

EDINBURGH LOCAL DEVELOPMENT PLAN

HABITATS REGULATIONS APPRAISAL RECORD

MARCH 2017



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

The Action Programme sets out actions to deliver the Plan.

The Report of Conformity explains how engagement informed the Plan.

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

The Transport Appraisal identifies transport actions to support the Plan.

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

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

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

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

See the documents, supplementary guidance, and other information at:
www.edinburgh.gov.uk/localdevelopmentplan
www.edinburgh.gov.uk/supplementaryguidance

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Edinburgh Local Development Plan
Post Examination Modifications



Habitats Regulations Appraisal Record

March 2017

**Final Habitats Regulation Appraisal Record
Proposed Edinburgh Local Development Plan
Revised following Examination of the Proposed Plan
(November 2016)**

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Habitat Regulations Appraisal Record for the Edinburgh Local Development Plan

1. Legislative requirement to undertake Habitats Regulation Appraisal

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 requires 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 area known as Natura 2000. 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 of these sites should be appraised.

Scottish Planning policy (2014) states that any development plan or development proposals 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. 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.

Scottish Government produced further guidance in July 2012 in the form of an Advice sheet No 1 *Aligning Development Planning procedures with Habitat Regulation Appraisal (HRA) requirements*. This document has been referred to during the HRA of the Proposed Edinburgh Local Development Plan.

3. Stages of the HRA process for plans

SNH's guidance sets out a series of (potentially) thirteen 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 Edinburgh Local Plan 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

European sites to be considered in the appraisal identified in consultation with SNH.

Stage 3

Information gathered about the European sites using SNH sitelink and through contact with SNH staff.

Stage 4

Meeting held with SNH 09/10/2012 to agree the method and scope of the appraisal. Meetings also took place with the Around the Forth Local Authorities to agree scope of general assessment for the Firth of Forth SPA.

Stage 5

Screening undertaken of all stages of the proposals allocated sites and policies in the draft pLDP for likely significant effects alone on a European Site. Meeting held on the 16/01/2013 to discuss initial screening of the draft plan. Meeting with SNH 21/02/2013 to agree scope of in-combination assessment.

Stage 7 – Not required as no Appropriate Assessment required.

Stage 8 – Not required as no Appropriate Assessment required therefore no mitigation required.

Stage 9 – A draft HRA record prepared and sent to SNH - SNH agreed with conclusions at this stage 25/04/14

Stage 10 - Post examination July 2016 - screen Reporter's Recommendations included in the examination report for likely significant effects on a European site. Re-consult SNH 22/08/2017.

Stage 11 - Modify HRA Record in light of SNH representations and any modifications to the Plan. Complete the final/ revised HRA Record with clear conclusions – February 2013.

4. 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.

5. European sites included in the screening process

The following sites have been included in the screening process in consultation with SNH:

Firth of Forth SPA
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

Following the report of examination SNH requested that Outer Firth of Forth and St Andrews Bay Complex draft SPA was also screened. This has been added to Table 1, Appendix 1.

Information on the qualifying interest, conservation objectives and vulnerabilities has been compiled, using SNH's sitelink, JNCC website and reference made to the Record of Habitat Regulations Appraisal in the proposed Strategic Development Plan.

After some initial assessment of the potential effects of the plan it was considered that some of the sites initially screened in due to the potential for underwater construction activities such as piling and dredging should be screened out as none of these activities would result from proposals in this plan. This is detailed at Appendix 1 Table 1.

In conclusion it was considered that the only European sites which should be screened for the likelihood of significant effects were the Firth of Forth SPA and Imperial Dock Lock, Leith SPA. This is due to connectivity between the effects of the policies and 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 Natura site. In particular:

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

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.

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

	<p>have no conceivable effect on a European site because:</p> <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	<p>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</p>
h	<p>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 effected</p>

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. The Waddenzee case is identified in SNH Guidance 2012 as providing the most up to date interpretation of how to assess the effect of a plan or project for likely significant effect.

The result of the screening exercise for likely significant effect, alone, for the Second Proposed Local Development Plan (LDP) policies, proposals and site allocations is shown in Table 3 at Appendix 2 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.

7. Assessment of Likely Significant Effect

7.1 Imperial Dock Lock , Leith SPA

7.1.1 Proposals EW1d&e

Imperial Dock Lock SPA was screened in because of industrial development at EW1 d and e. EW1d&e are currently in industrial use, although in the current City of Edinburgh Local Plan the site is proposed for housing. In the LDP it is identified as an area of general industrial, storage and business development port-related use, this is therefore no actual change of its actual current use. The previous HRA for the Edinburgh City Local Plan established the site could accommodate tall buildings subject to siting and design. Evidence has shown that bird species often follow recognisable landmarks to aid migration. In the case of shorebirds it seems likely that coastal flight paths as opposed to inland ones will be chosen. However, if buildings closest to foreshore are limited to 3 storeys there should be no significant effect on current migratory paths, and a risk of bird collision diminished. This would also apply for tall buildings for port related activity. The LDP also requires that as proposals reach a more detailed stage, they should be assessed to ensure there are no adverse impacts on the nature conservation interest of relevant Natura 2000 sites. Therefore, proposal EW1d&e will result in no likely significant effect on the tern qualifying interest of the Imperial Dock Lock, Leith SPA as there is no actual change of use proposed.

7.2 Firth of Forth SPA

7.2.1 Proposals EW1d&e

The Firth of Forth SPA was screened in because of industrial development at EW1 d and e. EW1d&e are currently in industrial use, although in the current City of Edinburgh Local Plan the site is proposed for housing. In the LDP it is identified as an area of general industrial, storage and business development port-related use, this is therefore no actual change of its actual current use. The previous HRA for the Edinburgh City Local Plan established the site could accommodate tall buildings subject to siting and design Evidence has shown that bird species often follow recognisable landmarks to aid migration. In the case of shorebirds it seems likely that coastal flight paths as opposed to inland ones will be chosen. However, if buildings closest to foreshore are limited to 3 storeys there should be no significant effect on current migratory paths, and a risk of bird collision diminished. This would also apply for tall buildings for port related activity. The LDP also requires that as proposals reach a more detailed stage, they should be assessed to ensure there are no adverse impacts on the nature conservation interest of relevant Natura 2000 sites. Therefore, Proposal EW1d&e will result in no likely significant effect on the aggregation of non breeding birds, qualifying interest of the Firth of Forth SPA as there is no actual change of use proposed.

7.2.2 Loss of greenfield supporting habitat to Housing Sites (1, 3, 6,9, 18-41)

The Firth of Forth was screened in due the potential loss of supporting greenfield habitat to new housing allocations. It is known that a number of Firth of Forth SPA bird species spend a proportion of their time away from the coast, at inland feeding and day roosting sites. Many of these are close to the coast, and most species rarely fly more than 5km from the coast on a regular basis. Pink-footed geese are the exception to this, often flying up to 20km from the coast, or from other roosting sites, to their feeding areas.

In order to establish whether there is a likely significant effect, data was used from The British Trust for Ornithology (BTO) provided by Scottish Natural Heritage and the Edinburgh City Council Habitat Survey 2001/2. From the BTO data, species were identified which commonly used inland feeding sites. These species and their distribution around Edinburgh are set out in Table 4 below.

Table 4 The distribution of Firth of Forth SPA species which use inland feeding areas, around Edinburgh

Species	Distribution	Coincidence of bird species with new housing allocation sites
Curlew <i>Numenius arquata</i>	Wide spread coastal distribution in Edinburgh and throughout the Firth of Forth.	Potentially any sites within approx. 5km of the coast
Redshank <i>Tringa totanus</i>	Wide spread but scattered coastal distribution in Edinburgh and throughout the Firth of Forth.	Potentially any sites within approx. 5km of the coast, but redshanks only found in small numbers away from a fairly narrow coastal strip (~1km).
Oystercatcher <i>Haematopus ostralegus</i>	Wide spread coastal distribution in Edinburgh and throughout the Firth of Forth.	Potentially any sites within approx. 5km of the coast, but oystercatchers only found in small numbers away from a fairly narrow coastal strip (~1km).
Golden Plover <i>Pluvialis apricaria</i>	Edinburgh is on the periphery of distribution with majority of distribution in East Lothian.	A very small number of sites in eastern Edinburgh – golden plover distribution is largely in East Lothian.
Grey Plover <i>Pluvialis squatarola</i>	Edinburgh is on the periphery of distribution with majority of distribution in East Lothian.	A very small number of sites in eastern Edinburgh – grey plover distribution is largely in East Lothian.
Lapwing <i>Vanellus vanellus</i>	Wide spread distribution throughout the Firth of Forth with most important areas in East Lothian.	Potentially any sites within approx. 5km of the coast
Pink-footed Goose <i>Anser brachyrhynchus</i>	Majority of distribution outwith Edinburgh in East Lothian, upper Forth and Fife. Limited distribution in south rural Edinburgh.	Unlikely – pink-footed geese are widely distributed around the Forth but with a patchy distribution. Relatively few records from Edinburgh.

In order to identify which housing sites the birds may use the Edinburgh City Habitat Survey 2001/2 was interrogated for details of suitable habitat within 5km and beyond 5km of the coast. Potential supporting habitat types are derived from the Phase 1 Habitat Survey and include:

- B1.1 Acid Grassland Unimproved B1.2 Neutral Grassland Semi-improved
- B2.1 Neutral Grassland B2.2 Neutral Grassland Semi Improved
- B3.1 Calcareous Grassland B3.2 Calcareous Grassland Semi-improved

- B4 Improved Grassland B5 March/marshy Grassland B6Poor Semi-Improved Grassland
- J1.1 Arable J1.2 Amenity Grassland J1.3 Ephemeral /short Perennial

Examination of the data established that the total area of potential supporting habitat¹ within the City of Edinburgh Council area is 12,539 ha, of this 4,618ha is within 5km of coastline and 7,921ha out with 5km of coastline (Mean Low Water Mark). This data was then considered along with the locations of land allocated for housing, to determine the supporting habitat likely to be lost. The total housing land allocation was 842.5 ha; 242 ha of this occurring on supporting habitat (169 ha within 5km of coastline and 73 ha out with 5km of coastline). This is shown in figure 2 below.

¹Habitats that could realistically be expected to support the qualifying interest of the Natura site.

Figure 2 : Potential Supporting Habitat for the Firth of Forth SPA

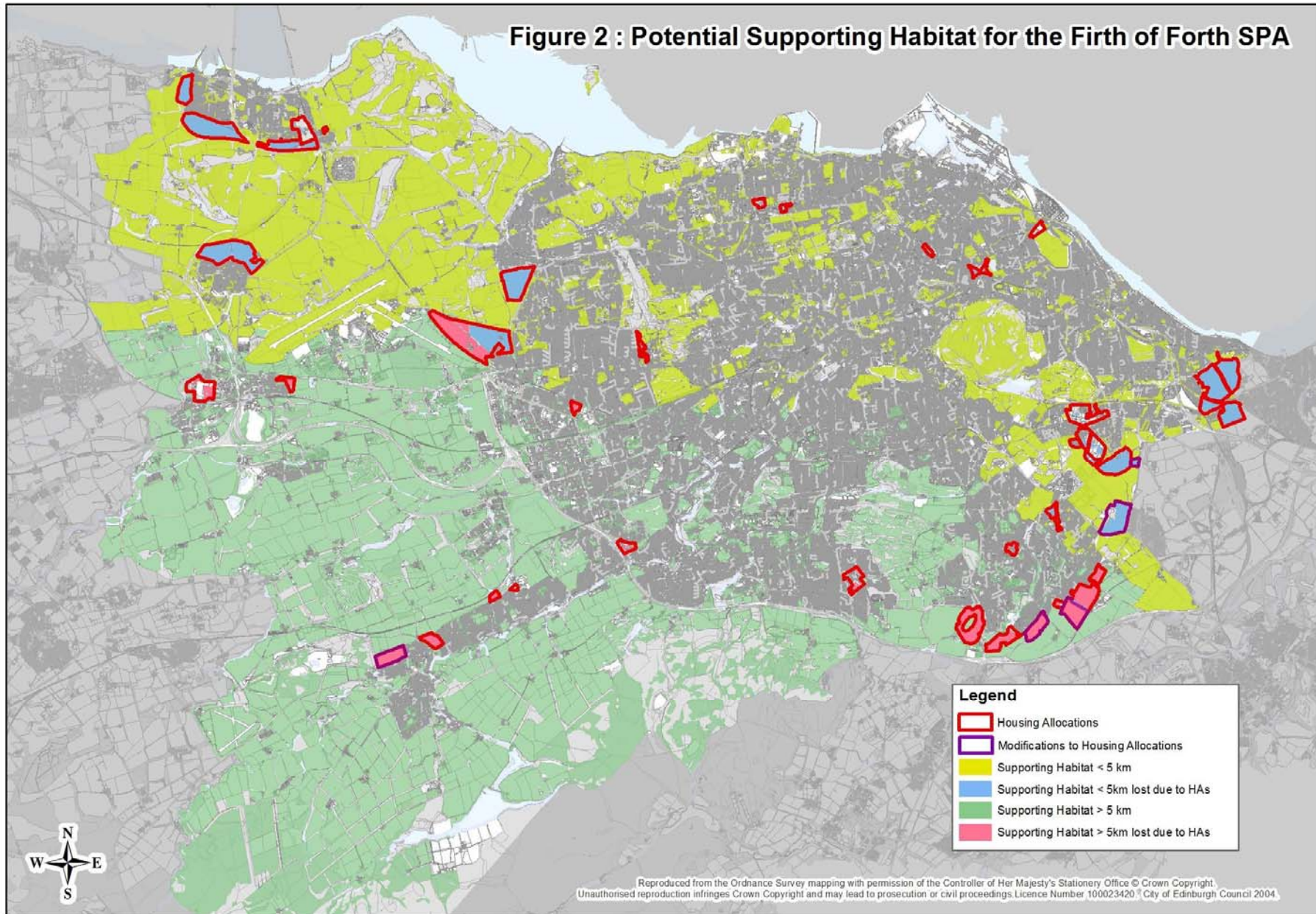


Table 5: New housing allocations which may affect greenfield sites with potential supporting habitat used by Firth of Forth SPA bird species.

