of a Strategic Flood Risk Assessment (SFRA) undertaken for the Council by Atkins. This SFRA undertook an holistic assessment of different types of flood risk and how these may combine to give an overall risk of flooding for potential Cityplan sites, with this principally relating to new housing developments.

The assessment of sites in the SFRA has heavily informed the plan, in particular the identification of sites for inclusion in the Plan. This was based on a consideration of level of flood risk identified in the SFRA and the SFRA's recommendation about whether a site should be included. In summary, five sites were discounted from consideration in the Plan based on the SFRA recommendation. One further site was not recommended for inclusion and this was only included after the Plan stipulated a reduction in the site area. It should be noted the SFRA did consider other sites which have not been included the Proposed Plan for other reasons.

The SFRA also provided an assessment of which sites should be informed by a further, specific Flood Risk Assessment (FRA) that should inform and support individual planning applications for the sites included in City Plan. These recommendations were also taken into account and have informed the information requirements that City Plan 2030 sets out for development proposals in the Plan. City Plan has identified that FRAs will be required 37 of the *new* sites to be included in City Plan.

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
26	112	112	Albert Street	HLS2018	0.19	Employment - industrial	Leith Walk	326796	674952	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
36	141	141	Albion Street	HLS2018	0.04	Employment - industrial	Leith Walk	327084	674949	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
47	190	190	Alnwickhill Road	HLS2018	1.19	MOD	Liberton / Gilmerton	326986	668966	1. Most Vulnerable Use	No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No		The watercourse identified as being adjacent to the site appears to have been Alnwickhill Reservoir based on historic maps and now in-filled. There is no evidence that indicates a small watercourse within or immediately adjacent to the site but the surrounding area had numerous historic waterworks, reservoirs and filter beds. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	49		Argyle House	PromotedUrbanSites	0.71			325085	673280		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes			Surface water flooding nearby reported in 2007. No FRA required but surface water flood risk will need considered.
70	259	259	Astley Ainslie Hospital	HLS2018	18.71	Health	Morningside	325230	671314	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	No	No	No		In our Place Brief consultation we stated "In addition to the surface water flood risk, the Jordan Burn flows along the southern boundary of the site. The watercourse catchment area is <3km² and therefore not included within the Flood Map methodology. We do not hold any further information on the exact location, condition and capacity of the culverted sections of the watercourse. Based on the OS Maps, the majority of the site is elevated above the watercourse so we would likely request a topographic survey in the first instance and development located on higher ground within the site. Should development extend along or close to the southern boundary of the site then we may require a detailed flood risk assessment to better understand the risk." Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
77	290	290	Balgreen	HLS2018	1.01	Employment - industrial	Sighthill / Gorgie	322165	672428		Medium Likelihood	40.8	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	No	No	Located within the Medium Likelihood of fluvial flooding, with a known history of fluvial flooding in this area. Flood risk assessment is required.	
84	326	326	Baltic Street (B)	HLS2018	1.01	Employment - industrial	Leith	327392	676503	3. Least Vulnerable	Low Likelihood	0.01	No Risk		Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	No	No	No	No		Site Assessment does not request an FRA. Based on LiDAR, the site is 4.2-5.8mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
35	138	138	Bangor Road (James Pringle)	HLS2018	0.92	Employment - industrial / Retail	Leith Walk	326470	676092	3. Least Vulnerable	High Likelihood	85.16	Medium Likelihood	3.03	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	No	Yes	No	No	Adjacent to the Water of Leith.	
3	10	10	Bangor Road (Swanfield Industrial Estate)	HLS2018	2.05	Employment - industrial	Leith	326621	676112	3. Least Vulnerable	High Likelihood	35.11	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	Yes	No	No	Adjacent to the Water of Leith and shown to be within the High Likelihood of fluvial flooding and there is surface water flooding adjacent to the site. An FRA is required to confirm the suitability of this site.	
122	389	389	Bath Road	HLS2018	3.69	Employment - industrial	Leith	327804	676323	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	High	Medium	Yes	No	No	No		Site Assessment does not request an FRA. Based on LiDAR, the majority of site is below 5mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
88	332	332	Beaverhall Road	HLS2018	0.58	Employment - industrial / Office	Leith Walk	325615	675360	3. Least Vulnerable	Low Likelihood	100	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	Yes	No	No	Site is known to be within the Low Likelihood of flooding, with historical reports of flooding within this area. A flood risk assessment is required to understand the risk and whether the site is developable.	
2	9	9	Bonnington Road	HLS2018	0.67	Employment - industrial	Leith Walk	326234	675740	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No	For all developments surface water management should be considered within the site design.	Site sufficiently elevated above/set back from Water of Leith. Approximately 10 metres between site and Water of Leith
	23		Broadway Park South	PromotedUrbanSites	2.70			318924	671782		No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No		Historical flooding in the area from the Water of Leith. Flood risk assessment is required to support any development in this area.	No FRA required but surface water flood risk will need considered.
6	34	34	Broomhouse Terrace	HLS2018	3.95	Employment - office	Sighthill / Gorgie	320356	671603	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	No	Yes	No	Surface water has been identified as potentially connection into a Scottish Water combine sewer. Consideration should be given to disconnection as part of this development. Consultation with Scottish Water will be required.	Information we hold indicates a watercourse to the south but not close to the site. Review of historic maps does not indicate the presence of a watercourse close to the site. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
132	399	399	Broughton Market	HLS2018	0.23	Employment	City Centre	325634	674485	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	Low likelihood of surface water flooding on Barony Street. Surface Water Management should be considered within the site design.	N/A

FID	Site_ID	Site_no	Site_name	Type	Area_Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
139	328	328	Broughton Road	HLS2018	2.16	Employment - industrial		0	0	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	Yes	No	Shown to be adjacent to the Water of Leith. Although not shown on the SEPA flood maps consideration should be given to fluvial flood risk from the Water Leith. There is localised surface water flooding within the development site and this risk should be investigated further and any mitigation incorporated within the drainage strategy.	0
57	230	230	Broughton Road	HLS2018	0.09	Employment - industrial	Leith Walk	326097	675721	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	No		Site is suitably elevated above the Water of Leith (>5metres above). Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	92		Burdiehouse Crescent	PromotedUrbanSites	0.75			327834	667748		No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No			LIDAR indicates a sufficient height difference between site and Burdiehouse Burn. No FRA required.
64	244	244	Calder Estate (A)	HLS2018	0.12	Vacant	Pentland Hills	318897	670436		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	N/A
65	245	245	Calder Estate (B,C,D)	HLS2018	0.20	Vacant	Pentland Hills	318897	670370		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	N/A
63	243	243	Calder Estate (G)	HLS2018	0.43	Vacant	Pentland Hills	319181	670438		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	Yes	Site is located adjacent to the Murrayburn. SEPA request that a holistic a approach to flood risk in this area is undertaken to understand the flood risk from the Murrayburn.	No mention of flood risk within Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be constrained due to flood risk. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
60	238	238	Calder Estate (H)	HLS2018	0.15	Vacant	Pentland Hills	319292	670241		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	Site is located adjacent to the Murrayburn. SEPA request that a holistic a approach to flood risk in this area is undertaken to understand the flood risk from the Murrayburn.	No mention of flood risk within Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be constrained due to flood risk. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
59	237	237	Calder Estate (I)	HLS2018	0.21	Vacant	Pentland Hills	319296	670183		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	Site is located adjacent to the Murrayburn. SEPA request that a holistic a approach to flood risk in this area is undertaken to understand the flood risk from the Murrayburn.	No mention of flood risk within Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be constrained due to flood risk. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
61	239	239	Calder Estate (J)	HLS2018	0.10	Vacant	Pentland Hills	319230	670181		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	Site is located adjacent to the Murrayburn. SEPA request that a holistic a approach to flood risk in this area is undertaken to understand the flood risk from the Murrayburn.	No mention of flood risk within Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be constrained due to flood risk. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
62	240	240	Calder Estate (K)	HLS2018	0.21	Vacant	Pentland Hills	319175	670134		Medium Likelihood	59.38	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	Yes	Yes		Agree with Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be heavily constrained due to flood risk. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	5		Calderwood	Greenfield	37.83			310275	669381		No Risk	No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes			The proposed site contains a tributary to the River Almond and the Gogar Burn. A flood risk assessment will be required to assess the flood risk from both watercourse. These watercourse have catchment areas less than 3km and are therefore not identified by the SEPA flood maps. From a review of the mapping there are a number of canal feeder channels adjacent to the proposed sites, it is unclear whether the watercourse within the site connect to the canal feeder channels or the River Almond. Scoring has been adjusted manually to reflect the risk at this site. Future climate scenarios suggest significant changes	