X = Likely Presence - =absence within 5km of coastline out with 5km of coastline	Curlew	Oystercatcher	Redshank	Lapwing	Golden plover	Grey plover	Pink-footed geese
HSG 1 Queensferry 13ha	X	X	X	X	-	-	-
HSG 3 Kirkliston 44ha	X	X	X	X	-	-	-
HSG 6 South Gyle Wynd 3ha	X	X	X	X	-	-	-
HSG 9 City Park 2ha	X	X	X	X	-	-	-
HSG 18 New Green Dykes 26ha	X	X	X	X	X	-	-
HSG 19 Maybury 75 ha	X	X	X	X	-	-	-
HSG 20 Cammo 28ha	X	X	X	X	-	-	-
HSG 21 Broomhouse 30 ha	-	-	-	-	-	-	-

HSG 22 Burdiehouse 14ha	-	-	-	-	-	-	-
HSG 23 Gilmerton Dykes Road 2ha	-	-	-	-	-	-	-
HSG 24 Gilmerton Station 20 ha	-	-	-	-	-	-	-
HSG 25 The Drum 6ha	-	-	-	-	-	-	-
HSG 26 New Craighall North 9 ha	X	X	X	X	X	X	-
HSG 27 New Craighall East 17ha	X	X	X	X	X	X	-
HSG 28 Ellens Glen 4ha	-	-	-	-	-	-	X
HSG 29 Brunstane 48ha	-	X	-	-	X	-	X
HSG 30 Mordenvale 5ha	X	X	X	X	-	-	-
HSG 31 Curriemure	-	-	-	-	-	-	-

End 6ha							
HSG 32 Bullieyon Road 41.5 ha	X	X	X	-	-	-	-
HSG 33 South Sotstoun 20ha	X	X	X	-	-	-	-
HSG 34 Dalmeny 1ha	X	X	X	-	-	-	-
HSG 35 Riccarton Mains Road Currie 1 ha	-	-	-	-	-	-	-
HSG 36 Currie Hill Road 2.5ha	-	-	-	-	-	-	-
HSG 37 Newmills Currie 8ha	-	-	-	-	-	-	-

Results - Potential loss of supporting habitat due to housing allocations

The area likely to be lost represents a worst-case scenario, of the entirety of each housing allocation being lost to development. Each housing site represents a tiny fraction of the total resource of supporting habitat and some of this is likely to be incorporated into the development layout as open space and green networks. The amount of supporting habitat lost is therefore small in comparison to the potential supporting habitat for the seven species Curlew, Oystercatcher, Redshank, Lapwing, Golden Plover, Grey Plover and Pink Footed Geese identified, as being likely to be present in 10x10 km squares (tetrads) in Edinburgh.

As discussed in section 5, the conservation objectives in relation to this off site feature are the maintenance of the population of the species as a viable component of the site, the distribution of the species within the site which relate to the structure, function and supporting processes of habitats supporting the species. These clearly link to the loss of supporting habitat to housing development and was identified in Appendix 1, Table 1, as having a potential likely significant effect. Further, having established that the percentage loss of habitat is minor and bird usage of the habitat, from BTO data, is not considered to be significant, it can be concluded that there will be no likely significant effect on the structure, function and supporting process of supporting habitat.

8. The in-combination test

The screening process identified that a number of sites allocated for housing, will result in loss of supporting habitat and therefore have a minor residual effect. The effect of new housing as part of the LDP has been assessed against the relevant conservation objectives for offsite effects:

- population of the species as a viable component of the site
- distribution of the species within site

Elements of the plan that have individually been assessed as having minor residual effect should also be assessed for their 'in combination effect' with other projects, proposals and plans to consider any cumulative effect. Even if all the Housing Sites with minor residual effects were built, the total loss of greenfield supporting habitat is not considered to represent an adverse effect on the integrity of the Firth of Forth SPA as it will not affect the population viabilities or overall distribution of the bird species identified. There will however be a cumulative minor residual effect on the Firth of Forth SPA due to a small loss of greenfield supporting habitat.

Each LDP in the seven Local Authority Areas surrounding the Firth of Forth could also result in similar losses of greenfield supporting habitat, probably mostly on a small scale as has been assessed in Edinburgh. Falkirk has also considered this issue in their HRA and identified a potential loss of 208ha feeding/roosting habitat. It is not currently possible to extend the in-combination to other plans and policies around the Firth of Forth due to lack of comparable Habitats Regulations Appraisals, some of which are currently in preparation.

The Scottish Government, SNH and the local authorities around the Firth of Forth have recognised that this is an issue which needs further and ongoing assessment. A working group has been established which will enable the gathering and comparison of future plans and data to ensure that this supporting habitat is considered, and data is available to ensure robust assessment as part of future plans and projects. However currently it is generally accepted that the habitat types are still sufficiently widespread around the Firth of Forth local authority areas to support the species identified.

With the current data available and the stages of other local authority plans around the Forth of Forth it is reasonable to conclude that as the habitat which support these species are still widespread around the Firth of Forth local authority areas, the conclusion of the habitat regulation

appraisal for the LDP is that although some minor residual effects have been identified, there will be no adverse effect on the integrity of the Firth of Forth SPA due to loss of supporting greenfield habitat.

9. Examination of the Second Edinburgh Proposed Local Development Plan

Examination of the Second Proposed Local Development Plan 2014 was completed on 5th July 2016. A report showing recommendations and conclusions in relation to each issue was submitted to the Council. The modifications recommended in examination reports are largely binding on planning authorities. The Council is required to screen any amendments for likelihood of significant effects and carry out appropriate assessment if required.

Following the report of examination, additional housing allocations were made increasing the total housing land area to 905.5ha, 315ha of this on supporting habitat. Therefore in total 119 ha will be lost on supporting within 5km of coast line and 116 out with 5km of coastline. This represents an additional loss of 73ha of supporting habitat. The additional housing sites HGS 40 and 41 will result in a further loss of 30 ha of supporting habitat within a distance of less than 5km from the coastline. The additional housing sites HGS 38 and 39 and the increase in area to HSG 24 will result in a further loss 43ha of supporting habitat within a distance of greater than 5km from the SPA. This is shown in Table 6 below and location at figure 2 above.

The reporter's recommendations included additional wording to policy Hou 1. This policy had already been screened as having a minor residual effect due to the potential for loss of supporting habitat from housing development. The proposed amended wording which principally allows consideration of housing site in all area of Edinburgh and not just in urban areas does not change this. In addition all policies relating to protection of the SPA would need to be given due consideration. Therefore, it is not considered that the modifications to this policy change the original screening for this policy, as having a minor residual effect. In addition the report recommends the addition of two new policies Tra 8 and Del 1, the result of the screening exercise for these matters is shown in Appendix 3, Table 5.

The reporter's recommendations include the modification to the wording of other policies shown in Appendix 4, Table 6. These policies were screened out or identified as having minor residual effect on the European sites at the initial stage of the Habitats Regulations Appraisal process see Appendix 2, Table 3. The modifications recommended in the examination report do not change this screening result.

The Council concludes that the modifications recommended in the examination report will not adversely affect the integrity of the European sites.

Table 6: Post examination housing allocations which may affect greenfield sites with potential supporting habitat used by Firth of Forth SPA bird species.

X = Likely Presence - =absence within 5km of coastline out with 5km of coastline	Curlew	Oystercatcher	Redshank	Lapwing	Golden plover	Grey plover	Pink-footed geese
HSG 24 Gilmerton Station 20 ha 36ha (16 ha additional)	-	-	-	-	-	-	-
HSG 38 Ravelrig Road Balerno 14ha	-	-	-	-	-	-	-
HSG 39 North of Lang Loan 13ha	-	-	-	-	-	-	-
HSG 40 South East Wedge South: Edmonstone 28ha	X	-	-	-	-	-	X
HSG 41 South East Wedge North: The Wisp 2 ha	X	X	X	X	X	-	-

Appendix 1 – Table 1 Natura Sites Considered in the Screening Process

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"> • No LSE – no development directly affecting coastal habitats. • Potential LSE • Potential LSE • Potential LSE
Imperial Dock Lock, Leith SPA	Common tern (breeding)	<ul style="list-style-type: none"> • Population of the species as a variable component of the site • Distribution of species within the site • Distribution and extent of habitats supporting the 	<ul style="list-style-type: none"> • Various construction disturbances. • Blocking of flight lines by tall buildings adjacent to SPA. • Disturbance to feeding areas through underwater noise 	<ul style="list-style-type: none"> • Potential LSE – potential for local construction disturbance and for tall buildings in dock redevelopment. • No LSE – no projects likely to cause significant underwater noise are proposed.

		<ul style="list-style-type: none"> species Structure, function and supporting processes of the habitats supporting the species No significant disturbance of the species. 	<p>from coastal construction projects involving heavy piling, etc which could affect prey species and the habitats of their prey species.</p>	
Sites with No LSE but screened in initially				
Forth Islands SPA	Aggregations of breeding birds	<ul style="list-style-type: none"> Disturbance to feeding areas 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
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. 		No LSE – no projects likely to cause significant underwater noise are proposed.
	Reefs	<ul style="list-style-type: none"> No connectivity 		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 		No LSE – no projects likely to cause significant underwater noise are proposed.

		species.		
	Intertidal mud & sandflats	<ul style="list-style-type: none"> No connectivity 		No LSE
	Subtidal sandbanks	<ul style="list-style-type: none"> No connectivity 		No LSE
	Estuaries (including sub-features)	<ul style="list-style-type: none"> No connectivity 		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. 		No LSE – no projects likely to cause significant underwater noise are proposed.
	Intertidal mudflats and sandflats	<ul style="list-style-type: none"> No connectivity 		No LSE
	Reefs	<ul style="list-style-type: none"> No connectivity 		No LSE
	Sea caves	<ul style="list-style-type: none"> No connectivity 		No LSE
	Shallow inlets and bays	<ul style="list-style-type: none"> No connectivity 		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. 		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. 		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 		No LSE – no projects likely to cause significant underwater noise are

		noise from coastal construction projects involving heavy piling, etc.		proposed.
	Brook lamprey	<ul style="list-style-type: none"> No connectivity - doesn't migrate through the Forth. 		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. 		No LSE – no projects likely to cause significant underwater noise are proposed.
Outer Firth of Forth and St Andrews Bay Complex pSPA	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 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"> No LSE – no development directly affecting coastal habitats. Potential LSE Potential LSE Potential LSE

Appendix 2 Table 3 Screening of the proposed plans policies and proposals for likely significant effects alone

Proposal/policy and description	Likely significant effect	Screened 'in' as having a LSE, or 'out' as having a minor residual effect (MRE) or no effect	Reason
	Minor Residual		
	No Likely Significant Effect		
Screening proposals for likely significant effects alone			
Part 1 – Section 2 Aims of the Strategy			
<p>The LDP aims to</p> <ol style="list-style-type: none"> 1.Support the Growth of the city economy 2. help increase the number and improve the quality of new homes being built in Edinburgh 3. help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes and can access jobs and services by these means 4. help create strong, sustainable communities, enabling all residents to enjoy a high quality of life. <p>Growth is directed in four Strategic Development Areas: major redevelopment opportunities in the City Centre, continuing regeneration of the Edinburgh Waterfront, urban expansion served by new tram and rail infrastructure at West Edinburgh and housing and business development on a range of sites in South East Edinburgh</p>		Out	Reason (a) General policy statement which sets out the aspirations for the City of Edinburgh.
Part 1 - Section 2 A Plan to Protect and Enhance the Environment			
<p>This section sets out the ways in which the natural and built environmental assets of the city as well as the natural resources will be cared</p>		Out	Reason (a) General policy statement which sets out the aspirations for the City of Edinburgh.

protected and enhanced future generations.			
Reference: GS1 Name: Dalry Community park Proposal: Extensions and enhancement of public park Opportunity to enhance and extend an existing park to meet existing deficiencies in provision and as part of public open space requirements associated with the redevelopment of Fountainbridge.		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. Reason (d) This proposal is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.
Reference: GS2 Name: Leith Western Harbour Central Park Proposal: Provision of 5.2 hectare public 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. Reason (d) This proposal is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.
Reference: GS3 Name: Leith Links Seaward Extension Proposal: Sports pitches, allotments and other recreational uses laid out in a linear green space. Linked to housing		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. Reason (d) This proposal is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.
Reference: GS4 Name: South East Wedge Parkland Proposal: Parkland, open space and structured planting.		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. Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.