FID	Site_ID	Site_no	Site_name	Type	Area__Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
124	392	392	Carron Place	HLS2018	3.87	Employment - Industrial	Leith	327936	676102	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	High	Medium	Yes	No	No	No		Agree with Site Assessment requiring an FRA. Based on LiDAR, parts of the site are below 4.5mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
69	257	257	Chalmers Street (Eye Pavilion)	HLS2018	0.21	Health	City Centre	325266	672991	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
73	280	280	Clovenstone House	HLS2018	0.68	Community	Pentland Hills	320597	669674	1.Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	N/A
33	136	136	Coburg Street	HLS2018	1.02	Employment - Industrial	Leith	326712	676584	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No	No		Agree with Site Assessment. An FRA is required to assess the risk from the Water of Leith and coastal interaction giving due consideration to predicted sea level rises. Site may be constrained. Access/egress will also require consideration. As this area is identified for numerous development plots we would recommend the council consider a holistic approach and undertake a wider FRA which will inform suitable development locations and land-use types. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	92		Colinton Mains	PromotedUrbanSites	0.28			323269	669220		No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	No			Surface water/sewer surcharge flooding nearby in 2000, 2008, 2009, and 2020. Flooding from the Braid Burn to nearby streets in 2007, 2011, and 2012. Site is behind Braid Burn flood scheme. We have limited information on flood risk here as based on LiDAR, site is ~3m above Braid Burn, maybe less. We would recommend an FRA is submitted due to uncertain flood maps in the area and uncertainties over the standard of protection the scheme provides.
119	386	386	Commercial Street	HLS2018	0.16	Employment - Industrial / Retail	Leith	326845	676600	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes	No	Area is shown to be within the future fluvial and coastal flood risk zones and uncertainties in flood mapping may mean this site is potentially vulnerable. A flood risk assessment is required to confirm the flood risk to this development site. Consideration should be given to safe access and egress.	Based on LiDAR the site is approximately 4.8-5.8mAOD. Unclear why this Site Assessment does not request an FRA but the adjacent site (136) does. An FRA is required to assess the risk from the Water of Leith and coastal interaction. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
95	345	345	Corstorphine Road (A)	HLS2018	0.11	Retail	Corstorphine / Murrayfield	320917	672833	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design. There is historical evidence of surface water issues on Corstorphine Road.	Although there is no surface water flooding indicated adjacent to the site, historic flooding suggests there is a potential surface water risk that should be investigated
96	346	346	Corstorphine Road (B)	HLS2018	0.05	Vacant	Corstorphine / Murrayfield	320994	672850	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design. There historical evidence of surface water issues on Corstorphine Road.	Although there is no surface water flooding indicated adjacent to the site, historic flooding suggests there is a potential surface water risk that should be investigated
118	385	385	Corunna Place	HLS2018	0.25	Employment - Industrial	Leith	326723	676060	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	0
110	371	371	Cowans Close	HLS2018	0.37	Mixed uses	Southside / Newington	326264	672875		No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	15		Craigintinny Depot	PromotedUrbanSites	5.04			330645	673459		No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	No		Surface water flooding on the surrounding access roads. With small areas of surface water flooding on the site. No FRA required.	Part of 2014 allocation for business and industry. No FRA required but surface water flood risk will need considered.
48	191	191	Craiglockhart Avenue	HLS2018	0.23	Employment - office	Fountainbridge / Craiglockhart	322332	670793	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	Medium	Medium	No	No	No	Yes	The risk of infrastructure failure should be considered at this site due to the close proximity of the Union Canal. Contact should be made with Scottish Canals. Surface water flood risk to be considered as part of the re-development, and any risk mitigated within the design proposals.	Site is elevated above the Water of Leith. However, the site appears to be directly adjacent and below the Canal. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
21	95	95	Crewe Road South	HLS2018	6.32	Employment - mixed uses	Inverleith	323553	674823	1. Most Vulnerable Use	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	High	Medium	No	No	No	No		The possible presence of a culverted watercourse within the site should be investigated to inform development layout. There is a culverted watercourse to the south of the site. our understanding is that it is culverted underneath Flora Stevenson's Primary School. Consider whether this should be included within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
138	406	406	Crosswinds	HLS2018	50.23	airport runway	Almond	316709	673153	4. Essential Infrastructure	High Likelihood	9.16	No Risk	0	High Likelihood	Low Likelihood	Medium Likelihood	No Risk	Medium	Medium	No	No	Yes	No		We agree with the Site Assessment which states that a "flood risk assessment would be required for this site which has a risk of flooding as part of the site is within a 1 in 200 year flood zone. If developable, an appropriate design of development is required in order to ensure that there is no associated increase in flood risk out with the site and to ensure that there is no unacceptable flood risk for future uses of the site. This site could incorporate the Gogar Burn diversion scheme, which could have implications for the layout and design of the development." Should this development go ahead there is a risk that the Gogar Burn realignment, which would deliver multiple benefits, may be jeopardised. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
102	356	356	Dalry Road	HLS2018	0.19	Vacant	Sighthill / Gorgie	323718	672702	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		The Union Canal is elevated above the site but is 350metres away from site. Streets nearby were effected during the 2002 canal breach. We would recommend that conact is made with Scottish Canals.
93	340	340	Drumbrae Drive	HLS2018	0.45	Open space	Drum Brae / Gyle	320140	674440	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	Due to the steep hill slope adjacent to the site consideration should be given to surface water runoff during site layout design

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
14	75	75	Duddingston Park South	HLS2018	0.22	Mixed uses	Portobello / Craigmillar	330414	672345	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	Site is located adjacent to the fluvial flood extent to the Niddrie Burn. Flooding may be an issue in this area due the modelling approach and therefore SEPA require an flood risk assessment.	We would note that the Site Assessment does not require an FRA. We require an FRA which assesses the risk from the Niddrie/Brunstane Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. As there is an increase in land-use vulnerability the site may be constrained due to flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
5	16	16	Duddingston Park South (Duddingston Yards)	HLS2018	0.46	Employment - industrial	Portobello / Craigmillar	330407	672448	3. Least Vulnerable	High Likelihood	20.33	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No	No		We agree with the Site Assessment. We require an FRA which assesses the risk from the Niddrie/Brunstane Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. As there is an increase in land-use vulnerability the site may be constrained due to flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
9	38	38	Dumbryden Drive	HLS2018	0.80	Employment - industrial	Pentland Hills	320562	670311	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of information we hold indicates that the site is elevated above the adjacent Union Canal. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
19	91	91	Dundee Street	HLS2018	1.08	Employment - office / Retail	Fountainbridge / Craiglockhart	323901	672596	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	The risk of infrastructure failure should be considered at this site due to the close proximity of the Union Canal. Contact should be made with Scottish Canals.	The site is close to the Union Canal at a location which has experienced flooding from this source. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
23	100	100	Dundee Terrace	HLS2018	0.18	Employment - industrial / Retail	Fountainbridge / Craiglockhart	323782	672515	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	The risk of infrastructure failure should be considered at this site due to the close proximity of the Union Canal. Contact should be made with Scottish Canals.	The site is close to the Union Canal which has experienced flooding from this source. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
135	404	404	East London Street	HLS2018	0.38	Employment	City Centre	326033	674791	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
54	225	225	Eastfield	HLS2018	0.63	Retail	Portobello / Craigmillar	332719	673139	3. Least Vulnerable	High Likelihood	3.08	High Likelihood	5.01	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	Yes	No	No	No	Located on the Forth Estuary and adjacent to the Burns Tane Burn. The site is shown to be within the area of erosion susceptibility.	Agree with the Site Assessment that an FRA is required. We require an FRA which assesses the risk from the Brunstane Burn, coastal flood risk, and the interaction between the two sources of flood risk. Consideration should be given to any culverts/bridges might may exacerbate flood risk. The site will likely be constrained due to flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	91		Edinburgh 205	PromotedUrbanSites	74.14			316144	672743		High Likelihood	5.76	No Risk	0	High Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No		Flooding nearby from the Gogar Burn in 2000. Surface water flooding also caused problems in nearby infrastructure. As with site 514, we recommend that the applicant undertakes a detailed FRA which assesses the risk from the Gogar Burn, taking into account any recent changes to the landscape, e.g. tramway, and also any other small watercourses that may pose a risk to the site. We would stress that any further development along the Gogar Burn corridor may prohibit future realignment, therefore we would be supportive of a more holistic approach to flooding in West Edinburgh. This would ensure that the major expansion planned for this area will have place-making at the centre of its expansion, and would improve current environmental and flooding issues associated with the Gogar Burn. This was also highlighted in our response in 2013 (PCS129466, EIA Scoping)	
	71		Edinburgh Corn Exchange	PromotedUrbanSites	2.99			322104	671118		No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	Yes		LIDAR suggests 4.5m height difference between closest boundary of the site to the Water of Leith but area appears to have quite heavily modified ground levels and raised ground between site and Water of Leith. I would recommend that an FRA is provided for the site just to make sure there is sufficient height difference. Further information will be available from the Water of Leith study. Site not within the flood scheme area of benefit.	
2			EW 1d	CarryOver	26.26			328281	676188		No Risk	0	High Likeli	0.74	Medium Likeli	No Risk	Medium Likeli	Medium Likelihood	High	Medium	Yes	No	No		Small proportions of the site impacted by coastal flood risk, and future flood risk from the water of Leith. Flood risk assessment is required to confirm levels for the site and the risk.	
0			EW 1e	CarryOver	146.58			327103	677220		High Likeli	37.67	High Likeli	46.62	Medium Likeli	No Risk	Medium Likeli	Medium Likelihood	No Risk	No Risk	Yes	No	No		Leith Docks has partial inundation from both fluvial and coastal sources. A flood risk assessment is required to consider and should be undertaken in conjunction with other areas at Leith Docks.	
1			EW 2d	CarryOver	15.15			322331	677299		No Risk	0	High Likeli	14.82	High Likeli	No Risk	No Risk	Medium Likelihood	Medium	Medium	Yes	No	No		Small proportion of the site located within the Coastal flood outline. Flood risk assessment will be required to confirm development measures. There area number of locations of surface water flooding within this area.	
41	151	151	Eyre Place	HLS2018	0.41	Employment - mixed uses	Inverleith	325383	674948	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	No		Based on LIDAR, the site is elevated approximately 7 metres above the banks of the Water of Leith. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
30	128	128	Eyre Terrace	HLS2018	2.40	Vacant	Inverleith	325264	674764	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
16	85	85	Falcon Road West	HLS2018	0.19	Retail / Sorting office	Morningside	324588	671303	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	N/A