<p>Reference: GS5 Name: Niddrie Burn Parkland Proposal: New park.</p>		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. Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.</p>
<p>Reference: GS6 Name: IBG Open Space Proposal: Three areas of Parkland -1) along A8 corridor 2)central parkland and 3) archaeological park</p>		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. Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.</p>
<p>Reference: GS7 Name: Gogar Burn Proposal: Diversion of Gogar Burn</p>		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. Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.</p>
<p>Reference: GS8 Name: Inverleith Depot Proposal: Conversion of Service depot into green space</p>		Out	<p>Reason (d) This proposal is intended to enhance the natural environment and will not be likely to have a significant effect on a European site.</p>
<p>Reference: GS9 Name: Broomhills Park Proposal: New large park in housing-led development site</p>		Out	<p>Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site. Linked to HSG 21 this could mitigate for the loss of some of the site to housing</p>

<p>Reference: GS10 Name: Curriemuirend Proposal: Open space enhancement</p>		Out	<p>Reason (d) This policy is intended to enhance the natural environment and will not be likely to have a significant effect on a European site. Linked to HSG 29 this could mitigate for the loss of some of the site to housing.</p>
Part 1 - Section 3 A plan to provide Jobs, Homes and Services in the right Locations			
<p>Reference: HSG 1 Location: Springfield, Queensferry Site Area 13 hectares Estimated total capacity: 150 The site lies on the western edge of the town between existing housing at Springfield and the line of the replacement Forth Crossing. Proposals should include playing fields, changing facilities and amenity open space. Opportunity to create a link road from Boness Road to Society Road should be investigated.</p>		Minor residual In	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 2 Location: Agilent, South Queensferry Site area: 14 hectares Estimated total capacity: 400 Planning permission granted for a housing-led mixed use development on the site of former Agilent plant.</p>		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. Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: HSG 3 Location: North Kirkliston Site area: 44 hectares Estimated total capacity 680 (503*) Site identified in previous local plan to meet strategic housing need. Planning permission</p>		Minor residual In	<p>Reason (c) Projects which make provision for change but which already have planning permission. Reason (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</p>

granted and development underway.			conservation objectives for the site. (see Section 7 for In-combination Assessment)
Reference: HSG 4 Location: West Newbridge Site area: 20 Hectares Estimated total capacity: 500 Opportunity for housing-led regeneration in heart of Newbridge. Environmental concerns such as the proximity of the site to industrial uses and impact of aircraft noise must be addressed through a comprehensive master plan for the whole site. Proposals should accord with the West Edinburgh Strategic Design Framework.		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. No suitable habitat
Reference: HSG 5 Location: Hillwood Road, Ratho Station Site area: 5 Hectares Estimated total capacity: 50-100 Opportunity for housing development and community facilities (either provided on site or elsewhere in Ratho Station). Proposals should accord with the West Edinburgh Strategic Design 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. Wooded area no suitable habitat
Reference: HSG 6 Location: South Gyle Wynd Site area: 3 hectares Estimated total capacity: 180 Housing opportunity on site adjacent to Forrester's and St Augustine's High Schools.		Minor residual In	Reason (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. Playing fields (see Section 7 for In-combination Assessment)
Reference: HSG 7 Location: Edinburgh Zoo Site area: 4 hectares		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

<p>Estimated total capacity: 80 Land on the western edge of the zoo which is no longer required for zoo purposes. Opportunity for high quality housing development within a mature landscape setting.</p>			<p>objectives of the site. No suitable habitat ruled out in EGLP HRA</p>
<p>Reference: HSG 8 Location: Telford College (North Campus) Site area: 3 hectares Estimated total capacity: 300 (284*) Redevelopment of former college site. Planning permission granted and development underway.</p>		<p>Out</p>	<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. Reason (c) Projects which make provision for change but which already have planning permission. No suitable habitat</p>
<p>Reference: HSG 9 Location: City Park Site area: 2 hectares Estimated total capacity: 200 A Statement of Urban Design Principles has been prepared by the Council to guide housing development.</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 10 Location: Fairmilehead Water Treatment Works Site area: 11 hectares Estimated total capacity: 275 Planning permission granted for the redevelopment of the former Scottish Water treatment works. The existing tanks have been decommissioned to make the site suitable for housing use.</p>		<p>Out</p>	<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. Reason (c) Projects which make provision for change but which already have planning permission.</p>

<p>Reference: HSG 11</p> <p>Location: Shrub Place Site area: 2 hectares Estimated total capacity: 400 Redevelopment of former transport depot and Masonic hall. A Statement of Urban Design Principles has been prepared by the Council to guide development.</p>		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>Reference: HSG 12</p> <p>Lochend Butterfly Site area: 5 hectares Estimated total capacity: 556 (484*) Major redevelopment opportunity on land located in the east of the city. Planning permission granted and development underway.</p>		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. Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: HSG 13</p> <p>Location: Eastern General Hospital Site area: 4 Hectares Estimated total capacity: 270 (206*) Redevelopment on former hospital site. Proposals to retain three existing buildings (two of which are listed). Planning permission granted for housing including 64 affordable units and a care home. The affordable housing is complete and comprises a mix of tenures.</p>		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. Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: HSG 14</p> <p>Location: Niddrie Mains Site area: 21 Estimated total capacity : 900-1100 (700-900*)</p>		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</p>

<p>This proposal forms part of the wider regeneration of Craigmillar led by PARC. Development which has already taken place includes housing, two new primary schools, a new neighbourhood office and public library and refurbishment of the White House. Future housing proposals should accord with the Craigmillar Urban Design Framework.</p>			<p>objectives of the site.</p> <p>Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: HSG 15</p> <p>Location: Greendykes Road Site area: 3 hectares Estimated total capacity: 145 The site is expected to become available for housing once a decision is made on the future of Castlebrae High School. Proposals should accord with the Craigmillar Urban Design Framework</p>		<p>Out</p>	<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>No suitable habitat</p>
<p>Reference: HSG 16</p> <p>Location: Thistle Foundation Site area: 8 hectares Estimated total capacity: 170 (136*) Redevelopment opportunity in heart of Craigmillar. Planning permission granted and development underway.</p>		<p>Out</p>	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <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>Reference: HSG 17</p> <p>Location: Greendykes Site area: 12 hectares Estimated total capacity: 900-1000 (808-1000*) A vacant site within an established residential area. Its redevelopment forms part of the wider</p>		<p>Out</p>	<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>Reason (c) Projects which make provision for change but which already have planning permission.</p>

regeneration of Craigmillar. Planning permission granted on part of the site and development underway.			
Reference: HSG 18 Location: New Greendykes Site area: 26 hectares Estimated total capacity: 1000 Longstanding proposal for new housing on greenfield land to south of Greendykes. Outline planning permission granted in 2010 for 1000 houses. The proposal includes a mix of unit sizes and types, 200 of which are affordable.		Minor residual In	Reason (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. Reason (c) Projects which make provision for change but which already have planning permission. (see Section 7 for In-combination Assessment)
City Centre			
Reference: CC 2 Location: New Street Site area: 3 hectares Estimated total capacity: 250 Housing as part of a major mixed use redevelopment opportunity. Proposals should accord with the New Street Development Principles (Table 10 of LDP).		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
Reference: CC 3 Location: Fountainbridge Site area: 37 hectares Estimated total capacity: 1200 (1036*) Housing as part of mixed use redevelopment of former brewery site. Development underway with nearly 200 new homes provided. Proposals should accord with the Fountainbridge Development Principles (Table 10 of LDP).		Out	Reason (c) Projects which make provision for change but which already have planning permission. 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
Reference: CC 4		Out	Reason (f) These proposals could have no conceivable effect on the European sites identified because there is no

<p>Location: Quartermile Site area: 8 hectares Estimated total capacity: 1000 (627*) Regeneration of the historic Edinburgh Royal Infirmary site creating a sustainable, mixed-use urban community. Nearly 400 homes already built. Further details provided in Table 10 of the pLDP</p>			<p>link or pathway with the qualifying interests and the proposals would not otherwise undermine the conservation objectives of the site Reason (c) Projects which make provision for change but which already have planning permission.</p>
Edinburgh Waterfront			
<p>Reference: EW 1a Location: Leith Waterfront (Western Harbour) Site area: 49 hectares Estimated total capacity: 3000 (2000*) Major housing-led mixed use regeneration opportunity on land to west of Ocean Terminal shopping centre next to recently built flatted development. Proposals should accord with the Leith Waterfront Development Principles (Table 11 of LDP).</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>27 November 2002 - outline planning permission was granted at Western Harbour for mixed use development including residential, commercial, retail and public amenity development, public open space provision and associated reclamation, access, service and landscaping arrangements (as amended), (01/03229/OUT).</p> <p>8 September 2004 - the Development Quality Sub-Committee approved the Western Harbour detailed Design Brief, referred to as the Robert Adam Master Plan.</p>
<p>Reference: EW 1b Central Leith Waterfront Location: Site area: 61 hectares Estimated total capacity 5600 The mixed use regeneration of Central Leith Waterfront will provide a significant number of new homes. Proposals should accord with the Leith Waterfront Development Principles (Table 11 of pLDP) Area of commercial- and housing-led</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>This area is the subject of an outline planning permission 08/04232/OUT Edinburgh Harbour. This application was also subject to an appropriate assessment (Appropriate Assessment for Edinburgh Harbour March 2009 (amended Version) September 2009. The appropriate assessment concluded that the proposed development would not adversely affect the integrity of the Firth of Forth SPA or</p>

<p>mixed use development sites in various ownerships. The Leith Docks Development Framework (2005) establishes a street layout which coordinates developments and sets building heights which make the most of the area's accessibility and urban character. A public realm improvement scheme has been designed for Bernard Street. The potential for public realm improvements on Commercial Street and extension of recent improvements of southern section of The Shore northwards has been identified.</p>			<p>Imperial Dock Lock SPA.</p>
<p>Reference: EW 1c Name: Leith Waterfront (Salamander Place) Site area: 13 hectares Estimated total capacity: 1500 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 east of the Leith Links Seaward Extension (Proposal GS 3). This land was identified for industry in the previous local plan and the development brief, but is no longer needed due to the increase in industrial land elsewhere in Leith Waterfront.</p>		<p>Out</p>	<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>Reason (c) Projects which make provision for change but which already have planning permission.</p>

<p>Reference: EW 2a</p> <p>Name: Forth Quarter Site area: 45 hectares Estimated total capacity: 1800 (1073*) Housing-led mixed use development on land primarily owned by National Grid. An approved masterplan has been partly implemented, with several housing blocks, a major office development, a college and a new large park. A proposed new Local Centre to meet the convenience shopping needs of local residents and workers has been delivered in the form of a large foodstore. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: EW 2b</p> <p>Name: Central Development Area Site area: 41 hectares Estimated total capacity: 2050 (1800*) Housing –led mixed use development on land assembled by a joint venture company. Some housing development has been completed along a new avenue in accordance with an approved master plan. Additional Housing capacity is now available on land formerly designated as part of strategic business centre.</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: EW 2c</p> <p>Name: Granton Harbour Site area: 38 hectares Estimated total capacity: 3400 (3114*) Housing –led mixed use development on land</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission</p>

<p>owned by Forth Ports plc and others. Some housing development has been completed in accordance with an approved master plan</p>			
<p>Reference: EW 2d Name: North Shore Site area: 16 hectares Estimated total capacity: 850</p> <p>Area identified for housing-led mixed use development in an approved masterplan. However, the slower pace of development in the waterfront means that the North Shore area is unlikely to be available for residential development within the first half of this LDP period. Temporary consents for light industrial development would allow productive use of this area and address the small business needs targeted by Policy Emp 9 without prejudicing residential amenity in new development to the south.</p>		<p>Out</p>	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>New Housing sites Sites in West Edinburgh</p>			
<p>Reference: HSG 19 Location: Maybury Site area: 75 hectares Estimated total capacity: 1000-1250</p> <p>Proposal for housing-led development on land to the north and south of Turnhouse Road. Development must accord with the Maybury and Cammo site brief (Table 12 of pLDP).</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>

<p>Reference: HSG 20 Location: Cammo Site area: 28 hectares Estimated total capacity: 500 -700 New housing site on land to the west of Maybury Road. Development must accord with the Maybury and Cammo site brief (Table12).</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: Policy Emp 6 Location: IBG Site area: N/A Estimated number of houses 300-400 Housing as a component of business-led mixed use proposals in the IBG will contribute to place making and sustainable development objectives. Housing proposals should form an integrated component of a business-led master plan. Housing only proposals would undermine the main purpose of the IBG and are therefore not acceptable. Proposals must accord with Policy Emp6 and the IBG Development Principles (Table 12 of pLDP).</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: Policy DtS 5 Location: Edinburgh Park/South Gyle Site area: N/A Estimated number of houses 450 700</p>		<p>Out</p>	<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>Policy DtS 5 supports the introduction of housing and other uses into an area currently dominated by employment uses. This new approach represents the first step in changing the character of the Edinburgh Park/ South Gyle area in line with place making and sustainable development objectives. Proposals must accord with the Edinburgh Park and South Gyle Development Principles (Table 12 of pLDP).</p>			
<p>Sites in South Edinburgh</p>			
<p>Reference: HSG 21 Location: Broomhouse Site area 25 hectares Estimated total capacity: 475-665 A site to the West of Burdiehouse Road, incorporating a public park (proposal GS 9). Development must accord with the Broomhills and Burdiehouse site brief (Table 13 of pLDP).</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 22 Location: Burdiehouse Site area: 13 Estimated total capacity: 250-350 Planning permission in principle was granted for housing on the eastern part of the site in 2012.</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>

<p>This proposal incorporates additional land to north and east. Development must accord with the Broomhills and Burdiehouse site brief (Table 13 of pLDP).</p>			
<p>Reference: HSG 23 Location: Gilmerton Dykes Road Site area: 2 hectares Estimated total capacity: 50-70 Small site located to the south of Gilmerton Dykes Road. Development must accord with the Gilmerton site brief (Table 13 of pLDP).</p>		<p>Minor residual</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 24 Location: Gilmerton Station Road Site area: 20 hectares Estimated total capacity: 450-600 Proposals for housing-led development on land to the north of Gilmerton Station Road. Development must accord with the Gilmerton site brief (Table 13 of pLDP).</p>		<p>Minor residual</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 25 Location: The Drum Site area: 6 hectares Estimated total capacity: 125-175 Housing proposal on land to the north of Drum Street Development must accord with the Gilmerton site brief (Table 13 of pLDP).</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 26</p>		<p>Minor residual</p>	<p>Reason (g) Policies or proposals which make provision for</p>