FID	Site_ID	Site_no	Site_name	Type	Area_Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
86	330	330	Ferry Road	HLS2018	0.08	Petrol station	Forth	323660	675881	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
20	94	94	Gillsple Crescent	HLS2018	1.17	Community	City Centre	324760	672501	1. Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	N/A
45	187	187	Gilmerton Dykes Street	HLS2018	0.26	Community	Liberton / Gilmerton	328750	668414	1. Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
	90		Gilmerton Gateway	PromotedUrbanSites	3.79			329858	668225		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No		Fluvial flood risk along the northern and eastern boundary of the proposed development site. A flood risk assessment should be undertaken to confirm the flood extents along with proposals	Commented on mixed use dev in 2018 (PCS158736, 18/01557/PPP). Identified it as being surface water flood risk to the site only and we did not object. There is a small watercourse nearby but we do not hold any additional information to suggest site is at risk.
	26		Glenogle Road	PromotedUrbanSites	0.61			325023	674995		High Likelihood	54.79	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	No		Flood risk from fluvial and surface water. A flood risk assessment would be required to support development in this area.	Records we hold indicate flooding to area in 2019. Unfortunately, I don't have access to the post-flood walkover information at this time. Scheme doesn't appear to extent along the site boundary. We would recommend an FRA but site may not be suitable for housing and you may wish to consider removing or wait until further information is available from the Water of Leith study.
11	58	58	Gorgie Park Close	HLS2018	0.72	Sorting office	Fountainbridge / Craiglockhart	322792	671810	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer. Review of the information we hold, the surface water adjacent to the site is picking up the low point associated with the railway line.
134	401	401	Gorgie Road (Caledonian Packaging)	HLS2018	0.93	Employment	Fountainbridge / Craiglockhart	322023	671651	3. Least Vulnerable	Low Likelihood	19.25	No Risk	0	Low Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No	Yes	The site appears to be surrounded by the Low Likelihood fluvial flood outline. A flood risk assessment is required to confirm flood extents including access/egress. Surface water flood risk is shown to be adjacent to the site this risk should be investigated.	0
13	62	62	Gorgie Road (east)	HLS2018	3.36	Employment office	Fountainbridge / Craiglockhart	322549	671989	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	Yes	Yes	Surface Water risk should be considered as part of any proposal to develop this site, taking account of climate change.	0
130	396	396	Gylemuir Road	HLS2018	0.89	Vacant	Corstorphine / Murrayfield	319102	672708	3. Least Vulnerable	Medium Likelihood	100	No Risk	0	Medium Likelihood	Low Likelihood	Medium Likelihood	No Risk	High	Medium	No	No	No	No		Agree with Site Assessment requiring an FRA. An FRA is required to assess the risk from the Gogar Burn and Stank Burn. Site may be constrained and housing may not be suitable here. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
9			HSG 15	CarryOver	3.09			329275	671271		No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No		Pluvial maps show clear flow pathways through the site. These should be considered as part of the drainage design.	
7			HSG 28	CarryOver	4.04			328011	669159		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	High	Medium	No	No	No		Pluvial maps show clear flow pathways through the site. These should be considered as part of the drainage design.	
8			HSG 30	CarryOver	5.41			328849	669828		Medium Likelihood	0.4	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No		Pluvial maps show clear flow pathways through the site. These should be considered as part of the drainage design.	
6			HSG 31	CarryOver	5.73			320330	669202		No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No		Pluvial maps show clear flow pathways through the site. These should be considered as part of the drainage design.	
3			HSG 32	CarryOver	38.41			312052	677547		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No		No know sources of flood risk. A surface water management	
4			HSG 5	CarryOver	5.01			313596	672475		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	High	Medium	No	No	No		Localised pockets of surface water flooding shown within the site. Drainage assessment to consider opportunities to alleviate this flooding within the site.	
5			HSG 7	CarryOver	4.32			320638	673165		No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No		OS mapping shows there is waterbody/watercourse within the site. Investigation and supporting flood risk assessment is require to understand the potential risk in this area.	
111	372	372	Inch Nursery	HLS2018	4.65	Employment industrial	Southside / Newington	327826	670853		High Likelihood	28.79	No Risk	0	High Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	Yes	No	Site is shown to be within both High Likelihood fluvial risk and surface water flooding. The Braid Burn is the source of fluvial flood risk and it is recommended a detailed assessment is undertaken to confirm flood extents in the area prior to the re-development of this area.	We agree with the Site Assessment requirement for an FRA. There is uncertainty regarding the Braid Burn Flood Protection Scheme and its interaction with the Pow Burn. We require an FRA which assesses both the Braid Burn and the Pow Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. As this area is identified for numerous development plots we would recommend the council consider a holistic approach and undertake a wider FRA which will inform suitable development locations and land-use types. Development may be constrained here and we may not support and increase in vulnerability of use. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
31	130	130	India Place	HLS2018	0.06	Health	City Centre	324714	674439	1. Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	No	For all developments surface water management should be considered within the site design.	Due to the steep roads adjacent to the site consideration should be given to surface water runoff during site layout design

FID	Site_ID	Site_no	Site_name	Type	Area_Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment	
	84		Inglis Green Road	PromotedUrbanSites	1.60			321804	670940		High Likelihood	100	No Risk	0	Medium Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes			Similar to my comments for other sites in this area. At least 50% of the site is within the 1:200 year flood extent. Surface water flood risk will also need considered. We would recommend an FRA but site may not be suitable for housing and you may wish to consider removing or modifying allocation or wait unto further information is available from the Water of Leith study. Site not within the flood scheme area of benefit.	
49	192	192	Inglis Green Road (A)	HLS2018	0.51	Retail / Mixed uses	Sighthill / Gorgie	321728	670907		High Likelihood	55.37	No Risk	0	Low Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No	Yes	Adjacent to the Water of Leith and shown to be within the High Likelihood of fluvial flooding and there is surface water flooding adjacent to the site. An FRA is required to confirm the suitability of this site.		0
79	297	297	Inglis Green Road (B)	HLS2018	0.14	Retail	Sighthill / Gorgie	321665	670951	3. Least Vulnerable	High Likelihood	98	No Risk	0	Medium Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No	Yes	Adjacent to the Water of Leith and shown to be within the High Likelihood of fluvial flooding and there is surface water flooding adjacent to the site. An FRA is required to confirm the suitability of this site.	potential removal	
37	142	142	Iona Street	HLS2018	0.54	Employment - Industrial / Retail	Leith Walk	326720	675095	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
117	384	384	Jane Street	HLS2018	4.18	Employment - Industrial	Leith Walk	326704	675879	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	Yes	No	No	Review of the surface water mapping show there is a High Likelihood of surface water, within the development site. Consideration should be given to surface water flooding within the drainage strategy for the site.		0
53	210	210	Joppa Road	HLS2018	0.10	Retail	Portobello / Craigmillar	331386	673494	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		The site is >10mAOD and therefore above coastal flood boundary level. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
81	300	300	Keir Street	HLS2018	0.15	Vacant	City Centre	325336	673201	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	For all developments surface water management should be considered within the site design.	N/A	
131	397	397	Kirk Loan	HLS2018	0.17	Employment - office	Corstorphine / Murrayfield	320095	672859	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	Low Likelihood	No Risk	No Risk	Medium	Medium	No	No	Yes	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
	3		Kirkiston	Greenfield	105.47			313274	675252		Medium Likelihood		No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No		There is an unnamed drain/minor watercourse which flows from the B900 east towards the River Almond. The channel appears to be man made and associated with the nearby residential properties. Consideration should be give to the layout of the development with regards to fluvial and surface water flood outlines. A flood risk assessment will be required to support the development proposal.		
50	193	193	Lanark Road (A)	HLS2018	0.82	MOD	Fountainbridge / Craiglockhart	321913	670541	1. Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of LiDAR indicates a 10 metre difference between the Water of Leith and the site.	
115	381	381	Lanark Road (B)	HLS2018	0.16	MOD	Fountainbridge / Craiglockhart	322061	670658	1. Most Vulnerable Use	High Likelihood	100	No Risk	0	No Risk	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes	Yes	Adjacent to the Water of Leith. Flood Risk Assessment required/		0
114	379	379	Lanark Road (D)	HLS2018	0.96	Vacant	Fountainbridge / Craiglockhart	322238	670751		No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	No	Yes	Yes	The risk of infrastructure failure should be considered at this site due to the close proximity of the Union Canal. Contact should be made with Scottish Canals.	Site is elevated above the Water of Leith based on LIDAR the site has an 8 metre height difference compared with the Water of Leith. However, the site appears to be directly adjacent and below the Canal. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
	87		Land adj. to Edinburgh Gateway	PromotedUrbanSites	13.20			317014	672679		High Likelihood	0.61	No Risk	0	High Likelihood	Low Likelihood	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No			Commented on this site recently (pre-app, PCS173478). We recommended "that the applicant undertakes a detailed FRA which assesses the risk from the Gogar Burn, taking into account any recent changes to the landscape, e.g. tramway, and also any other small watercourses that may pose a risk to the site. We would stress that any further development along the Gogar Burn corridor may prohibit future realignment, therefore we would be supportive of a more holistic approach to flooding in West Edinburgh. This would ensure that the major expansion planned for this area will have place-making at the centre of its expansion, and would improve current environmental and flooding issues associated with the Gogar Burn."	
	10		Land at Burdiehouse Road	PromotedUrbanSites	0.26			327494	667288		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No		No flood risk shown from any sources.	No FRA required.	
	48		Land at Edmonstone	PromotedUrbanSites	42.06			329613	670164		Low Likelihood	0.17	No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No			Lots of consultations for this general area over the years. Boundary along Little France Drive may be at risk of flooding from the Niddrie Burn. The Niddrie Burn flood study should be used to inform the risk along the boundary. Surface water flood risk should be considered. Majority of the site is developable from a SEPA flood risk perspective.	
	60		Land at Ferrymuir	PromotedUrbanSites	1.06			312927	677469		No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No			The Ferry Burn, based on historic maps, is to the north of the site. No FRA required but surface water flood risk will need considered.	
	85		Land at Goodtrees/Land at The Wisp	PromotedUrbanSites	7.61			330727	671415		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No		Flood risk from the Gogar Burn to the western boundary. Consideration is to be give to preservation of the green corridor in this area and potential for realignments and reduction of flood risk within the catchment.	Historic flooding along the Magdalene Burn was in part attributed to water entering it from the Niddrie Burn. This risk should be mitigated by the realignment to the Niddrie Burn. The Magdalene Burn is culverted through the site and we therefore recommend an FRA to understand this risk and the location, condition and capacity of the culvert. Although not within my remit an FRA undertaken for the adjacent site did also mention disturbed ground from old mine workings on this site.	

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
44	161	161	Leith Walk (depot)	HLS2018	1.08	Employment - industrial	Leith Walk	326901	675583	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
78	296	296	Leith Walk/Manderston Street	HLS2018	0.58	Employment - office	Leith Walk	326925	675647	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
76	289	289	Liberton Hospital	HLS2018	6.71	Health	Liberton / Gilmerton	327955	668987	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	High	Medium	No	No	No	No	There is a small watercourse to the south of the development site, which is highlighted on the surface water maps. Consideration should be given to potential fluvial flood risk.	No mention of flood risk within Site Assessment. We require an FRA which assesses the risk from the Stenhouse Burn along the boundary of the site and may be partially culverted. Consideration should be given to any culverts/bridges might may exacerbate flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
39	146	146	Logie Green Road	HLS2018	0.50	Employment - industrial	Leith Walk	325320	675342	3. Least Vulnerable	High Likelihood	99.8	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	Yes	No	Located on the banks of the Water of Leith potentially affecting the functional floodplain. There is known historical flooding in this area from the Water of Leith with flooding reported to affect large proportion of the site. A detailed FRA will be required to fully understand the risk in this area and consultation required with SEPA over their position on this site.	
27	115	115.2	London Road (B)	HLS2018	0.80	Mixed uses	Craigentinny / Duddingston	327676	674236	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		We cannot discount the potential for a culverted small watercourse within or immediately adjacent to the site, however review of historic maps does not clearly identify any. This may require further ground investigation. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer. The surface water Flood Map is picking up low points associated with Clockmill Lane
51	195	195	Longstone Road	HLS2018	0.47	Employment - industrial	Sighthill / Gorgie	321269	671027	3. Least Vulnerable	High Likelihood	42.25	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes	Yes	Located on the bank of the Water of Leith (tributary) potentially affecting the functional flood plain. There is a known flood history in the area a detailed FRA will be required to fully understand the risk in the area. Consultation with SEPA is required.	Potential removal
38	144	144	McDonald Place	HLS2018	1.03	Retail / Mixed uses	Leith Walk	326023	675107	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	Yes	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
40	147	147	McDonald Road (A)	HLS2018	0.25	Employment - industrial	Leith Walk	326131	675218	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
68	255	255	McDonald Road (B)	HLS2018	0.61	Community	Leith Walk	326017	675358	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No	Site adjacent to Broughton Burn on the northern boundary. Surface water flooding is indicated within the site and potential Scottish Water flooding. A flood risk assessment is required to investigate the potential historical culvert and flood risk from the Broughton Burn.	No mention of flood risk within Site Assessment. Review of historic maps indicates the Broughton Burn may be culverted beneath the site. We require an FRA which assesses the risk from this source. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
92	337	337	Montrose Terrace	HLS2018	0.08	Vacant	Craigentinny / Duddingston	326941	674393	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
112	374	374	Moredun Park Loan	HLS2018	0.33	Open space	Liberton / Gilmerton	328974	669450		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
113	375	375	Moredun Park View	HLS2018	0.23	Community	Liberton / Gilmerton	329037	669279	1.Most Vulnerable Use	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	19		Morrisons at Gilmerton Road	PromotedUrbanSites	0.67			328779	669131		No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No		Small area of surface water flooding on the development site and flooding from the Scottish Water network at the 0.5% AEP event. Consideration should be given to surface water.	No FRA required but surface water flood risk will need considered.
127	394	394	Muirhouse Bank	HLS2018	0.32	Open space	Almond	321605	675518	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
22	99	99	Murieston Lane	HLS2018	0.41	Employment - mixed uses	Sighthill / Gorgie	323354	672492	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
52	199	199	Murrayburn Drive	HLS2018	0.41	Education	Pentland Hills	319499	670209	3. Least Vulnerable	Medium Likelihood	51.81	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No	Yes		Agree with Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be heavily constrained due to flood risk and council may wish to remove this allocation. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention
7	35	35	Murrayburn Gate	HLS2018	0.54	Employment - office	Pentland Hills	319945	669877	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
8	37	37	Murrayburn Road (A)	HLS2018	3.06	Employment - industrial	Sighthill / Gorgie	320682	670620	3. Least Vulnerable	Medium Likelihood	65.44	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No	Yes		Agree with Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be heavily constrained due to flood risk and council may wish to remove this allocation. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention

FID	Site_ID	Site_no	Site_name	Type	Area_Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
104	361	361	Murrayburn Road (B)	HLS2018	1.60	Employment - industrial	Sighthill / Gorgie	320775	670746	3. Least Vulnerable	Medium Likelihood	37.56	No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes	Yes		Agree with Site Assessment. We require an FRA which assesses the risk from the Murray Burn which is culverted beneath or adjacent to the site. There is limited information available on the location and flood risk associated with the Murray Burn and the site may be heavily constrained due to flood risk and council may wish to remove this allocation. Due to the large number of allocations along the Murray Burn we would recommend the council take a holistic approach and determine the flood risk from this source to inform suitable development types and locations. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
109	369	369	Murrayburn Road (Murrayburn Motors)	HLS2018	0.23	Retail	Pentland Hills	319728	670060		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Site adjacent to the Union Canal but elevated above it. We would recommend that contact is made with Scottish Canals to better understand the flood risk to the site. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
1	8	8.1	Newhaven Road (A)	HLS2018	0.52	Employment - industrial	Leith Walk	326338	675907	3. Least Vulnerable	High Likelihood	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	No Risk	No Risk	No	Yes	Yes	No	Located adjacent to the Water of Leith, shown to be out with the flood extents. Surface water flood risk is shown adjacent to the site and consideration should be given to this as part of the drainage strategy.	
136	8	8.2	Newhaven Road (B)	HLS2018	0.47	Employment - industrial	Leith Walk	326191	676002	3. Least Vulnerable	High Likelihood	4.87	No Risk	0.09	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	No Risk	No Risk	No	Yes	No	No	Located adjacent to the Water of Leith. There are indications of low likelihood of fluvial flood risk, with the Water of Leith being potentially tidal at this location. A flood risk assessment should be undertaken to confirm the flood risk at this location. Surface water flood risk is shown adjacent to the site and consideration should be given to this as part of the drainage strategy.	
137	8	8.3	Newhaven Road (C)	HLS2018	1.33	Employment - industrial	Leith Walk	326095	675903	3. Least Vulnerable	High Likelihood	0.1	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	No	Yes	Yes	No	Located adjacent to the Water of Leith. There are indications of low likelihood of fluvial flood risk, with the Water of Leith being potentially tidal at this location. A flood risk assessment should be undertaken to confirm the flood risk at this location. Surface water flood risk is shown adjacent to the site and consideration should be given to this as part of the drainage strategy.	
71	266	266	Niddrie Mains Road (A)	HLS2018	1.21	Vacant	Portobello / Craigmillar	328971	671739	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	High	Medium	No	Yes	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
100	352	352	Niddrie Mains Road (B)	HLS2018	1.07	Vacant	Portobello / Craigmillar	329125	671552	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No		I believe this is already being/been built. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
42	157	157	North Fort Street	HLS2018	0.05	Vacant	Forth	326006	676914		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	Based on LiDAR information, the site is >8mAOD and therefore not considered to be at risk from the coast/harbour area. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
120	387	387	North Leith Sands	HLS2018	1.77	Employment - Industrial	Leith	326221	676916	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No	Within the Port of Leith area and consideration should be given to the flood risk from the coastal zone, as this site maybe constrained albeit it is not shown with the flood mapping.	Site Assessment does not request an FRA. Based on LiDAR, part of the site is approximately 5mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
91	336	336	Norton Park	HLS2018	0.48	Retail	Leith Walk	327191	674610	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
	81		Ocean Drive	PromotedUrbanSites	0.49			327421	676702		No Risk	0	No Risk	0.05	No Risk	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	Yes	No	No		Flood risk from the Water of Leith and a flood risk assessment will be required to support development in this area.	From LiDAR, most of the site is around 5-5.5mAOD. We would recommend an FRA here to understand the interaction between the Water of Leith, Leith docks, and coastal interaction. Would strongly recommend a holistic FRA for this area due to the amount of regeneration proposed around Leith Docks. Site may be constrained.
	23		Ocean Terminal	PromotedUrbanSites	5.22			326627	677092		High Likelihood	1.4	High Likelihood	0.6	Medium Likelihood	Low Likelihood	Medium Likelihood	Medium Likelihood	No Risk	No Risk	Yes	No	No		Flood risk from coastal, fluvial and surface water. A flood risk assessment would be required to support development in this area.	From LiDAR, most of the site is between 4.5-5.5mAOD. We would recommend an FRA here to understand the interaction between the Water of Leith, Leith docks, and coastal interaction. Would strongly recommend a holistic FRA for this area due to the amount of regeneration proposed around Leith Docks. Commented on site (PCS147332, 16/02815/PPP) in 2016 for a hotel development. Site may be constrained.
106	364	364	Old Dalkeith Road	HLS2018	0.28	Retail	Southside / Newington	327688	671200	3. Least Vulnerable	Low Likelihood	19.86	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No		We agree with the Site Assessment requirement for an FRA. There is uncertainty regarding the Braid Burn Flood Protection Scheme and its interaction with the Pow Burn. We require an FRA which assesses both the Braid Burn and the Pow Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. As this area is identified for numerous development plots we would recommend the council consider a holistic approach and undertake a wider FRA which will inform suitable development locations and land-use types. Development may be constrained here and we may not support and increase in vulnerability of use. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
83	320	320	Old Liston Road	HLS2018	1.22	Vacant	Almond	312071	672771		Medium Likelihood	1.49	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No	No		Site Assessment does not require the River Almond to be assessed. We require an FRA which assesses the flood risk from the River Almond. Consideration should be given to any culverts/bridges might may exacerbate flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to/within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
25	107	107	Orchard Brae	HLS2018	0.83	Employment - office	Inverleith	323753	674404	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	We are aware of a culverted watercourse which flows beneath Flora Stevensons Primary School. The allocation site is elevated above this watercourse. Due to the steep road adjacent to the site consideration should be given to surface water runoff during site layout design
24	106	106	Orchard Brae Avenue	HLS2018	0.93	Employment - office	Inverleith	323696	674271	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
108	368	368	Peatville Gardens	HLS2018	0.13	Community	Sighthill / Gorgie	321061	670357	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Site adjacent to the Union Canal. We would recommend that contact is made with Scottish Canals to better understand the flood risk to the site. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
15	78	78	Peffer Bank	HLS2018	0.93	Employment - industrial	Portobello / Craigmillar	328692	671831	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	Yes	Yes	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
101	353	353	Peffermill Road	HLS2018	0.20	Retail	Southside / Newington	327839	671484	3. Least Vulnerable	Low Likelihood	0.49	No Risk	0	Low Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	No		No mention of flood risk in Site Assessment. There is uncertainty regarding the Braid Burn Flood Protection Scheme and its interaction with the Pow Burn. We require an FRA which assesses both the Braid Burn and the Pow Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. As this area is identified for numerous development plots we would recommend the council consider a holistic approach and undertake a wider FRA which will inform suitable development locations and land-use types. Development may be constrained here. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
43	158	158	Pitt Street	HLS2018	0.58	Employment - industrial	Leith Walk	326201	676275	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No	For all developments surface water management should be considered within the site design.	Based on LiDAR information, the site is approximately 10 metres above the Water of Leith. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. Although this appears to be picking up the low point along the Water of Leith Walkway. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
90	335	335	Portobello Road	HLS2018	0.28	Retail	Craigentinny / Duddingston	328588	674132	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of historic maps does not indicate a small watercourse on site. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
46	188	188	Rae's Crescent	HLS2018	0.84	Vacant	Liberton / Gilmerton	327330	668475	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No		The site is a minimum of 2.5 metres above the watercourse at the lowest point and 75 metres away from the Stenhouse Burn
28	124	124	Ratcliffe Terrace	HLS2018	0.66	Employment - industrial	Southside / Newington	326408	671901	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
107	367	367	Redford Barracks	HLS2018	31.09	MOD	Colinton / Fairmilehead	322374	669330	1. Most Vulnerable Use	Low Likelihood	42.17	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	Yes	No	No		Agree with Site Assessment requirement for an FRA. In our Place Brief consultation we stated "The Water of Leith to the west of the site is situated within a deep gorge and therefore there is little risk from this source of flooding. Due to the large area identified as potentially vulnerable to surface water flooding, this would require careful consideration to ensure any existing property or infrastructure are not at increased risk of flooding, and no proposed property or infrastructure are at risk of flooding. We would note that development may be constrained at this location. Although there may be an opportunity here to reduce surface water flooding to existing areas." As the standard of protection offered by the Braid Burn Flood Protection Scheme is unknown we would recommend an FRA is undertaken to inform development type and layout.
	31		Rennie's Isle	PromotedUrbanSites	0.09			327017	676852		High Likelihood	0	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	Yes	No	No		Site has a small proportion of flooding within the low likelihood of fluvial flooding. FRA should confirm the flood levels along the boundary at Little France Drive.	Commented on this site recently (PCS173602, pre-app). From LiDAR, most of the site is around 5mAOD. We would recommend an FRA here to understand the interaction between the Water of Leith, Leith docks, and coastal interaction. Would strongly recommend a holistic FRA for this area due to the amount of regeneration proposed around Leith Docks. Site may be constrained.
	1		Riccarton		71.09			318535	669684		High Likelihood		No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	Yes		The Murray Burn flows between the two areas of land identified. Development should be located out with the functional floodplain and take account of future climate change scenarios. A flood risk assessment is required as part of the promotion of this site. The site is also shown to have areas of surface water flooding, which a two locations appear to be channels within the existing field (possibly field drains). The flood risk assessment and drainage strategy should consider these flow pathways as part of the development design and layout.	
97	348	348	Roseburn Street	HLS2018	1.02	Mixed uses	Corstorphine / Murrayfield	322896	672895	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	Yes	No	Yes	Surface water flooding is reported along Roseburn Street and surface water flooding should be investigated at this site.	
80	299	299	Roseburn Terrace	HLS2018	0.69	Vacant	Corstorphine / Murrayfield	323087	673236	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No	For all developments surface water management should be considered within the site design.	Based on LiDAR, the site is >10 metres above the Water of Leith. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment	
82	302	302	Royal Victoria Hospital	HLS2018	6.05	Health	Inverleith	323163	674625	1.Most Vulnerable Use	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		There are small, culverted watercourses adjacent to the site but review of historic maps does not indicate any small watercourses in proximity to the site. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to/within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
55	226	226	Royston Terrace	HLS2018	0.15	Employment - industrial	Inverleith	324786	675926	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
141	378	378.1	Russell Road	HLS2018	1.28	Employment - industrial	Sighthill / Gorgie	323295	672800	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	Yes	No	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
140	378	378.2	Russell Road	HLS2018	1.25	Employment - industrial	Sighthill / Gorgie	323463	672907	3. Least Vulnerable	No Risk	0	No Risk	0	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
98	349	349	Russell Road (Royal Mail)	HLS2018	0.41	Sorting office	Corstorphine / Murrayfield	323097	672937	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	Yes	There is shown to be a surface water flood risk on Russell Road. The risk should be investigated further, and consideration taken within the drainage strategy for the site.		
126	393	393	Salamander Place	HLS2018	0.49	Employment - Industrial	Leith	327682	676283	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	Yes	No	No	No		Site Assessment does not request an FRA. Based on LiDAR, part of the site is below 4mAOD. An FRA is required to assess the risk from the Water of Leith, coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
34	137	137	Sandport Place	HLS2018	0.26	Employment - industrial / Retail	Leith	326887	676472	3. Least Vulnerable	High Likelihood	54.97	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	Yes	No	No	No	Agree with Site Assessment. An FRA is required to assess the risk from the Water of Leith and coastal interaction giving due consideration to predicted sea level rises. Site may be constrained. Access/egress will also require consideration. As this area is identified for numerous development plots we would recommend the council consider a holistic approach and undertake a wider FRA which will inform suitable development locations and land-use types. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
116	383	383	Seafield	HLS2018	34.68	Employment - industrial / Retail	Craigentinny / Duddingston	329485	675104	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	Medium Likelihood	High	Medium	Yes	Yes	No	No		No mention of flood risk in Site Assessment. Historic maps indicate the presence of numerous small watercourses through the site which may be culverted. We require an FRA which assesses the coastal flood risk to the site. Consideration should also be given to any culverted watercourses. For information, an approximate 1 in 200 year water level for the area is 3.97mAOD based on extreme still water level calculations using the Coastal Flood Boundary Method. This does not take into account the potential effects of wave action, funnelling or local bathymetry at this location. In addition, future sea level rises should also be taken into consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
56	227	227	Seafield Road	HLS2018	0.39	Employment - industrial	Leith	328571	675770	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	Site is suitably elevated above coastal flood risk with LiDAR indicating site levels >7mAOD. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
72	277	277	Silverlea	HLS2018	1.43	Community	Almond	321365	676476	1.Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
133	400	400	Sir Harry Lauder Road	HLS2018	1.23	Employment	Portobello / Craigmillar	330039	674032	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No		The Site Assessment does not request an FRA. There is uncertainty regarding the Braid/Figgate Burn Flood Protection Scheme. We require an FRA which assesses the Figgate Burn. Consideration should be given to any culverts/bridges might may exacerbate flood risk. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
	4		South East	Greenfield	216.00			329978	667963		No Risk		No Risk	0	High Likelihood	No Risk	No Risk	No Risk	High	Medium	No	No	No		There are a number of pockets of surface water flooding within the proposed site location. Consideration should be given to these within the drainage strategy		
32	134	134	South Fort Street	HLS2018	2.93	Employment - industrial	Leith Walk	326167	676129	3. Least Vulnerable	High Likelihood	3.13	No Risk	0	No Risk	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No	Yes	No	No	Located on the banks of the Water of Leith. The site is elevated above the Water of Leith. Flood Risk Assessment is required to confirm the development site is free from flood risk. Surface water flooding should be considered as part of the drainage strategy.	
4	12	12	St Clair Street	HLS2018	2.66	Employment - industrial	Leith Walk	327321	675155	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	High	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to this site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
94	342	342	St John's Road (A)	HLS2018	0.09	Employment - industrial	Corstorphine / Murrayfield	319702	672948	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
125	391	391	St John's Road (B)	HLS2018	0.82	Employment - Industrial	Corstorphine / Murrayfield	319715	673048	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	Low Likelihood	No Risk	No Risk	Medium	Medium	No	No	Yes	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
29	126	126	St Leonard's Street (car park)	HLS2018	0.20	Vacant	Southside / Newington	326561	672727	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	N/A	
129	382	382	Steads Place	HLS2018	1.30	Employment - Industrial / Retail	Leith Walk	326769	675714	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	