<p>Location: Newcraighall North</p> <p>Site area: 9 heactares</p> <p>Estimated total capacity:225-315</p> <p>Planning permission was granted for 160 houses on the site in 2012. The site may provide the opportunity for a greater number of houses. Development must accord with the Newcraighall site brief (Table 13 of pLDP).</p>		In	<p>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.</p> <p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 27</p> <p>Location: Newcraighall East</p> <p>Site area: 17 hectares</p> <p>Estimated total capacity: 275-385</p> <p>Planning permission was granted for housing on the majority of the site in 2012. This site is larger with a higher estimated capacity. Development must accord with the Newcraighall site brief (Table 13).</p>		Minor residual In	<p>Reason (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.</p> <p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Other New Housing Proposals</p>			
<p>Reference: HSG 28</p> <p>Name: Ellen's Glen Road</p> <p>Site area: 4 hectares</p> <p>Estimated number of houses : 220 - 260</p> <p>Housing proposal incorporating land currently occupied by the Blood Transfusion Centre of Liberton Hospital and an area of semi-natural</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>

open space adjacent to Malbet Wynd. Proposals must accord with the Ellen's Glen Road Site Brief			
<p>Reference: HSG 29 Name: Brunstane Site Area: 48 hectares Estimated total capacity: 950 - 1,330</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 30 Location: Moredunvale Road Site area: 5 hectares Estimated total capacity: 50</p> <p>Proposal for housing development and open space improvements. Proposals must accord with Moredunvale Development Principles</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 31 Location: Curriemuirend Site area: 6 hectares Estimated total capacity: 100</p> <p>Proposal for housing and allotments with opportunity to improve the quality of green space at Clovenstone Drive (Proposal GS10). Proposals must accord with the Curriemuirend Development Principles (page 76)</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>

<p>Reference: HSG 32 Name : Builyeon Road, Queensferry Site Area: 41.5 hectares Estimated total capacity: 700 - 980</p> <p>Proposal for housing-led development on land to the south of Builyeon Road. Development must accord with the Queensferry site brief.</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 33 Name : South Scotstoun, Queensferry Site Area: 20 hectares Estimated total capacity: 365 – 510</p> <p>Proposal for housing development on land to the north of the A90. Development must accord with the Queensferry site brief.</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 34 Name : Dalmeny Site Area: 1 hectare Estimated total capacity: 12 -18</p> <p>Proposal for small housing development on land to the west of Bankhead Road. Development must accord with the Dalmeny Development Principles.</p>		Minor residual In	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 35 Location: Riccarton Mains Road Site area: 1 hectares Estimated total capacity: 50</p> <p>Well contained site on the edge of Currie, located</p>		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>to the west of Riccarton Mains Road. Opportunity to provide additional housing on land within walking distance of schools and local services.</p>			
<p>Reference: HSG 36 Name : Curriehill Road, Currie Site Area: 2.5 hectares Estimated total capacity: 50 – 70 Housing proposal on land to the west of Curriehill Road. Development must accord with the Currie Site Brief.</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 37 Name : Newmills, Balerno Site Area: 8 hectares Estimated total capacity: 175 – 245 Proposal for housing development on land to the west of Newmills Road. Development must accord with the Currie and Balerno Site Brief.</p>		<p>Minor residual In</p>	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>

Schools proposals

Existing School Proposals

<p>Reference: SCH 1 Name: Portobello High School Site area:7.4 hectares</p>		Minor Residual In	<p>Reason (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. Reason (c) Projects which make provision for change but which already have planning permission.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: SCH 2 Name: High School Craigmillar Site area: Not yet determined</p>		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>Reference: SCH 3 Name: New Greendykes Site area: Not yet determined</p>		Minor Residual In	<p>Reason (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. Linked to HSG5 (see Section 7 for In-combination Assessment)</p>
<p>Reference: SCH 4 Name: North of Waterfront Avenue Granton Site area: 1.2 hectares</p>		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>Reference: SCH 5 Name: Western Harbour, Leith Site area: 1.1 hectares</p>		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>
New School Proposals			

<p>Reference: SCH 6 Name: Maybury Site area: Not yet determined</p>		Minor Residual	<p>Reason (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. Associated with Housing growth West Edinburgh HSG19 (see Section 7 for In-combination Assessment)</p>
<p>Reference: SCH 7 Name: Gilmerton Site area: Not yet determined</p>		Minor Residual	<p>Reason (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. Associated with Housing growth South East Edinburgh HSG 23,24 & 25 (see Section 7 for in-combination assessment)</p>
<p>Reference: SCH 8 Name: Broomhills Site area: Not yet determined</p>		Minor Residual	<p>Reason (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. Associated with Housing growth South East Edinburgh HSG 21 & 22 (see Section 7 for in-combination assessment)</p>
<p>Reference: SCH 9 Name: Brunstane</p>		Minor Residual	<p>Reason (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</p>

Site area: Not yet determined			conservation objectives for the site. Associated with Housing growth South East Edinburgh HSG 23 & 24 (see Section 7 for in-combination assessment)
Reference: SCH10 Name: Queensferry Site area: Not yet determined			Reason (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. Associated with Housing growth in Queensferry HSG 1,2,32 & 33 (see Section 7 for in-combination assessment)
Shopping Proposals			
Reference: S1 Name: Niddrie Mains Road, Craigmillar Proposed Use: Redevelopment and enhancement of local 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.
Reference: S2 Name: Granton Waterfront Proposed Use: Creation of a new local 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. The approved master plan proposes a new local centre in the Granton Harbour area as part of the overall regeneration of the area. The location of this centre is shown on the Proposal map.
Reference: S3 Name: Leith Waterfront – Western Harbour Proposed Use: Creation of a new local 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.

			The approved master plan and framework propose a new local centre as part of the overall regeneration of the area. This has been part implemented by a superstore at Sandpiper Drive.
Reference: S3 Name: Fountainbridge Proposed Use: Creation of a new local 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.
Transport proposals and safeguards Public Transport			
Reference: T1 Name: Edinburgh Tram		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.
Reference: T2 Name: Edinburgh Glasgow Improvement Project safeguard		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.
Reference: T3 Name: Rail Halts at Portobello, Peirshill and 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.
Reference: T4 Name: Rail Halts on the south Suburban Rail Line		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.
Reference: T5 Name: 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.

Reference: T6 Name: Greendykes Public Transport 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
Reference: T7 Name: Newcraighall to QMUC public transport 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
Active Travel			
Reference: T8 Name: Various off road cycle/footpath links		Out	Reason (a) General proposal which sets out the aspirations for the City of Edinburgh. The proposals map shows proposed and potential footpath links. One change from the Edinburgh City Local Development Plan is the diversion of an area footpath within Leith Docks. The footpath is to be diverted away from the foreshore edge of the docks to an inland route in order to avoid the secure port area. This will have a potentially beneficial effect by removing potential disturbance away from the foreshore. The policy also includes the requirement to assess any new section for impact on European sites such as a short section at Joppa (see proposals map). The proposed coastal footpath and cycle link at Joppa will only be supported if there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area (see Policy Env13)
Road Access and Capacity			
Reference: T9 Name: Eastfield Road and dumbbells 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

Reference: T10 Name: Gogar link 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
Reference: T11 Name: A8 additional 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
Reference: T12 Name: Improvements to Newbridge Roundabout		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
Reference: T13 Name: Improvements to Gogar Roundabout		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,
Reference: T14 Name: Sheriffhall Junction Upgrade		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
Reference: T15 Name: New Street in Leith Docks		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.

Reference: T16 Name: West of Fort Kinnarid road 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.
Reference: T17 Name: Maybury 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.
Reference: T18 Name: Craigs Road 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.
Reference: T19 Name: Barnton 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.
Reference: T20 Name: Gilmerton Crossroads		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.
Reference: T21 Name: Burdiehouse 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.
Part 1 - Section 4 A Plan That Can Deliver			
Dts1 & Dts2			Reason (a) General statement which sets out the aspirations for the City of Edinburgh in terms of infrastructure provision.
Part 1 - Section 5 A Plan for All Parts of the City			

This section of the plan sets out the main proposals, anticipated changes and key investments opportunities in each of the four Strategic development Areas. It also explains what the plan means for other parts of the city, smaller settlements and the countryside.

City Centre Proposals

<p>Reference: CC1 Location; St James Quarter</p>		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>Reference: CC2 Location: New Street</p>		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>Reference: CC3 Location: Fountainbridge</p>		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>Reference: CC4 Location: Quartermile</p>		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>

Edinburgh Waterfront Development Principles

Leith Waterfront

<p>Reference: EW 1a Location: Leith Western Harbour Description: Housing-led mixed use development with an approved masterplan. Around a third of the estimated maximum housing capacity has been implemented.</p>		Out	<p>Reason (c) Projects which make provision for change but which already have planning permission.</p>
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<p>Reference: EW 1b Location: Leith Central Waterfront Description: Area of commercial- and housing-led mixed use development sites in various ownerships. The Leith Docks Development Framework (2005) establishes a street layout which coordinates developments and sets building heights which make the most of the area's accessibility and urban character. A public realm improvement scheme has been designed for Bernard Street. The potential for public realm improvements on Commercial Street and extension of recent improvements of southern section of The Shore northwards has been identified.</p>			<p>Reason (c) Projects which make provision for change but which already have planning permission.</p> <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>The principle of development has been approved for this area Edinburgh Harbour Outline Application 08/04232/OUT. An appropriate assessment was carried out in respect of this application (Appropriate Assessment for Edinburgh Harbour March 2009 (amended Version) September 2009. The appropriate assessment concluded that the proposed development would not adversely affect the integrity of the Firth of Forth SPA or Imperial Dock Lock SPA.</p>
<p>Reference: EW 1c Location: East of Salamander Place Description: Housing-led mixed use development on sites in various ownerships. Housing shown in the Salamander Place Development Brief (2007) is under construction. There is now also an opportunity for housing to east of the Leith Links Seaward Extension (Proposal GS 3). This land was identified for industry in the previous local plan and the development brief, but is no longer needed due to the increase in industrial land elsewhere in Leith Waterfront.</p>			<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>Reference: EW 1d and e Location: Seafield (EW 1d) and Northern and Eastern Docks (EW 1e) Description: Area of general industrial, storage and business development and port-related uses.</p>			<p>Within the development principles of this area wording has been included ensure there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area or other relevant Natura 2000 sites. Policy Env 13 is also applicable.</p>

<p>Identified in this plan as a Special Economic Area. Identified nationally as an Enterprise Area, which has implications for tax and a speedier development management process. There is potential for new deep water berth(s) outside the current port lock gates. In order to provide a flexible context for renewable industry-related developments, this LDP does not set detailed layout or design principles.</p>			<p>There is potential for a new deep water berth(s) outside the current port lock gates (this would require a Marine Licence and Harbour Revision Order rather than planning consent).</p>
<p>Granton Waterfront</p>			
<p>Reference: EW 2a Location: Forth Quarter Description: Housing-led mixed use development on land primarily owned by National Grid. An approved masterplan has been partly implemented, with several housing blocks, a major office development, a college and a new large park. A proposed new Local Centre to meet the convenience shopping needs of local residents and workers has been delivered in the form of a large foodstore. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.</p>		<p>Out</p>	<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>Reason (c) Projects which make provision for change but which already have planning permission.</p>
<p>Reference: EW 2b Location: Central Development Area Description: Housing-led mixed use development on land assembled by a joint-venture regeneration company. Some housing development has been completed along a new avenue in accordance with an approved master plan. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.</p>		<p>Out</p>	<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>Reference: EW 2c Location: Granton Harbour Description: Housing-led mixed use development on land owned by Forth Ports plc and others. Some housing development has been completed in accordance with an approved master plan.</p>		Out	Reason (c) Projects which make provision for change but which already have planning permission.
<p>Reference: EW 2d Location: North Shore Description: Area identified for housing-led mixed use development in an approved masterplan. However, the slower pace of development in the waterfront means that the North Shore area is unlikely to be available for residential development within the first half of this LDP period. Temporary consents for light industrial development would allow productive use of this area and address the small business needs targeted by Policy Emp 9 without prejudicing residential amenity in new development to the south.</p>		Out	Reason (c) Projects which make provision for change but which already have planning permission.
West Edinburgh Site Briefs and Development Briefs			
Marbury and Cammo Brief s		Minor residual In	Reason (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.

International Business Gateway Development principles		Minor residual In	Reason (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.
Edinburgh park and South Gyle Development principles		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 Site Briefs and Development Principles			
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.
Broomhills and Burdiehouse Site Briefs		Minor residual In	Reason (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.
Gilmerton Dykes Road (HSG23)		Minor residual In	Reason (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.

Gilmerton Station Road (HSG24)		Minor residual In	Reason (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.
The Drum (HSG25)		Minor residual In	Reason (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.
Newcraighall North (HSG26)		Minor residual In	Reason (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.
Newcraighall North (HSG27)		Minor residual In	Reason (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.