FID	Site_ID	Site_no	Site_name	Type	Area_Ha_	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
10	43	43	Stenhouse Road	HLS2018	3.57	Employment - industrial	Sighthill / Gorgie	321699	671379	3. Least Vulnerable	High Likelihood	91.78	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	No Risk	No Risk	No	No	No	Yes	Located on the banks of the Water of Leith potentially affecting the functional floodplain. There is known historical flooding in this area from the Water of Leith with flooding reported to affect large proportion of the site. A detailed FRA will be required to fully understand the risk in this area and consultation required with SEPA over their position on this site.	
	61	61	Stevenson Road	HLS2018	2.04	Employment - industrial	Sighthill / Gorgie	322407	672114	3. Least Vulnerable	Low Likelihood	39.48	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	No Risk	High	Medium	No	No	Yes	No	Part of the development site is shown to be within the Low Likelihood of fluvial flood risk with surface water flooding within or adjacent to the site. Future climate change flood extents show that the site maybe susceptible to flooding in the future. A flood risk assessment is required.	
85	329	329	Stewartfield	HLS2018	1.45	Employment - industrial	Leith Walk	325934	675884	3. Least Vulnerable	Low Likelihood	7.64	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	Yes	Yes	No	Located within close proximity to low likelihood fluvial flood extent. It is recommended an FRA is completed.	
17	88	88	Temple Park Crescent	HLS2018	0.17	Employment - industrial	Morningside	323766	672189	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	Yes	The site is directly adjacent to the Union Canal. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
	390	390	Timberbush	HLS2018	0.12	Employment - industrial	Leith	327192	676645	3. Least Vulnerable	Low Likelihood	100	No Risk	0	No Risk	No Risk	Medium Likelihood	Medium Likelihood	No Risk	No Risk	No	No	Yes	No	Agree with Site Assessment requiring an FRA. Based on LiDAR, the majority of site is below 4.5mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
121	388	388	Tower Street	HLS2018	1.35	Employment - industrial	Leith	327491	676524	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	Medium Likelihood	Medium Likelihood	Medium	Medium	No	No	No	No	Site Assessment does not request an FRA. Based on LiDAR, the majority of site is below 5mAOD. An FRA is required to assess the risk from the Water of Leith and coastal interaction, including the operation of the harbour. Site may be constrained. We would recommend the council take a holistic approach to development within the tidal reach of the Water of Leith and harbour area to inform development type, location and mitigation. Access/egress will also require consideration. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
75	282	282	Turnhouse Road	HLS2018	3.25	Employment - industrial	Almond	317761	673112	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No	No	As stated in planning applications for this area, the council should be minded that development here without a strategic and holistic approach may affect the viability of the Gogar Burn realignment. If development takes places in a piecemeal approach then it may prohibit the preferred realignment route which would benefit existing development and infrastructure. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to/within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
74	281	281	Turnhouse Road (SAICA)	HLS2018	6.27	Employment - industrial	Drum Brae / Gyle	317714	672849	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	Low Likelihood	No Risk	No Risk	High	Medium	No	No	No	No	As stated in planning applications for this area, the council should be minded that development here without a strategic and holistic approach may affect the viability of the Gogar Burn realignment. If development takes places in a piecemeal approach then it may prohibit the preferred realignment route which would benefit existing development and infrastructure. Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to/within the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
66	249	249	Watertoun Road	HLS2018	0.85	Education	Southside / Newington	326304	671080	1.Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	No Risk	No Risk	No	No	No	No	Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.	
18	89	89	Watson Crescent Lane	HLS2018	0.09	Employment - industrial	Fountainbridge / Craiglockhart	323719	672186	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	Yes	For all developments surface water management should be considered within the site design.	The site is directly adjacent to the Union Canal. Consideration should be given to the risk the canal poses and contact should be made with Scottish Canals. Site layout and design should take account of this risk. Consider including this source of flooding within the Site Assessment.
0	2		West		87.18			314745	672203		High Likelihood		No Risk	0	High Likelihood	Low Likelihood	Medium Likelihood	No Risk	High	Medium	No	No	Yes		A tributary to the Gogar Burn flows between the boundary of the development site and the Freeland's Road. This is highlighting the site as high risk from fluvial flooding. A flood risk assessment will be required to support the development with regards to safe access and egress. There are pockets of surface water flooding within the development, this should be considered within any drainage strategy for the site.	
	7	7	West Bowling Green Street	HLS2018	0.58	Employment - industrial	Leith Walk	326331	676209	3. Least Vulnerable	No Risk	0	No Risk	0	Medium Likelihood	No Risk	No Risk	No Risk	High	Medium	No	Yes	Yes	No	The site is adjacent to the Water of Leith and is elevated above the watercourse with no know fluvial flood risk. The site is shown to be adjacent to surface water flooding which is likely to be located on the footpath below the site. Surface water risk should be considered as part of any proposal to develop this site.	
	1		West Croft, Ratho	PromotedUrbanSites	0.29			314031	670884		No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	Medium	Medium	No	No	Yes		Adjacent to the canal. Surface Water flooding in the surrounding area. No flood risk assessment required.	Surface water flooding to West Croft and Ratho Park Road reported in 2019 and 2020. No FRA required but surface water flood risk will need considered. Canal is below site.

FID	Site_ID	Site_no	Site_name	Type	Area_Ha	Current_us	Ward	East	North	ExistLandV	Fluvial	RivArea	Coastal	CoaArea	Pluvial	GroundWate	Riv_Future	Coa_Future	S16	S16Future	Erosion	FloodDef	Canal	Roads at Risk	Flooding Comment	SEPA Comment
105	363	363	West Gorgie Park	HLS2018	0.79	Employment - industrial	Fountainbridge / Craiglockhart	322340	671519	3. Least Vulnerable	No Risk	0	No Risk	0	High Likelihood	No Risk	No Risk	No Risk	Medium	Medium	No	No	Yes	Yes		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
58	233	233	West Pilton Grove	HLS2018	0.42	Community	Forth	322386	676100	1. Most Vulnerable Use	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes	No	For all developments surface water management should be considered within the site design.	N/A
128	395	395	West Pilton Lea	HLS2018	0.29	Open space	Forth	322303	676308	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
87	331	331	West Pilton Place	HLS2018	0.06	Employment - industrial	Forth	322689	676151		No Risk	0	No Risk	0	No Risk	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No	No	For all developments surface water management should be considered within the site design.	N/A
89	334	334	Westbank Street	HLS2018	1.76	Community	Portobello / Craigmillar	330298	674270	3. Least Vulnerable	High Likelihood	21.54	High Likelihood	0.03	High Likelihood	Low Likelihood	Medium Likelihood	Medium Likelihood	High	Medium	Yes	Yes	No	No	Site in close proximity to Frigate Burn and Coast. Flood risk assessment will be required to inform development proposals for the area.	Agree with Site Assessment. In the Place Brief we state "Based on Lidar information, the majority of the site sits around 5-5.5mAOD. For information, an approximate 1 in 200 year water level for the area is 3.97mAOD based on extreme still water level calculations using the Coastal Flood Boundary Method. This does not take into account the potential effects of wave action, funnelling or local bathymetry at this location. In addition, future sea level rises should also be taken into consideration. For the Forth area an increase in 860mm is recommended by SEPA up to 2100 [although this may change as guidance evolves]. We would require the submission of a detailed Flood Risk Assessment in support of the application. Due to the Braid/Figgate Burn draining to the sea immediately adjacent to the site, there will need to be joint probability analysis undertaken. The site will likely not be wholly developable and may not be partially developable. Hence, we would recommend a flood risk assessment is undertaken to inform the area suitable for development before allocating the site within the Local Development Plan should there be an increase in vulnerability of use, e.g. leisure facility to housing. There is a Flood Protection Scheme upstream of the site which may also require consideration as part of any modelling." Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
67	253	253	Westfield Road (A)	HLS2018	0.15	Retail / Mixed uses	Sighthill / Gorgie	322520	672326	3. Least Vulnerable	Low Likelihood	85.4	No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	No	No	No	Located within the low likelihood area of flooding for the Water of Leith. There is also known surface water flood risk within the site. Flood risk assessment is required. Surface water should be considered as part of the drainage strategy.	0
103	357	357	Westfield Road (B)	HLS2018	0.31	Retail	Sighthill / Gorgie	322487	672431	3. Least Vulnerable	Medium Likelihood	100	No Risk	0	High Likelihood	No Risk	Medium Likelihood	No Risk	Medium	Medium	No	Yes	Yes	No	Located within the Medium Likelihood of fluvial flooding, with a known history of fluvial flooding in this area. Flood risk assessment is required.	0
99	350	350	Willowbrae Road	HLS2018	0.28	Retail	Craigentinny / Duddingston	329158	673202	3. Least Vulnerable	No Risk	0	No Risk	0	No Risk	Low Likelihood	No Risk	No Risk	Medium	Medium	No	No	No	No		Review of the surface water 1 in 200 year flood map indicates that there may be flooding issues within/adjacent to the site. This should be investigated further and it is recommended that contact is made with the flood prevention officer.
0	15		Garden District (East of Milburn Tower)		62.87			317383	671774		High	32.58	No Risk	0	High	Low	Medium	No Risk	No Risk	No Risk	No	No	Yes		Gogar Burn flows through the site at two locations. Review of the flood maps indicate a high likelihood of river flooding from the Gogar Burn. A flood risk assessment is required. The site is also shown to have large areas of potential surface water flooding.	
1	0		IBG		30.80			315438	672717		Medium	10.02	No Risk	0	High	Low	Medium	No Risk	No Risk	No Risk	No	No	No		Part of the site is within the high likelihood of river flooding from the Gogar Burn. There are a number of drains which flow to the Gogar Burn within the development site. A flood risk assessment is required.	
2	0		Newbridge Industry Estate Extension		40.24			311159	671504		Medium	6.51	No Risk	0	High	No Risk	Medium	No Risk	No Risk	No Risk	No	No	Yes		The site is bounded by the River Almond to the north and east and an unnamed tributary of the River Almond to the west. The site is marginally encroaching on the floodplains along the northern boundary and a flood risk assessment is required. Small localised areas of surface water flooding within the site. The A12 was reported to be impassable from surface water flooding in December 2019.	
3	0		Brunstane Business Industry Area		8.96			331419	672122		No Risk	0	No Risk	0	Medium	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	No		There are very small localised pockets of surface water flooding on the boundary edge. For all developments surface water management should be considered within the site design.	
4	0		Newcraighall Industrial Estate		1.93			331249	671552		No Risk	0	No Risk	0	Low	No Risk	No Risk	No Risk	Medium	Medium	No	No	No		There is a small localised pocket of flooding within the site. Surface water management should be considered within the site.	
5	0		Newbridge Industry Estate Allocation		9.44			312354	671711		No Risk	0	No Risk	0	High	No Risk	No Risk	No Risk	No Risk	No Risk	No	No	Yes		There is a small unnamed watercourse/waterbody which flows by Claylands Road. Surface water flood maps show flooding in	

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
26	112	112	Albert Street	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
36	141	141	Albion Street	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
47	190	190	Alnwickhill Road	N	Y	0	0	2	1	0	0	0	0	0	0	0	3	Low	Yes
	49		Argyle House	N	Y	0	0	3	0	0	0	0	0	0	0	0	3	Low	Yes
70	259	259	Astley Ainslie Hospital	Y	Y	0	0	3	1	0	0	3	1	0	0	0	13	Medium	Yes
77	290	290	Balgreen	Y	Y	12	0	2	0	3	0	0	0	0	-1	0	15	Medium	Yes
84	326	326	Baltic Street (B)	Y	Y	8	0	2	0	3	3	2	1	0	0	0	12	Medium	Yes
35	138	138	Bangor Road (James Pringle)	Y	Y	15	12	2	0	3	3	2	1	0	-1	0	30	V.High	No
3	10	10	Bangor Road (Swanfield Industrial Estate)	Y	Y	15	0	2	0	3	0	2	1	0	-1	0	21	High	Yes
122	389	389	Bath Road	Y	Y	0	0	2	0	3	3	3	1	0	0	0	17	High	Yes
88	332	332	Beaverhall Road	Y	Y	8	0	2	0	0	0	2	1	0	-1	0	17	High	Yes
2	9	9	Bonnington Road	N	Y	0	0	0	0	0	0	0	0	0	-1	0	-1	No Risk	Yes
	23		Broadway Park South	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
6	34	34	Broomhouse Terrace	N	Y	0	0	2	1	0	0	3	1	0	0	0	7	Medium	Yes
132	399	399	Broughton Market	N	Y	0	0	1	0	0	0	0	0	0	0	0	1	Low	Yes

Partial development, if safe access egress can be achieved. Site should be consider as part of a holistic flood risk assessment of the Water of Leith,

Noted that future climate change predictions will present a challenge. FRA

Unless confirmation from CEC flood team agree to be included due to WATER of Leith Modelling and ground elevation