Curriemuirend (HSG 29)		Minor residual In	Reason (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.
Moredunvale (HSG30)		Minor residual In	Reason (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.
Screening the policies for likely significant effect alone Part 2 – Section 1 Delivering The Strategy			
Policy DtS1 Developer Contributions		Out	Reason (e) This policy will not itself lead to development or change as is a criteria based policy concerning developer contributions
Policy DtS2 Retrospective Developer Contributions		Out	Reason (e) This policy will not itself lead to development or change as is a criteria based policy concerning retrospective developer contributions
Policy DtS3 City Centre		Out	Reason (e) This policy which will not itself lead to development or change as is a criteria based policy concerning development in the City Centre
Policy DtS4 Edinburgh Waterfront		Out	Reason (e) This policy which will not itself lead to development or change as is a criteria based policy concerning development in the Edinburgh waterfront. It relates to proposal Ew1d and e which include wording to ensure there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area or other relevant Natura 2000 sites.
Policy DtS5 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.
Part 2 – Section 2 Design Principles for New Development			
Policy Des 1 Design Quality and Context		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des2 Co-ordinating Development		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 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.
Policy Des 4 Development Design – Impact on Setting		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 5 Development Design – Amenity		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 6 Sustainable Buildings		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 7 Layout Design		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 8 Public Realm and Landscape Design		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 9 Urban Edge Development		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 10 Waterside Developments		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 11 Tall Buildings - Skyline and Key Views		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 12 Alterations and Extensions		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Policy Des 13 Shop fronts		Out	Reason (a) This is a design related policy and will not itself lead to development or change.
Part 2 – Section 3 Caring for the Environment			
Policy Env 1 Old and New Towns World Heritage Site		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.
Policy Env 2 Listed Building –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.
Policy Env 3 Listed Building – 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.
Policy Env 4 Listed Building – 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.
Policy Env 5 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.
Policy Env 6 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.
Policy Env 7 Historic Gardens and Designed Landscapes		Out	Reason (d) This policy is intended to protect the natural environment and historic environment, and will not be likely to have a significant effect on a European site.
Policy Env 8 Protection of Important Remains		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.
Policy Env 9 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.
Policy Env 10 Development in the Greenbelt and Countryside		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.
Policy Env 11 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.
Policy Env 12 Trees		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.
Policy Env 13 Sites of International Importance		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.
Policy Env 14 Sites of National Importance		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.
Policy Env 15 Sites of Local Importance		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.
Policy Env 16 Species Protection		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.
Policy Env 17 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.
Policy Env 18 Openspace Protection		Out	Reason (a) General Policy statement/General criteria based policy which sets out the Councils aspirations for the protection of open space.
Policy Env 19 Playing Fields Protection		Out	Reason (a) General Policy statement/General criteria based policy which sets out the Councils aspirations for the protection of playing fields.
Policy Env 20 Open Space in New Development		Out	Reason (e) This policy will not in its self lead to development but positive change in relation to open space and green networks.
Policy Env 21 Flood Protection		Out	Reason (a) General Policy Statement/General criteria based policy which sets out the Councils aspirations for the flood protection.
Policy Env 22 Pollution and Air, Water and Soil Quality		Out	Reason (a) General Policy Statement/General criteria based policy which sets out the Councils aspirations for the protection of natural resource.
Part 2 - Section 4 Employment and Economic Development			
Policy Emp 1 Office Development		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 Emp2 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.
Policy Emp3 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.
Policy Emp4 Edinburgh Airport		Out	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 affect on the integrity of the Firth of Forth SPA.
Policy Emp 5 Royal Highland Centre		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.
Policy Emp 6 International Business Gateway		Minor residual effect	Reason (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.
Policy Emp7 RBS Headquarters Gogarburn		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.
Policy Emp 8 Business and Industry Areas		Out	Reason (a) General Policy Statement/General criteria based policy which sets out the Councils aspirations for the employment sites and premises.

Policy Emp 9 Employment sites and Premises		Out	Reason (a) General Policy Statement/General criteria based policy which sets out the Councils aspirations for the employment sites and premises.
Policy Emp 10 Hotel Development		Out	Reason (a) General Policy Statement/General criteria based policy which sets out the Councils aspirations for the employment sites and premises.
Part 2 – Section 5 Housing and Community facilities			
Policy Hou 1 Housing Development		Minor Residual In	<p>Reason (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.</p> <p>Some housing sites were identified as having minor residual effect on the conservation objectives of the Firth of Forth SPA as a result of the loss of suitable habitat to support the 7 identified species and also disturbance as a result of any development. Sites identified HSG 1,3,6,9,18,19,20, IBG, 21, 22, 23,24,25,26,27,28,29,30.This issue discussed further in section 7 In-combination Assessment.</p>
Policy Hou 2 Mixed Housing		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.
Policy Hou 3 Private Green Space in Housing Development		Out	Reason (a) This policy criteria based concerning the provision of private green space within housing develop and will not itself lead to development or change.
Policy Hou 4 Housing Density		Out	Reason (a) This is a criteria based policy concerning housing density and will not itself lead to development or change.

Policy Hou 5 Conversion to Housing		Out	Reason (e) This is a criteria based policy concerning housing density and will not itself lead to development or change.
Policy Hou 6 Affordable Housing		Out	Reason (a) General policy statement which sets out the Councils aspirations for affordable housing.
Policy Hou 7 Inappropriate use in Residential Areas		Out	Reason (e) This policy criteria based concerning inappropriate uses in residential areas and will not itself lead to development or change.
Policy Hou 8 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.
Policy 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.
Hou 10 Community facilities		Out	Reason (a) General policy statement which sets out the Councils aspirations for a provision of community facilities.
Part 2 Section 6 Shopping and Leisure			
Policy Ret 1 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.
Policy Ret 2 Town Centre		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.
Policy Ret 3 Commercial Centre		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.
Policy Ret 4 Local Centre		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.

Policy Ret 5 Out-of-Centre Development			<p>This policy is guided by Scottish Planning Policy and supports a sequential test for the location of new retail developments not already identified in the LDP. This policy is screened out for Reason (e) as will not itself lead to development.</p> <p>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</p>
Policy Ret 6 Entertainment and Leisure Developments – Preferred locations		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.
Policy Ret 7 Entertainment and Leisure Developments – Other Locations			Reason (h) this policy 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.
Policy Ret 8 Alternative Use of shop Units in Defined Centres		Out	Reason (e) This is a criteria based policy concerning alternative Use of shop units in defined centres and will not itself lead to development or change.
Policy Ret 9 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.
Policy Ret 10 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 2 – section 7 Transport			
Policy Tra 1 Location of Major Developments		Out	Reason (a) This policy will not its self lead to development or change as it relates to criteria for sitting major developments in the City or close to transport infrastructure.
Policy Tra 2 Private Car Parking		Out	Reason (e) This policy will not its self lead to development or change as it relates to car parking standards in the city.
Policy Tra 3 Private Cycle Parking		Out	Reason (e) This is policy will not its self lead to development or change as it relates to cycle parking

			standards in the city.
Policy Tra 4 Design of off Street Car and Cycle parking		Out	Reason (e) This policy will not its self lead to development or change as it relates to car parking standards in the city
Policy Tra 5 City Centre Public Parking		Out	Reason (e) This policy will not its self lead to development or change as it relates to car parking standards in the city.
Policy Tra6 Park and Ride .		Out	Reason (a) General policy statement which sets out the Councils aspirations for a park and ride provision.
Policy Tra 7 Public Transport Proposals Safeguards		Out	Reason (e) This policy will not its self lead to development or change as it relates to car parking standards in the city.
Policy Tra 8 Cycle and Footpath Network		Out	Reason (a) This is a criteria based policy which sets out the Councils aspirations for cycle and footpath network.
Policy Tra 9 New and Existing Roads		Out	Reason (a) General policy statement/General criteria based policy which sets out the Councils aspirations for new and existing roads.
Policy Tra 10 Rail Freight		Out	Reason (a) General policy statement which sets out the Councils aspirations for a park and ride provision.
Policy Tra 11 Edinburgh Airport Public Safety Zones		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.
Part 2 – Section 8 Resources and Services			
Policy RS 1 Sustainable Energy		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.
Policy RS2 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.

Policy RS3 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 Seafeld 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.
Policy RS4 Waste Disposal Sites		Out	Reason (a) General criteria based policy which sets out the Councils aspirations for limiting provision of new waste disposal sites.
Policy RS 5 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.
Policy RS 6 Water and Drainage		Out	Reason (a) General policy statement which sets out the Councils requirements for levels of water and sewage supply for new developments.
PolicyRS7 Telecommunications		Out	Reason (a) General criteria based policy which sets out the Councils aspirations provision of telecommunications.

Appendix 3 Table 5 Reporter’s Recommendations– Screening for likely significant effect

Reporters Recommendation	Likely significant Effect	Screen In/ out	Reason
	Minor Residual Effect		
	No Likely Significant Effect		
Additional Housing Sites			
<p>Reference: HSG 24</p> <p>Location: Gilmerton Station Road Site area: 36 ha Estimated total capacity: 450-600 Proposals for housing-led development on land to the north of Gilmerton Station Road. Development must accord with the Gilmerton site brief (Table 13 of pLDP).</p>		Minor residual	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 38 Name Ravelrig Road, Balerno</p> <p>Site Area: 14 hectares</p> <p>Estimated total capacity: 120 Planning permission in principle was granted in December 2015 for housing development on the site. Proposals must accord with the</p>		Minor residual In	<p>Reason (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. (see Section 7 for In-combination Assessment)</p>

<p>Development Principles set out in Section 5 of the plan and the planning conditions attached to the decision notice granting planning permission in principle (reference PPA-230-2140).</p>			
<p>Reference: HSG 39 Name: North of Lang Loan Site Area: 13 hectares Estimated total capacity: 220</p>		<p>Minor residual In</p>	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 40 Name: South East Wedge South: Edmonstone Site Area: 28 hectares Estimated total capacity: 170-370</p>		<p>Minor residual In</p>	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Reference: HSG 41 Name: South East Wedge North: The Wisp Site Area: 2 hectares Estimated total capacity: 71</p>		<p>Minor residual In</p>	<p>Reason (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.</p> <p>(see Section 7 for In-combination Assessment)</p>
<p>Policy Changes</p>			

<p>New Policy Tra 8 Provision of transport infrastructure</p> <p>Development proposals relating to major housing or other development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that:</p> <ul style="list-style-type: none"> • Identified local and city wide individual and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal. • Any required transport infrastructure in Table 9 and in the general and site specific development principles has been addressed as relevant to the proposal. <p>The overall cumulative impact of development proposals throughout the SDP SES plan area (including development proposals in West Lothian, East Lothian and Midlothian) has been taken into account in so far as relevant to the proposal. Assessment should draw on the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group once these become available</p>		<p>No Likely Significant Effect</p>	<p>Reason (a) General policy statement/General criteria based policy which sets out the Councils aspirations for new and existing roads.</p>
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<p>Policy Hou 1 Housing Development</p> <p>1. Priority will be given to the delivery of the housing land supply and the relevant infrastructure* as detailed in Part 1 Section 5 of the Plan including:</p> <ul style="list-style-type: none"> • sites allocated in this plan through tables 3 and 4 and as shown on the proposals map • as part of business led mixed use proposal at Edinburgh Park/South Gyle • as part of the mixed use regeneration proposals at Edinburgh Waterfront (Proposals EW1a-EW1c and EW2a-2d and in the City Centre). • On other suitable sites in the urban area, provided proposals are compatible with other policies in the plan <p>2. Where a deficit in the maintenance of the five year housing land supply is identified (as evidenced through the housing land audit) greenfield/greenbelt housing proposals may be granted planning permission where:</p> <ol style="list-style-type: none"> a) The development will be in keeping with the character of the settlement and the local area b) The development will not undermine green belt objectives c) Any additional infrastructure required* as a result of the development and to take account of its cumulative impact, including cross boundary impacts, is either available or can be provided at the appropriate time. 		<p>Minor Residual In</p>	<p>Reason (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.</p> <p>Some housing sites were identified as having minor residual effect on the conservation objectives of the Firth of Forth SPA as a result of the loss of suitable habitat to support the 7 identified species and also disturbance as a result of any development. Sites identified HSG 1,3,6,9,18,19,20, IBG, 21, 22 to 41. This issue discussed further in section 7 In-combination Assessment.</p>
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<p>d) The site is effective or capable of becoming effective in the relevant timeframe.</p> <p>e) The proposal contributes to the principles of sustainable development.</p> <p>* This should be addressed in the context of Policy Del 1, Tra 8 and the associated supplementary guidance</p>			
<p>Del 1 Developer Contributions and Infrastructure Delivery</p> <p>1. Proposals will be required to contribute to the following infrastructure provision where relevant and necessary to mitigate* any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of the proposed development:</p> <ul style="list-style-type: none"> The strategic infrastructure from SDP SESplan-Fig2, the transport proposals and safeguards from table 9 including the existing and proposed tram network, other transport interventions as specified in Part 1 Section 5 of the Plan and to accord with Policy TRAX. Contribution zones will apply to address cumulative impacts. Education provision including the new school proposals from Table 		<p>No Likely Significant Effect</p>	<p>Reason (a) General policy statement/General criteria based policy which sets out the Councils requirements for developer contributions and Infrastructure development.</p>

5 and the potential school extensions as indicated in Part 1 Section 5 of the Plan. Contribution zones will apply to address cumulative impact.

- Green space actions if required by Policy Hou 3, Env 18,19 or 20. Contribution zones may be established where provision is relevant to more than one site.

- Public realm and other pedestrian and cycle actions where identified in the Council's public realm strategy, or as a site specific action. Contribution zones may be established where provision is relevant to more than one site.

2. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time.

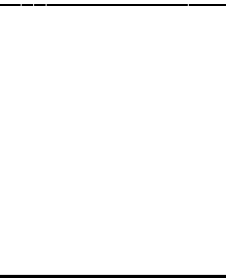
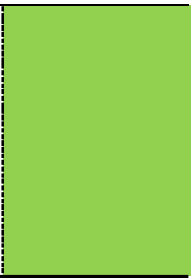
In order to provide further detail on the approach to implementation of this policy and to provide the basis for future action programmes Supplementary Guidance** will be prepared to provide guidance including on:

- The required infrastructure in relation to specific sites and/or areas
- Approach to the timely delivery of the required infrastructure
- Assessment of developer contributions and arrangements for the efficient conclusion of legal agreements
- The thresholds that may apply
- Mapping of the cumulative contribution zones relative to specific transport, education, public realm and green space actions.
- The council's approach should the required contributions raise demonstrable commercial viability constraints and/or where forward or gap funding may be required.

* Further assessments may be required to detail the required mitigation

** This guidance should be submitted to Ministers within one year from the date of adoption of this plan. In the event that timing of the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group would delay inclusion of details on

cross boundary issues an interim approach will be detailed through the Supplementary Guidance to be confirmed through the replacement development plan.



**Appendix 4 Table 6 Proposed Edinburgh Local Development Plan Examination Report to City of Edinburgh Council
assessment for HRA August 2016**

ISSUE	REPORTER'S RECOMMENDATION	REPORT PAGE NO	Area any changes required to the draft HRA Record
01 - Introduction and Aims and Strategy	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Change all references to National Planning Framework 2 (paragraphs 48, 58 and the glossary) to read National Planning Framework 3. In paragraph 58 third sentence amend to read: Strategic enhancement of Edinburgh Airport has the status of a national development along with associated provision for business space/mixed use and a new National Showground Facility. In this context the plan identifies land for the expansion of Edinburgh Airport, proposals for business and mixed use at the International Business Gateway and a safeguarded site to the south of the A8 for a new National Showground Facility. 2. Amend the glossary definition of sustainable development to read: Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. 3. Amend the map Figures 1 and 14 to include revision to the areas shown in South East Edinburgh in accordance with the recommendations in Issue 14. 	3	No changes required
02 - Green Belt and Special	Modify the proposed plan as follows:	15	No changes required

Landscape Areas	1. Amend the green belt on the proposals map and as relevant elsewhere in the plan to take account of the recommendations as set out in Issues 14, 15 and 16.		
03 - Other Environmental Designations	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. <u>Part 1 Section 2 – A Plan to Protect and Enhance the Environment (Page 10)</u> <ul style="list-style-type: none"> • Amend the heading “The Old and New Towns of Edinburgh World Heritage Site” to “World Heritage Sites”. • Amend paragraph 23 as follows: Two of Edinburgh’s most widely acclaimed assets isare its World Heritage Sites. World Heritage Sites are places of outstanding universal value, recognised under the terms of the 1972 UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage. The ‘Old and New Towns of Edinburgh’ became a World Heritage Site in 1995, and the ‘Forth Bridge’ became a World Heritage Site in 2015. The boundaries are shown in Figure 3 and Figure X. • Edinburgh’s World Heritage Site Management Plans have been prepared by a partnership of the Council, Historic Scotland and Edinburgh World Heritage. They provide a link between the international requirement 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 • Include a new numbered figure (X) within the text in the same style as Figure 3 illustrating the extent of the Forth Bridge World Heritage Site in its entirety. 2. <u>Part 2 Section 3 – Caring for the Environment (Page 86)</u> <ul style="list-style-type: none"> • Amend name of Policy Env 1 ‘Old and New Towns World Heritage Site’ to read: World Heritage Sites. • Amend Policy Env 1 to read: 	42	No changes required

	<p>Development which would harm the qualities which justified the inscription of the Old and New Towns of Edinburgh and the Forth Bridge as World Heritage Sites or would have a detrimental impact on a Site's setting will not be permitted</p> <ul style="list-style-type: none"> • Amend first sentence of paragraph 158 to read: This policy requires development to respect and protect the outstanding universal values of the World Heritage Sites and their settings <p>3. <u>Glossary</u></p> <ul style="list-style-type: none"> • Add new sentence at end of entry for World Heritage Site: 'The Forth Bridge was inscribed in 2015.' <p>4. <u>Proposals Map</u></p> <ul style="list-style-type: none"> □ Amend the Proposals Map (North West sheet) to show the extent of the Forth Bridge World Heritage Site using the same symbol as per the Old and New Towns World Heritage Site. This is provided as Appendix A. Suggested Proposal Map Extract showing the Forth Bridge World Heritage Site [as supplied by the council in its response to the Further Information Request]. <p>5. Modify the opening sentence of paragraph 28 of Part 1 of the plan to read as follows: Across Edinburgh there are a number of designated Conservation Areas.</p> <p>6. Modify paragraph 40 of Part 1 of the plan by adding the following sentence to the end of it: Opportunities will be taken to deliver the Strategy through greenspace proposals and management of the woodland resource throughout the city.</p> <p>7. Modify bullet 3 of paragraph 50 of Part 1 of the proposed plan to read:</p> <ul style="list-style-type: none"> □ extending and linking to the existing path and active travel network where opportunities 	
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	<p>arise.</p> <p>8. Modify paragraph 22 of Part 1, Section 2 of the plan by adding the following sentence at the end of it:</p> <p style="padding-left: 40px;">The Edinburgh Built Heritage Strategy aims to ensure an understanding of Edinburgh’s heritage assets in order that they can be protected and conserved for existing and future generations, and managed in a co-ordinated and structured manner.’</p> <p>9. Modify the Glossary of the plan by changing the definition of Green Network there to now read as follows:</p> <p style="padding-left: 40px;">The linking together of natural, semi-natural and man-made open spaces to create an interconnected network that extends outwith the urban area and provides recreational opportunities, improves accessibility and enhances biodiversity and the character of the landscape and townscape.</p>		
<p>04 - Economic Development and Shopping/Leisure Proposals</p>	<p>Modify the proposed plan as follows:</p> <p>1. Paragraph 56 – amend the final sentence as follows:</p> <p style="padding-left: 40px;">The LDP supports existing businesses, makes specific provision for a growing student population, continues to promote previously identified economic proposals and highlights new investment opportunities.</p> <p>2. Edinburgh BioQuarter Development Principles – add bullet point as follows:</p> <p style="padding-left: 40px;">The BioQuarter may require to contribute to improvements to the A720 Sheriffhall junction improvements.</p>	<p>73</p>	<p>No changes required</p>

	<p>3. Table 2 – Edinburgh BioQuarter – amend the second sentence under main purpose as follows:</p> <p>Its development is being promoted by a partnership of the Council and Scottish Enterprise, University of Edinburgh and NHS Lothian.</p> <p>4. Proposals Map – amend the boundary of Policy Emp 5 by excluding the area to the east of Ingliston Road and north of Fairview Road, and exclude the omitted area from the special economic area designation. The area should have no specific designation on the proposals map.</p> <p>5. Table 2 – International Business Gateway - add after the first sentence (as amended):</p> <p>The International Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development.</p> <p>6. Table 6 – Chesser Avenue Local Centre</p> <p>Extend the area of the local centre as shown on the proposals map to include the open space area and the new retail development now under construction, the latter in accordance with the layout plans for the relevant proposed retail developments as submitted following the further information request, all as shown on the map submitted with the representation.</p> <p>7. Table 6 – Mayfield Road and Buckstone Terrace</p> <p>Designate new local centres on the proposals map to include the parades of shops at 55 to 69 Mayfield Road and 2 to 16 Buckstone Terrace, and add these to Table 6 (5).</p> <p>8. Table 6 – Oxfgangs Local Centre</p>		
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	<p>Extend the area of the local centre as shown on the proposals map to include the public house and library, and the site of St John’s Church and the former Social Work Centre, the latter in accordance with the layout plan for the proposed supermarket for which the council is minded to grant planning permission.</p> <p>9. Appendix B – Local Centres:</p> <p>Amend the addresses under the Chesser Avenue and Oxgangs Local Centres to include the addresses of the extensions proposed, and omit the word “Broadway” from the title of the Oxgangs Local Centre.</p> <p>Amend the addresses under Marchmont South to: 126 to146 Marchmont Road.</p>		
05 - Housing and Community Facilities General	<p>1. For consistency with West Edinburgh and South East Edinburgh add new sentence at the end of paragraph 119: “All proposals will be required to make appropriate contributions to new and improved infrastructure as detailed in Part 2 section 1 of the proposed plan.”</p> <p>2. Delete paragraph 63-65 and replace with:</p> <p>63. The rate at which housing sites are developed is constrained by a variety of factors including market conditions. SDP SES plan accepts that the required housing targets will be challenging to deliver. It stresses the importance of ensuring growth is accompanied by the appropriate infrastructure. It also requires greenbelt release to be minimised. Current programming assumptions are subject to consultation with the house-building industry and are monitored and updated through an annual housing land audit.</p> <p>64. Figure 7 shows the current programming assumptions (drawing on the 2015 housing land audit) for existing sites and new sites as identified through this plan. Alternate figures presented by the house-building industry assume a more significant on-going shortfall extending over the plan period and beyond. There has been a</p>	101	No changes required

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

Replace Figure 7 as below:

Current Anticipated programming of the Housing Land Supply (November 2015).

	2015-2019	2019-2024	Remainder 2024- 2026*	Total 2015-2026
Remaining SDP SES plan Supply Target from 2015.	15,034	7210	2884	25128
Plus 10% to ensure generosity	16,537	7931	3172	27640
Effective supply	6410	4774	1490	12674
Contribution from sites capable of becoming effective	0	2324	826	3150
Windfall	1694	2116	846	4656
Total supply from existing sources (derived from 2015 HLA)	8104	9214	3162	20480
Required New LDP allocation	8433	-1283	10	7160
Brownfield	221	519	75	815
West Edinburgh SDA	175	1400	400	1975

South East Edinburgh SDA	756	1396	280	2432
Outwith SDA	162	1080	288	1530
Total new LDP allocations	1314	4395	1043	6752
Estimated shortfall	7119	-5678	-1033	408

65. Figure 8 shows additional sites, as included in Table 4, which are also identified for inclusion in the plan to assist in meeting the SDP ~~SESP~~ ~~plan~~ housing target. They are not currently accounted for in Table 7 as an assumed programming remains to be established through the annual audit process.

Figure 8 Additional capacity from existing and new sites.

Site	Approximate Additional Capacity
Gilmerton Station Road HSG24	160
Ravelrig Road Balerno	120
Edmonstone	170
The Wisp	71
Lang Loan	220
Total additional potential	742

66. The council has a clear role in working with developers and other agencies to ensure that there are no land use planning barriers to an increased take up of its identified stock of housing land. This will be facilitated through Supplementary Guidance to set out a realistic approach to enabling infrastructure provision taking into account financial viability and looking at innovative approaches to forward and gap funding. This will be particularly important if the considerable potential of the water-

	<p>front is to be realised.</p> <p>67. It may take time for any increase in the uptake of the identified land supply and this may create pressure for the release of additional land through Policy Hou 1. However any shortfall in the housing land supply, whilst carrying considerable weight, does not over-ride other considerations such as directing development to sustainable locations, securing green belt objectives and the appropriate provision of infrastructure.</p> <p>68. The current housing target is based on a ten year period and the development plan is to be reviewed every five years. The process of preparing a new SDP SES plan is already underway and the plan will be due for replacement in 2018. An early review of this local development plan is proposed in order to ensure a timeous response to any revised strategic housing target and to secure an ongoing and sufficient supply of housing land.</p> <p><i>Note: Other relevant recommendations include: a new Policy Hou 1 (Issue 23), revision to the developer contributions policy Del 1 (Issue 21), inclusion of General Principles for transport and schools provisions within specific development areas (Issue 21) and a new policy to address cumulative and cross boundary transport matters Trans X (Issue 19)</i></p>		
06 - Existing Housing Proposals	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Add footnote to table 3 as recommended through Issue 21- Depending on the current planning status of the site proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles and with Policies Tra X and Del 1. 2. In the table 3 entries for HS4, 5,17 and 18 add the following to : The finalised site 	162	<p>No changes required</p> <p>A change in housing number allocation does not change the overall area of</p>

	<p>capacity, design and layout should be informed by an adequate flood risk assessment.</p> <p>3. For site HSG 5 in the Table 3 comments column entry for HSG 5, replace the last sentence with the following:</p> <p>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.</p> <p>4. In the Table 3 entry for HSG 6, replace the estimated total capacity figure (180) with 204 units (and make any consequential changes to other tables or totals resulting from that update).</p> <p>5. In the Table 3 comments column entry for HSG 6, replace the text shown with the following:</p> <p>Planning permission granted for housing development on site adjacent to the Forrester's and St Augustine's High Schools.</p>		<p>habitat estimated to be lost.</p>
<p>07 - New Greenfield Housing Proposals – West Edinburgh SDA</p>	<p>Modify the proposed plan as follows:</p> <p>1. Add the following paragraphs to the section Maybury (HSG 19) Development Principles on page 52:</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 117-119) • 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 the bus infrastructure on Turnhouse Road 	<p>180</p>	<p>No changes required</p>

	<ul style="list-style-type: none"> • 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. <p>2. Add the following paragraphs to the section Cammo (HSG 20) Development Principles on page 52:</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 117-119) • Appropriate access from Maybury Road including the potential for two junctions, with traffic signals, • Safe pedestrian crossing of Maybury Road including the potential for a signal controlled pedestrian crossing • Address any identified impacts on the safe operation of the local road network • The finalised site capacity, design and layout should be informed by an adequate flood risk assessment. <p>3. In table 9 amend text in relation to T18 Craigs Road Junction to read “and possibly to Cammo (HSG 20).”</p>		
08 - New Greenfield Housing	<p>Modify the proposed plan by:</p> <ol style="list-style-type: none"> 1. Adding a sentence in the text relating to Proposal SCH 8 Broomhills in Table 5: 	226	No changes required