Partial site development.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
139	328	328	Broughton Road	Y	Y	0	0	1	0	3	0	0	0	0	-1	0	8	Medium	Yes
57	230	230	Broughton Road	N	Y	0	0	1	0	0	0	0	0	0	-1	0	0	No Risk	Yes
	92		Burdiehouse Crescent	Y	Y	0	0	0	1	0	0	0	0	0	0	2	8	Medium	Yes
64	244	244	Calder Estate (A)	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
65	245	245	Calder Estate (B,C,D)	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
63	243	243	Calder Estate (G)	Y	Y	0	0	0	0	0	0	0	0	0	0	0	5	Medium	Yes
60	238	238	Calder Estate (H)	Y	Y	0	0	0	0	0	0	0	0	0	0	0	5	Medium	Yes
59	237	237	Calder Estate (I)	Y	Y	0	0	0	0	0	0	0	0	0	0	2	7	Medium	Yes
61	239	239	Calder Estate (J)	Y	Y	0	0	0	0	0	0	0	0	0	0	2	7	Medium	Yes
62	240	240	Calder Estate (K)	Y	Y	12	0	0	0	3	0	2	1	0	0	1	20	High	Yes
	5		Calderwood	Y	Y	12	0	3	0	3	0	0	0	0	0	3	14	Medium	Yes

Holistic flood risk assessment of the murrayburn area required to confirm flood extents. 59% 2within the medium flood zone.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
124	392	392	Carron Place	Y	Y	0	0	2	0	3	3	3	1	0	0	0	17	High	Yes
69	257	257	Chalmers Street (Eye Pavilion)	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
73	280	280	Clovenstone House	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
33	136	136	Coburg Street	Y	Y	0	0	2	0	3	0	2	1	0	0	0	13	Medium	Yes
	92		Colinton Mains	Y	Y	0	0	0	1	0	0	0	0	0	-1	0	5	Medium	Yes
119	386	386	Commercial Street	Y	Y	0	0	0	0	3	0	0	0	0	0	0	8	Medium	Yes
95	345	345	Corstorphine Road (A)	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
96	346	346	Corstorphine Road (B)	N	Y	0	0	0	0	0	0	0	0	0	0	3	3	Low	Yes
118	385	385	Corunna Place	N	Y	0	0	0	0	0	0	0	0	0	0	2	2	Low	Yes
110	371	371	Cowans Close	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
	15		Craigentinny Depot	N	Y	0	0	2	1	0	0	0	0	0	-1	0	2	Low	Yes
48	191	191	Craiglockhart Avenue	N	Y	0	0	3	1	0	0	2	1	0	0	0	7	Medium	Yes
21	95	95	Crewe Road South	Y	Y	0	0	3	0	0	0	3	1	0	0	0	12	Medium	Yes
138	406	406	Crosswinds	Y	Y	15	0	3	1	3	0	2	1	0	0	0	18	High	Yes
102	356	356	Dalry Road	N	y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
93	340	340	Drumbrae Drive	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes

Future flood risk from coastal and river sources and surface water

Development should consider the realignment of Gogar Burn and providing flood buffer zone.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
14	75	75	Duddingston Park South	Y	Y	0	0	0	0	0	0	0	0	0	0	0	5	Medium	Yes
5	16	16	Duddingston Park South (Duddingston Yards)	Y	Y	15	0	2	0	3	0	2	1	0	0	0	20	High	Yes
9	38	38	Dumbryden Drive	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
19	91	91	Dundee Street	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
23	100	100	Dundee Terrace	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
135	404	404	East London Street	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
54	225	225	Eastfield	Y	Y	15	15	2	0	3	3	2	1	0	0	0	22	High	No
	91		Edinburgh 205	Y	Y	15	0	3	1	3	0	0	0	0	0	0	15	Medium	Yes
	71		Edinburgh Corn Exchange	Y	Y	0	0	2	1	0	0	0	0	0	0	0	8	Medium	Yes
2			EW 1d	Y	Y	0	15	0	0	0	0	3	1		0	0	24	High	Yes
0			EW 1e	Y	Y	15	15	0	0	0	0	0	0		0	0	23	High	Yes
1			EW 2d	Y	Y	0	15	0	0	0	0	2	1		0	0	23	High	Yes
41	151	151	Eyre Place	N	Y	0	0	2	0	0	0	0	0	0	-1	0	1	Low	Yes
30	128	128	Eyre Terrace	N	Y	0	0	3	0	0	0	0	0	0	-1	0	2	Low	Yes
16	85	85	Falcon Road West	N	Y	0	0	0	1	0	0	0	0	0	0	0	1	Low	Yes

Development should consider providing flood protection buffer zone. Safe guarding the functional floodplain as defined by SEPA and considering future flood risk.

Consider removal

Partial areas of the site impacted. Consideration to be given to buffer zones around the Gogar Burn and tie in with aspiration to realign the Gogar Burn.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
86	330	330	Ferry Road	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
20	94	94	Gillsple Crescent	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
45	187	187	Gilmerton Dykes Street	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
	90		Gilmerton Gateway	N	Y	0	0	3	0	0	0	0	0	0	0	0	0	Low	Yes
	26		Glenogle Road	Y	Y	15	0	2	0	3	0	0	0	0	-1	0	20	High	Yes
11	58	58	Gorgie Park Close	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
134	401	401	Gorgie Road (Caledonian Packaging)	Y	Y	8	0	1	0	3	0	2	1	0	0	0	12	Medium	Yes
13	62	62	Gorgie Road (east)	N	Y	0	0	2	0	0	0	2	1	0	0	0	5	Medium	Yes
130	396	396	Gylemuir Road	Y	Y	12	0	2	1	3	0	3	1	0	0	0	27	High	No
9			HSG 15	N	Y	0	0	0	1	0	0	0	0		0	0	1	Low	Yes
7			HSG 28	N	Y	0	0	0	0	0	0	3	1		0	0	4	Low	Yes
8			HSG 30	Y	Y	12	0	0	0	0	0	0	0		0	0	5	Medium	Yes
6			HSG 31	N	Y	0	0	0	1	0	0	0	0		0	0	1	Low	Yes
3			HSG 32	N	Y	0	0	0	0	0	0	0	0		0	0	0	No Risk	Yes
4			HSG 5	N	Y	0	0	0	0	0	0	3	1		0	0	4	Low	Yes
5			HSG 7	Y	Y	0	0	0	1	0	0	0	0		0	0	6	Medium	Yes
111	372	372	Inch Nursery	Y	N	15	0	3	1	3	0	0	0	0	-1	0	20	High	Yes
31	130	130	India Place	N	Y	0	0	0	0	0	0	0	0	0	-1	0	-1	No Risk	Yes

Likely that flood mechanism is for out of bank flooding upstream of site, which will be conveyed through street. Largely inundated at the low likelihood event with flows in channel at the Medium event.

Site on the boundary of the Medium flood outline and partially covered at the low probability. This combined with surface water could make access egress and issue and this will need investigated.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
	84		Inglis Green Road	Y	Y	15	0	2	1	3	0	0	0	0	0	0	26	High	No
49	192	192	Inglis Green Road (A)	Y	Y	15	0	1	1	3	0	0	0	0	0	0	21	High	Yes
79	297	297	Inglis Green Road (B)	Y	Y	15	0	2	1	3	0	0	0	0	0	0	26	High	No
37	142	142	Iona Street	N	Y	0	0	2	0	0	0	2	1	0	0	0	5	Medium	Yes
117	384	384	Jane Street	N	Y	0	0	3	0	0	0	2	1	0	-1	0	5	Medium	Yes
53	210	210	Joppa Road	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
81	300	300	Keir Street	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
131	397	397	Kirk Loan	N	Y	0	0	1	1	0	0	2	1	0	0	0	5	Medium	Yes
	3		Kirkiston	Y	Y	12	0	3	0	3	0	2	1	0	0	3	17	High	Yes
50	193	193	Lanark Road (A)	N	Y	0	0	0	1	0	0	0	0	0	0	0	1	Low	Yes
115	381	381	Lanark Road (B)	Y	Y	15	0	0	1	3	0	0	0	0	0	0	24	High	No
114	379	379	Lanark Road (D)	N	Y	0	0	2	1	0	0	3	1	0	0	0	7	Medium	Yes
	87		Land adj. to Edinburgh Gateway	Y	Y	15	0	3	1	3	0	0	0	0	0	0	15	Medium	Yes
	10		Land at Burdiehouse Road	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
	48		Land at Edmonstone	Y	Y	8	0	3	0	3	0	2	1	0	0	0	10	Medium	Yes
	60		Land at Ferrymuir	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
	85		Land at Goodtrees/Land at The Wisp	Y	Y	0	0	3	0	0	0	2	1	0	0	0	11	Medium	Yes

Partial development only, 50% with the Medium flood outline. With full site within the Low Likelihood event.

Partial site development. Based on confirmation of Water of Leith flood study information.

Unless confirmation from CEC flood team agree to be included due to WATER of Leith Modelling and ground elevation

Primarily fluvial flood risk with the entire site within the Medium likelihood event.

Small proportion of the site impacted. Largely developable.

Spans the Niddrie Burn and flood extents in the area should be considered.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
44	161	161	Leith Walk (depot)	N	Y	0	0	2	0	0	0	2	1	0	0	0	5	Medium	Yes
78	296	296	Leith Walk/Manderston Street	N	Y	0	0	2	0	0	0	2	1	0	0	0	5	Medium	Yes
76	289	289	Liberton Hospital	Y	Y	0	0	3	0	0	0	3	1	0	0	0	12	Medium	Yes
39	146	146	Logie Green Road	Y	Y	15	0	2	0	3	0	0	0	0	-1	0	24	High	Yes
27	115	115.2	London Road (B)	Y	Y	0	0	3	0	0	0	0	0	0	0	0	8	Medium	Yes
51	195	195	Longstone Road	Y	Y	15	0	2	0	3	0	0	0	0	0	0	19	High	Yes
38	144	144	McDonald Place	N	Y	0	0	2	0	0	0	2	1	0	-1	0	4	Low	Yes
40	147	147	McDonald Road (A)	N	Y	0	0	1	0	0	0	0	0	0	-1	0	0	No Risk	Yes
68	255	255	McDonald Road (B)	Y	Y	0	0	3	0	0	0	0	0	0	-1	0	7	Medium	Yes
92	337	337	Montrose Terrace	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
112	374	374	Moredun Park Loan	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
113	375	375	Moredun Park View	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
	19		Morrisons at Gilmerton Road	N	Y	0	0	3	0	0	0	2	1	0	0	0	6	Medium	Yes
127	394	394	Muirhouse Bank	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
22	99	99	Murieston Lane	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
52	199	199	Murrayburn Drive	Y	Y	12	0	2	0	3	0	0	0	0	0	0	18	High	Yes
7	35	35	Murrayburn Gate	N	Y	0	0	1	0	0	0	0	0	0	0	0	1	Low	Yes
8	37	37	Murrayburn Road (A)	Y	Y	12	0	2	0	3	0	2	1	0	0	0	21	High	Yes

Low likelihood flooding and within the CEC WoL FPS benefit area to be confirmed with CEC flood protection team

Partial development, if safe access egress can be achieved. Site should be consider as part of a holistic flood risk assessment of the Murray Burn,

Holistic flood risk assessment of the murrayburn area required to confirm flood extents. 50% of the site with the Medium flood outline.