<p>Proposals – South East Edinburgh SDA (1)</p>	<p>This is a preferred option in the revised education appraisal and may not be required.</p> <p>2. Revising the bullet points within the development principles for HSG 21 (Broomhills) as follows:</p> <ul style="list-style-type: none"> • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. • vehicular access should be taken from Frogston Road East and Burdiehouse Road with no direct route between the two access points. No vehicular access (including emergency) should be taken from Broomhills Road. • opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create a residential frontage with a reduced speed limit. • a substantial public park should be provided on highest part of the site in line with open space Proposal GS 9 to reflect the landscape constraint of elevated terrain and outward views to the Pentland Hills and the city skyline. • tree belts should be provided to create a strong green belt boundary to the south and west of the site, as shown on the diagram. The width of these tree belts will depend upon the layout and design of housing and open space on the site. The tree belts should incorporate existing tree cover, provide habitat enhancements integrated with sustainable urban drainage provision and include a multi-user path to connect Burdiehouse Burn Valley Park to path networks at Morton Mains and Mortonhall. • a green corridor should be provided incorporating pedestrian and cycleway connections through site from Old Burdiehouse Road. • proposals for housing (including the finalised site capacity, design and layout), the school (if necessary), and any other uses provided on the site, should be informed by 		
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	<p>an adequate flood risk assessment. In addition, proposals should in particular avoid development in the area at risk of flooding in the south of the site, adjacent to the burn. Sustainable urban drainage will be required as appropriate, and as referred to in the bullet point relating to tree belts above.</p> <p>3. Amending the first sentence of the text relating to Proposal HSG 22 (Burdiehouse) in Table 4 as follows:</p> <p>Planning permission has now been granted for development in the western part of the site and development has commenced.</p> <p>4. Deleting the second sentence from the first bullet point of the development principles for Proposal HSG 22 (Burdiehouse).</p> <p>5. Adding a bullet point in the development principles for HSG 22 as follows:</p> <ul style="list-style-type: none"> • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. <p>6. Amending the second bullet point of the development principles for HSG 22 as follows:</p> <ul style="list-style-type: none"> • opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create a residential frontage with a reduced speed limit. <p>7. Amending the word “must” to “should” in the third and fourth bullet points of the development principles for HSG 22.</p> <p>8. Amending the fifth bullet point of the development principles for HSG 22 as follows:</p> <ul style="list-style-type: none"> • tree planting to the south west of the site to form a new green belt boundary to the 		
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	<p style="text-align: center;">west of Burdiehouse Limekilns</p> <p>9. Amending the sixth bullet point of the development principles for HSG 22 as follows:</p> <ul style="list-style-type: none"> • woodland planting along the south east boundary, which should enhance the connectivity of woodland habitat and incorporate a multi-user path link to Burdiehouse Burn Valley Park. <p>10. Adding a bullet point to the development principles for HSG 22 as follows:</p> <ul style="list-style-type: none"> • the finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 		
<p>09 - New Greenfield Housing Proposals – South East Edinburgh SDA (2)</p>	<p>Modify the proposed plan as follows:</p> <p><u>Gilmerton Dykes Road HSG 23</u></p> <p>1. Delete the second bullet point of the development principles on tree belts and replace with</p> <ul style="list-style-type: none"> • Appropriate boundary treatment and landscaping retaining scope for integration with the wider area and for potential pedestrian / cycle connections to potential future adjacent housing areas. <p>2. Amend development principles to include:</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Address any identified impacts on the safe operation of the local road network • Make appropriate provision for a cycle link from Gilmerton Road to Laswade Road 	259	

- Upgrade bus stops on Laswade Road/Gilmerton Road
- Enable enhanced peak period bus capacity on Gilmerton Road
- Make provision for a new footway along Gilmerton Dykes Road.

North of Gilmerton Station Road HSG24

3. Amend Table 4 New Housing Proposals to read as follows:

Proposal	Comments
Reference: HSG 24 Name: Gilmerton Station Road Site area: 36.5 hectares Estimated number of houses: 600 – 650	Proposals for housing-led development on land to the north of Gilmerton Station Road as detailed in the Gilmerton Site Brief

4. Amend the Proposals Map to identify the site approved through planning appeal decision PPA-230-2137 which extends the site to 36.5 hectares on the Proposals Map.

5. Amend Figure 14 South East Edinburgh Overview Map to enlarge the Gilmerton Station Road site accordingly

6. Amend the Gilmerton Site Brief diagram on page 63 as shown in Appendix B of the council's response to Further Information Request 11.

7. Amend the text for Gilmerton Station Road (HSG 24) – Development Principles to read as follows:

- address the General Development Principles on transport and education for South-

Proposals for an increase in the area to HSG 24 has been assessed for likely significance see Appendix 3

Table 5

	<p>East Edinburgh (as set out in paragraphs 118-120).</p> <ul style="list-style-type: none"> • address any identified impacts on the safe operation of the local road network • opportunity to change character of Gilmerton Station Rd, through street design incorporating trees and verges and addressed by new residential development. • provide green network connections linking the site with existing local paths to the north and east. • provision of a new multi-user path link from Gilmerton Dykes Rd to Gilmerton Station Rd (to connect to the transport safeguard along disused Edinburgh, Loanhead and Roslin branch line). • create path connection to proposal site HSG23 • provision of new 2ha public park in accordance with open space strategy standards • connect existing woodland habitat to north and south of site using street trees and design of new park • Appropriate boundary treatment to south-west, retaining scope for potential pedestrian / cycle connections and to allow integration with potential development in the future. • existing industrial/employment land to south east of site could provide additional housing in longer term, subject to enhancement of existing wooded boundary. <p>8. Amend the text for The Drum HSG 25 – Development Principles to read as follows:</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Address appropriate and safe access from the site onto Drum Street 		
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	<ul style="list-style-type: none"> • Address any identified impacts on the safe operation of the local road network • Provide Cycle link – Gilmerton Road to Laswade Road and from Drum Street to the SE Wedge Parkland • Upgrade bus stops and enhance peak capacity on Gilmerton Road 		
<p>10 - New Greenfield Housing Proposals – South East Edinburgh SDA (3)</p>	<p>Modify the proposed plan by:</p> <ol style="list-style-type: none"> 1. Revising the estimated capacity in Table 4 for Newcraighall North (HSG 26) to 220 houses. 2. Adding new bullet points to the development principles for Newcraighall East (HSG 27) as follows: <ul style="list-style-type: none"> • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraph 118 to 120 above. • 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. 3. Extending the woodland on the diagram for Newcraighall East (HSG 27) along the whole of the southern boundary of the site. 4. Revising the bullet points within the development principles for Brunstane (HSG 29) as follows: <ul style="list-style-type: none"> • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. 	293	<p>No changes required</p>

	<ul style="list-style-type: none"> • 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 and 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 should be taken from the 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 	
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	<p>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.</p> <ul style="list-style-type: none"> • a landscape framework should be provided to the boundary of the 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 the 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 power lines to the north and south of the site. Design principles should seek to integrate overhead power lines with site layout. To the south, allotment provision should complement consented allotments at Newcraighall North. To the north, power line 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 south west. • 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 		
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	<p>appropriate to address current/future water quality pressures and to ensure no detrimental impacts to the recently designated bathing waters at Fishers Row.</p> <ul style="list-style-type: none"> 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. <p>5. Including a third arrow on the diagram for Brunstane (HSG 29) showing vehicular access from HSG 26, in accordance with the submission by the prospective developer.</p> <p>6. Including a landscape buffer on the diagram for Brunstane (HSG 29) (approximately equivalent to half the width of the buffer under the electricity transmission lines) along the boundary of the site with the Newhailes House garden and designed Landscape.</p>		
<p>11 - New Greenfield Housing Proposals – North West</p>	<p>Modify the proposed plan by:</p> <ol style="list-style-type: none"> Revising the bullet points within the development principles for Builyeon Road (HSG 32) as follows: <ul style="list-style-type: none"> address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above. 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. 	<p>337</p>	<p>No changes required</p>

	<ul style="list-style-type: none"> • the landscaped buffer should integrate with that provided within the western part of 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 Forth Replacement 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. • include a new primary school towards centre of site. • 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 open space strategy standards. 		
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	<p>2. Deleting the opportunity for commercial development shown on the diagram for HSG 32.</p> <p>3. Revising the estimated capacity in Table 4 for South Scotstoun (HSG 33) to a new specified range of 312 to 437 houses.</p> <p>4. Revising the bullet points within the development principles for South Scotstoun (HSG 33) as follows:</p> <ul style="list-style-type: none">• address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above.• vehicular access to be taken from B800 Queensferry to Kirkliston Road and Provost Milne Grove. However there should be no provision for traffic through the site between the B800 and Scotstoun Avenue, apart from buses in the event that this is considered appropriate using a bus gate. There should be no vehicular access from the eastern end of the site into Dalmeny. Appropriate traffic calming measures may be considered for Scotstoun Avenue.• retain field trees and supplement the existing tree lined track along the southern boundary with new native woodland of minimum 20 metres depth to extend the existing green network along the whole southern boundary of the site as shown on the diagram, thus establishing a new robust green belt boundary along the A90, and connecting woodland habitat. Opportunity to replace coniferous plantation with mixed native woodland, and provide street planting where appropriate.• opportunity to provide a new footpath/cycleway extending from HSG 32, across the A90 and B800, along the western part of the southern boundary within the extended green network, linking to the existing footpath/cycleway (National Cycle Route 1) extending to Dalmeny to the east, and North Queensferry to the north.• opportunity to change the character of the B800 through street design, also enabling path connections across the B800, thus facilitating the new footpath/cycleway referred to above.		
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	<ul style="list-style-type: none">• new pedestrian/cycle routes should be provided, forming north-south path connections, thus allowing the new housing to integrate fully with the existing urban area including the town centre to the north of the site.• the need to respect the residential amenity of existing housing should be taken into account in the design of all new pedestrian/cycle routes and links.• bus stops should be upgraded as appropriate on Kirkliston Road, Scotstoun Avenue and in Dalmeny.• careful consideration should be given to the layout and design of the proposed new housing and associated open space, in order to protect the residential amenity of the houses directly overlooking the site along the northern boundary and along the proposed access at Provost Milne Grove.• landscape effects of any noise attenuation measures to be considered in terms of site design and appearance from A90.• new development to front onto the green network and provide natural surveillance.• provision of new local greenspace in accordance with open space strategy standards.• proposals should take into account the restrictions resulting from the safeguarding zone for the oil storage installation shown on the diagram, where it may not be possible to build houses, or there may be a restriction on the number and location of houses. Any areas not developed for housing should be retained as informal open space. <p>5. Including the safeguarding zone for the oil storage installation on the diagram for South Scotstoun (HSG 33) in terms of the information provided by the council.</p> <p>6. Adding bullet points to the development principles for Dalmeny (HSG 34) as follows:</p>		
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	<ul style="list-style-type: none"> • address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above. • upgrading of bus stops in Bankhead Road/Main Street. 		
12 - New Greenfield Housing Proposals – South West Edinburgh	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Add the following development principles to Curriehill Road (HSG36) <ul style="list-style-type: none"> • Address the General Development Principles for South-West Edinburgh (as set out in paragraphs 123-125) • Address any identified impacts on the safe operation of the local road network • Provide a new footway along the east boundary frontage (Curriehill Road) to link with existing footway network. • Improve high quality pedestrian/cycle link to Curriehill Station (may involve upgrading existing link). • Help provide additional cycle parking at Curriehill Station. • Upgrade existing bus stop facilities in Riccarton Avenue. • The finalised site capacity design and layout should be informed by an adequate flood risk assessment. 2. Add the following development principles to Newmills (HSG 37) <ul style="list-style-type: none"> • Address the General Development Principles for South-West Edinburgh (as set out in paragraphs 123-125). • Provide a new footway along the east frontage boundary • Address any identified impacts on the safe operation of the local road network • Improve pedestrian/cycle crossing facilities on A70, in vicinity of Newmills Road junction – may be requirement for signal control. • Upgrade cycle routes between Newmills Road and Curriehill Station. • Provide additional cycle parking at Curriehill Station • Provide a new bus stop facilities on A70, in vicinity of Newmills Road. • Possible contribution to extended car park at Curriehill Station. 	389	No change required

<p>13 - New Urban Area Housing Proposals</p>	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. HSG 28 Ellen’s Glen Road Site Brief Development Principles add or amend the bullet points as follows: <ul style="list-style-type: none"> • Add a new first bullet point to state that no houses on the site to be occupied unless and until a direct vehicular access from Lasswade Road has been provided across the Liberton Hospital site • Add the word ‘additional’ to what becomes the second bullet point (formerly the first bullet point) so that it would now read: “additional vehicular access to be taken from Ellen’s Glen Road and Malbet Wynd • New bullet point: Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Remove the existing penultimate bullet point referring to direct vehicular access across the Liberton Hospital site and leave the wording of the last bullet point without the bullet. Accordingly the Development Principles ends with the sentence: If the site currently occupied by Liberton Hospital becomes available in future proposals would be expected to provide not only for a direct vehicular access from Lasswade Road to the HSG 28 site but also to ensure appropriate retention of trees along Lasswade Road and elsewhere across the site as informed by a tree survey. • Remove the word cottage from what becomes the fourth bullet point (formerly the second bullet point). 2. HSG 30 Moredunvale Development Principles add: <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120) • The finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 3. HSG31 Curriemuirend Development Principles <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-West Edinburgh (as set out in paragraphs 123-125). 	<p>419</p>	<p>No Change required</p>
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	4. Change GS10 title to remove Curriemuirend and replace with Clovenstone Drive.		
14 - Suggested Housing Sites Outwith Urban Area – West and South East SDA	<p>1. Add the following to table 4 New Housing Proposals</p> <p>Under the heading South- East Edinburgh (the text in italics is for reference only and not for inclusion in the plan)</p> <p>South East Wedge South: Edmonstone (<i>PPA-230-2131</i>) Site Area (council to insert) Estimated capacity 170- 370 units</p> <p>South-East Wedge North: The Wisp (<i>PPA-230-2129</i>) Site Area 2.29 hectares Estimated Capacity 71 units</p> <p>North of Lang Loan (<i>PPA-230-2152</i>) Site Area 14.1 hectares Estimated capacity 220 houses.</p> <p>2. Amend paragraph 117 to reference the additional sites in South East Edinburgh.</p> <p>3. Amend the proposals map and the Broomhills and Burdiehouse site Brief and accompanying map to include North of Lang Loan. The boundaries for North of Lang Loan are as shown through PPA-230-2152.</p> <p>4. Amend the proposals map and the Gilmerton Site Brief to include the expanded HSG 24 (From Issue 9) and the additional site referenced above as Edmonstone (<i>PPA-230-2131</i>) with consequent changes to the proposals map. The site boundaries should reflect those in the relevant appeals.</p> <p>5. Amend the proposals map and either the Newcraighall and Brunstane Site Brief</p>	468	<p>Proposals for an new housing sites HSG 39, 40, 41 have been assessed for likely significance Appendix 3 Table 5</p> <p>Lang Loan (HSG X): which Council has identified at HSG 39</p> <p>Edmonstone (HSG X) which Council has identified at HSG 40</p> <p>The Wisp (HSG X) – which Council has identified at HSG 41</p>