But only developable with a holistic flood risk assessment which confirms flood extents and opportunities to reduce flood risk in this area.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
104	361	361	Murrayburn Road (B)	Y	Y	12	0	3	0	3	0	0	0	0	0	0	17	High	Yes
109	369	369	Murrayburn Road (Murrayburn Motors)	N	N	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
1	8	8.1	Newhaven Road (A)	N	Y	0	0	2	0	0	0	0	0	0	-1	0	1	Low	YES
136	8	8.2	Newhaven Road (B)	Y	Y	15	0	2	0	3	3	0	0	0	-1	0	15	Medium	YES
137	8	8.3	Newhaven Road (C)	Y	Y	15	0	2	0	3	3	2	1	0	-1	0	18	High	Yes
71	266	266	Niddrie Mains Road (A)	N	Y	0	0	0	1	0	0	3	1	0	-1	0	4	Low	Yes
100	352	352	Niddrie Mains Road (B)	N	Y	0	0	3	1	0	0	0	0	0	0	0	4	Low	Yes
42	157	157	North Fort Street	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
120	387	387	North Leith Sands	Y	Y	0	0	2	0	0	0	2	1	0	0	0	10	Medium	Yes
91	336	336	Norton Park	Y	Y	0	0	2	0	0	0	2	1	0	0	0	10	Medium	Yes
	81		Ocean Drive	Y	Y	0	0	0	0	0	3	0	0	0	0	0	8	Medium	Yes
	23		Ocean Terminal	Y	Y	15	15	2	1	3	3	0	0	0	0	0	20	High	Yes
106	364	364	Old Dalkeith Road	Y	Y	8	0	0	1	0	0	0	0	0	-1	0	5	Medium	Yes

But only developable with a holistic flood risk assessment which confirms flood extents and opportunities to reduce flood risk in this area. 36% of the site is within the Medium flood extent.

No Fluvial, Coastal flood risk

Site located on the edge of the floodplain.

Holistic approach with other developments at Leith Dock and Water of Leith required.

FRA must consider access egress to the site. Small proportions within the flood zone. Consultation with SEPA will be required.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
83	320	320	Old Liston Road	Y	Y	12	0	0	0	3	0	0	0	0	0	2	10	Medium	Yes
25	107	107	Orchard Brae	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
24	106	106	Orchard Brae Avenue	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
108	368	368	Peatville Gardens	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
15	78	78	Peffer Bank	N	Y	0	0	3	1	0	0	3	1	0	-1	0	7	Medium	Yes
101	353	353	Peffermill Road	Y	Y	8	0	1	1	0	0	0	0	0	-1	0	2	Low	Yes
43	158	158	Pitt Street	N	Y	0	0	0	0	0	0	0	0	0	-1	0	-1	No Risk	Yes
90	335	335	Portobello Road	Y	Y	0	0	3	0	0	0	2	1	0	0	0	11	Medium	Yes
46	188	188	Rae's Crescent	N	Y	0	0	1	0	0	0	0	0	0	0	0	1	Low	Yes
28	124	124	Ratcliffe Terrace	N	Y	0	0	2	1	0	0	0	0	0	0	0	3	Low	Yes
107	367	367	Redford Barracks	Y	Y	8	0	3	1	0	0	3	1	0	-1	0	14	Medium	Yes
	31		Rennie's Isle	Y	Y	15	0	0	0	3	0	0	0	0	0	0	11	Medium	Yes
	1		Riccarton	Y	Y	15	0	3	0	3	0	0	0	0	0	3	17	High	Yes
97	348	348	Roseburn Street	N	Y	0	0	2	0	3	0	0	0	0	-1	0	4	Low	Yes
80	299	299	Roseburn Terrace	N	Y	0	0	0	0	0	0	0	0	0	-1	0	-1	No Risk	Yes

Buffer zone required to protect functional floodplain.

But only developable with an appropriate flood risk assessment and consultation with CEC

40% of the site is within the low likelihood event. 0% within the Medium likelihood event. The flood risk assessment should confirm the risk and opportunities within the site to provide blue corridors and aim reducing flood risk from all sources with particular focus on surface water flooding.

Holistic approach with other developments at Leith Dock and Water of Leith required.

Flood Risk should take into account opportunities to reduce flooding for downstream developments.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
82	302	302	Royal Victoria Hospital	Y	Y	0	0	3	0	0	0	2	1	0	0	0	11	Medium	Yes
55	226	226	Royston Terrace	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
141	378	378.1	Russell Road	N	Y	0	0	1	0	0	0	2	1	0	-1	0	3	Low	Yes
140	378	378.2	Russell Road	N	Y	0	0	1	0	0	0	0	0	0	0	0	1	Low	Yes
98	349	349	Russell Road (Royal Mail)	N	Y	0	0	2	0	0	0	0	0	0	-1	0	1	Low	Yes
126	393	393	Salamander Place	Y	Y	0	0	2	0	3	3	2	1	0	0	0	16	High	Yes
34	137	137	Sandport Place	Y	Y	15	0	0	0	3	0	0	0	0	0	2	21	High	Yes
116	383	383	Seafield	Y	Y	0	0	2	0	0	3	3	1	0	-1	0	13	Medium	Yes
56	227	227	Seafield Road	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
72	277	277	Silverlea	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
133	400	400	Sir Harry Lauder Road	Y	Y	0	0	0	1	0	0	0	0	0	-1	0	5	Medium	Yes
4	4		South East	Y	Y	0	0	3	0	0	0	3	1	0	0	3	15	Medium	Yes
32	134	134	South Fort Street	Y	Y	15	0	0	0	3	0	0	0	0	-1	2	12	Medium	Yes
4	12	12	St Clair Street	Y	Y	0	0	3	0	0	0	3	1	0	0	0	12	Medium	Yes
94	342	342	St John's Road (A)	N	Y	0	0	2	1	0	0	3	1	0	0	0	7	Medium	Yes
125	391	391	St John's Road (B)	N	Y	0	0	2	1	0	0	2	1	0	0	0	6	Medium	Yes
29	126	126	St Leonard's Street (car park)	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
129	382	382	Steads Place	N	Y	0	0	0	0	0	0	2	1	0	0	2	5	Medium	Yes

Confirmation of elevations, and flood modelling output from CEC Water of Leith Study



FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
10	43	43	Stenhouse Road	Y	Y	15	0	2	0	3	0	0	0	0	0	0	25	High	No
	61	61	Stevenson Road	Y	Y	8	0	2	0	3	0	3	1	0	0	0	16	High	Yes
85	329	329	Stewartfield	Y	Y	8	0	0	0	0	0	0	0	0	-1	2	2	Low	Yes
17	88	88	Temple Park Crescent	N	Y	0	0	2	0	0	0	0	0	0	0	0	2	Low	Yes
	390	390	Timberbush	Y	Y	8	0	0	0	3	3	0	0	0	0	2	21	High	Yes
123																			
121	388	388	Tower Street	Y	Y	0	0	2	0	3	3	2	1	0	0	0	16	High	Yes
	282	282	Turnhouse Road	Y	Y	0	0	3	1	0	0	0	0	0	0	0	9	Medium	Yes
75																			
74	281	281	Turnhouse Road (SAICA)	Y	Y	0	0	3	1	0	0	3	1	0	0	0	13	Medium	Yes
66	249	249	Watertoun Road	N	Y	0	0	0	1	0	0	0	0	0	0	0	1	Low	Yes
18	89	89	Watson Crescent Lane	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
	2		West	Y	Y	15	0	3	1	3	0	3	1	0	0	3	22	High	Yes
0	7	7	West Bowling Green Street	N	Y	0	0	2	0	0	0	3	1	0	-1	0	5	Medium	Yes
	1		West Croft, Ratho	N	Y	0	0	0	1	0	0	2	1	0	0	2	6	Medium	Yes

Confirmation of elevations, and flood modelling output from CEC Water of Leith Study

Located within the Low likelihood of fluvial flooding and it maybe suitable for development, but a flood risk assessment is required.

FID	Site_ID	Site_no	Site_name	Flood Risk Assessment Required	Age/Surface Water Management	Fluv_Score	Coa_Score	Pluv_Score	GW_Score	RivF_Score	CoaF_Score	S16	S16Future	Erosion	Def_Score	Roads at Risk	TOTALSCORE	Total Risk	Site Selection
105	363	363	West Gorgie Park	N	Y	0	0	3	0	0	0	2	1	0	0	0	6	Medium	Yes
58	233	233	West Pilton Grove	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
128	395	395	West Pilton Lea	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
87	331	331	West Pilton Place	N	Y	0	0	0	0	0	0	0	0	0	0	0	0	No Risk	Yes
89		334	Westbank Street	Y	Y	15	15	3	1	3	3	3	1	0	-1	0	28	High	No
67	253	253	Westfield Road (A)	Y	Y	8	0	3	0	3	0	2	1	0	0	0	22	High	Yes
103	357	357	Westfield Road (B)	Y	Y	12	0	3	0	3	0	2	1	0	-1	0	25	High	Yes
99	350	350	Willowbrae Road	N	Y	0	0	0	1	0	0	2	1	0	0	0	4	Low	Yes
0	15		Garden District (East of 15)	Y	Y	15	0	3	1	3	0	0	0	0	0	3	24	High	Yes
1	0		IBG	Y	Y	12	0	3	1	3	0	0	0	0	0	2	18	High	Yes
2	0		Newbridge Industry Estate	Y	Y	12	0	3	0	3	0	0	0	0	0	3	14	Medium	Y
3	0		Brunstane Business Indu	N	Y	0	0	2	0	0	0	0	0	0	0	2	4	Low	Y
4	0		Newcraighall Industrial Esign.			0	0	1	0	0	0	2	1	0	0	0	4	Low	Y
5	0		Newbridge Industry Esta	Y	Y	0	0	3	0	0	0	0	0	0	0	3	11	Medium	Y