	<p>or the Gilmerton Site Brief to include the Wisp with the boundaries as shown through PPA-230-2129 with a consequential change to this map and the proposals map to remove the green belt designation in the area to the north of the Wisp.</p> <p>6. Include new site briefs/development principles as follows:</p> <p>7. In Part 1 Section 5- Edinburgh South-East: Rename the Broomhills, Burdiehouse site briefs as the Broomhills, Burdiehouse and Lang Loan Site Briefs</p> <p>8. Include the following new site development principles:</p> <p>Lang Loan (HSG X): Development Principles</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Pedestrian and cycle links with the housing areas to the west and north of the site and along Lang Loan. • Lasswade Road/ Gilmerton Dykes Street/Captain's Road Junction Improvement • Upgrading of bus stops on Lasswade Road; • Secure any required archaeological works • Landscaping to achieve integration with adjacent housing areas and establishment of new green belt boundary along Lang Loan <p>The council should illustrate these development principles in map form as a part of a revised Broomhills, Burdiehouse and Lang Loan Site Brief.</p> <p>9. Rename the Gilmerton site brief as Gilmerton and South-East and include the following site development principles:</p> <p>Edmonstone (HSG X) – Development Principles</p> <ul style="list-style-type: none"> • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Traffic signals at the Wisp/Old Dalkeith Road 	
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- Speed limit restrictions on the Wisp
- Create a development layout that retains and enhances any elements of historic landscape structure
- Incorporate sizeable areas of open space and parkland and retain views and open aspects to the south and east;
- Ensure the visual separation from Danderhall through sensitive design and screen planting;
- Integrate a network of footpaths, cycleways and open space to be part of the wider Green network
- Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development.
- Achieve additional boundary planting along both road boundaries
- Address required local road and footway improvements and mitigation measures
- Secure any required archaeological works

The council should illustrate these development principles in map form as a part of a revised Gilmerton and South-East Site Brief.

The Wisp (HSG X) – Development Principles

- Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120).
- Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development.
- Secure any required archaeological works
- Design and maintenance schedule to secure the green-space link on the western boundary of the site
- Pathways and cycle routes both internally and connected to the proposed development.

Note : The council should illustrate these development principles for the Wisp in map form either as part of a revised Gilmerton and South-East Site Brief or alternatively as part of the Newcraighall and Brunstane Site Brief.

	<p><u>Green Belt</u></p> <p>10. The boundary of the Green Belt should be extended along Lang Loan to include the site referenced above as Lang Loan and to follow the western boundary of the site referenced above as East of Burdiehouse (boundaries as shown on council map 2279). This new green belt boundary should follow the existing access track (referenced as T8 on the proposals map) then wrap around the north of the woodland associated with the Lime Kilms before following the southern boundary of HSG 22 through to Burdiehouse Road. With the exception of inclusion of the housing site at Lang Loan the remaining area between the urban edge and the green belt should not be identified for development at this stage but should be included in the settlement boundary.</p> <p>11. The boundary of the green belt currently shown to the south west of HSG 24 and to the south-east and south-west of HSG 23 should be extended so that the land associated with the site referenced above as Lasswade Road is deleted from the green belt (boundaries as shown on council map 2281). The land on the urban edge within the new boundary should not be identified for development at this stage but included within the settlement boundary.</p> <p>12. The new green belt boundary should also reflect changes at Edmonstone and the Wisp as referenced above.</p> <p>Note : A recommendation on expanded HSG 24 North of Gilmerton Station Road with a net increase of 160 units is included in Issue 9</p>		
<p>15 - Suggested Housing Sites Outwith the Urban Area – North West</p>	<p>Kirkliston Factory Field</p> <p>Modify the proposed plan by:</p> <ol style="list-style-type: none"> 1. Amending the proposals map to redefine the green belt boundary to run eastwards along the south side of the unclassified road to the north of the site, southwards 	<p>519</p>	<p>No Change required</p>

	<p>along the west side of the access road to the Foxhall Estate and North Lodge, and then westwards along the path defining the southern boundary of the site as far as the edge of the existing built up area. The resulting area between the green belt and the urban edge would then be included in the settlement boundary but not allocated for development at this stage.</p>		
<p>16 - Suggested Housing Sites Outwith the Urban Area – South West</p>	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Allocate the site at Ravelrig Road for residential development (as defined in planning appeal reference PPA-230-2140) with an indicative capacity of 120 houses and show this site on the Proposals Map and in Table 4 as HSG 38 with the following description (following the format used for other sites listed in Table 4): <p>Reference: HSG38. Name: Ravelrig Road, Balerno Site Area: 14 hectares Estimated total capacity: 120</p> <p>Comments: Planning permission in principle was granted in December 2015 for housing development on the site. Proposals must accord with the Development Principles set out in Section 5 of the plan and the planning conditions attached to the decision notice granting planning permission in principle (reference PPA-230-2140).</p> <ol style="list-style-type: none"> 2. In Section 5 of the plan insert the following development principles to Ravelrig Road (HSG 38) <p>In Part 1 Section 5 Edinburgh West:</p> <p><u>Ravelrig Road (HSG 38) – Development Principles</u></p>	<p>539</p>	<p>Ravelrig Road (HSG 38) is an additional site and has been assessed for likely significance see Appendix 3 Table 5</p>

	<ul style="list-style-type: none"> • Address the General Principles on education and transport infrastructure as recommended through Issue 21 (as set out in paragraphs 123-125). • Address any required local road/junction improvements • Provide green network connections and a landscape framework with the layout and landscaping achieving integration with neighbouring housing sites • Create pedestrian and cycle connections to adjoining housing areas, particularly to the south and east. • Substantial woodland edge to be retained with recreational access to form a new green belt boundary along the northern boundary of the site. • A Bird Hazard Management assessment and associated plan will be required to ensure the proposals address any required mitigation measures emerging • Secure any required archaeological works. <p><i>The council should illustrate these development principles in map form as a part of a revised Balerno and Currie Site Brief.</i></p>		
17 - Suggested Sites Outwith the Urban Area – Elsewhere	No modifications to the proposed plan.	592	
18 - Suggested Housing Sites – Urban Area	No modifications to the proposed plan.	617	
19 - Transport Proposals and Resources and Services	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Paragraph 268 – add the following text after the existing sentence: 	632	See Appendix 3 Table 5 for assessment of new policy transport

Proposals	<p>These proposals relate to the significant known transport infrastructure which is required to accommodate new development (and in particular housing development) proposed in the local development plan, and where land needs to be safeguarded by the plan in order to allow the transport interventions to take place. In addition, other more local potential transport interventions relating to specific development proposals are set out within the development principles and site briefs for these proposals, and these are generally intended to inform the masterplan process for the particular development proposals concerned. Policy Tra 8 below ensures that development proposals address these transport interventions.</p> <p>2. New policy Tra 8 (then renumbering subsequent policies) after paragraph 268:</p> <p>Policy Tra 8 Provision of transport infrastructure</p> <p>Development proposals relating to major housing or other development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that:</p> <ul style="list-style-type: none"> • Identified local and city wide individual and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal. • Any required transport infrastructure in Table 9 and in the general and site specific development principles has been addressed as relevant to the proposal. • The overall cumulative impact of development proposals throughout the SDP SESplan area (including development proposals in West Lothian, East Lothian and Midlothian) has been taken into account in so far as relevant to the proposal. Assessment should draw on the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group once these become available. <p>The approach to the delivery of the required transport infrastructure is set out in Policy Del 1 (Developer Contributions and Infrastructure Delivery), and will be detailed within the Supplementary Guidance required through that policy.</p>	<p>Tra 8 for likely significance effect</p>
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	<p>3. New supporting paragraphs after the above new policy:</p> <p>Policy 8 of SDP SESplan requires local development plans to take into account the cross boundary transport implications of all policies and proposals. Policy 9 of SDP SESplan requires local development plans to provide policy guidance that will require sufficient infrastructure to be available, or its provision to be committed, before development can proceed, and pursue the delivery of infrastructure through developer contributions, funding from infrastructure providers or other appropriate means.</p> <p>The proposals in Table 9 and transport interventions in the development principles and site briefs take into account the cumulative impact of development proposals within the City of Edinburgh Local Development Plan as far as known at this time. However, further assessment is required to inform the detail of the necessary transport proposals and other interventions. In addition, the effects of development elsewhere within the city region are being considered within the study by the Cumulative Impact Transport and Land Use Appraisal Working Group, which is led by Transport Scotland and involves the constituent authorities within the SDP SESplan area.</p> <p>The outcome of this study will inform local development plans about the cumulative effect of development on major roads within the city region, including the M9, M8/A8, A720 (city bypass) and A1. Transport Scotland has identified potential transport improvements to the trunk road network which are detailed in the plan through the general development principles.</p> <p>The Supplementary Guidance proposed through Policy Del 1 will address the delivery of the infrastructure required for the strategy of the plan in accordance with SDP SESplan. The council will update its action programme annually in order to detail the actions required, those responsible and the relevant timescales.</p> <p>It will also detail the need for further transport assessment to address cumulative impacts and the suitability of any proposed mitigation setting out a robust framework for assessment of development on sites allocated in the plan, and development which</p>		
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	<p>may separately come forward, including housing development on windfall sites progressed through Policy Hou 1. The guidance will take into account the findings of the cross boundary Cumulative Impact Transport and Land Use Appraisal Working Group. In the event that the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group are not available when the guidance is being prepared, the guidance will set out an interim approach to ensure these matters are taken into account pending further consideration in the next review of the local development plan.</p> <p>4. Proposal T6 – delete this proposal from Table 9 and the proposals map.</p> <p>5. Proposal T12 – change the second sentence to read:</p> <p>Improvements to provide public transport priority and capacity improvements on the approach roads.</p> <p>6. Proposal T8 – delete the proposed cycleway/footpath at Gilmerton Road from the proposals map.</p> <p>7. Paragraph 85 – insert a new sentence after ... both as a means of transport and pleasure in line 4:</p> <p>This takes into account the need to provide for people with limited mobility.</p> <p>8. Proposal T5 – insert an additional sentence at the end of the existing text as follows:</p> <p>The environmental effects of the proposed orbital bus route, including the loss of any green belt, will be fully considered through the development management process.</p> <p>9. Proposal T1 – amend the text as follows:</p> <p>The first phase of the tram line has now been completed and is operational. The plan</p>		
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	<p>safeguards long term extensions to the network connecting with the waterfront, to the south east and Newbridge.</p> <p>10. Proposals map:</p> <p>Show the existing line of the tram route on the proposals map with a different notation, referred to in the key as “existing tram route”.</p> <p>11. Policy RS 3 – add Craigiehill Quarry to the operational quarries shown in Figure 10 of the local development plan, and to the minerals sites shown on the proposals map.</p>		
<p>20 - Strategic Development Areas – Other Matters</p>	<p>Modify the proposed plan as follows:</p> <p>City Centre</p> <p>1. Table 10 – Development Principles – under Proposal CC 1 change the location from “St James Quarter” to “Edinburgh St James”. A similar change is required to the aerial photograph on page 41, and in paragraphs 76, 133 and 190.</p> <p>2. Table 10 – Development Principles – under Proposal CC 3 amend the diagram provided for Fountainbridge in accordance with Appendix A of the council’s response to further information request 16.</p> <p>3. Table 10 – Development Principles – under Proposal CC 3, add the following sentence to the fifth bullet point:</p> <p>Proposals should also take the opportunity, where appropriate, to enhance the use, physical appearance and condition of the canal, where this would be of benefit to development implemented through Proposal CC 3.</p> <p>4. Policy Del 3 – amend line 1 to state:</p>	<p>668</p>	<p>No changes required</p>

	<p>Development which lies within the area of the city centre as shown on the proposals map will be permitted which retains ...</p> <p>Edinburgh Waterfront</p> <p>5. Table 3 – amend capacity of Edinburgh Waterfront, inserting the final figures for the capacity of each component part from the latest approved housing land audit.</p> <p>6. New paragraph after paragraph 113:</p> <p>The council recognises that only part of the housing capacity within the Edinburgh Waterfront will be delivered within the plan period, but considers that the local development plan should retain the proposals in full, because the longer term strategic importance of the waterfront outweighs the limited deliverability of the housing within the plan period.</p> <p>7. Proposals EW 1a to EW 1e – insert an additional bullet point as follows:</p> <p>review the flood risk assessment that has already been provided for this site</p> <p>8. Proposals EW 2a to EW 2d – insert an additional bullet point as follows:</p> <p>provide a strategic flood risk assessment</p> <p>9. Proposal EW 1b – delete the text after the first sentence of the description and insert new text as follows:</p> <p>Forth Ports Ltd has decided to retain land at the Britannia Quay and south of Edinburgh Dock in port related use, and therefore a modified approach to the development of this area from what is included in the Leith Docks Development Framework (2005) is required. The bullet points below within the development principles remain applicable, but the development framework will be reviewed in order</p>		
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	<p>to provide a revised approach to the development of the area, including a revised diagram representing this approach. The feasibility and route of the east-west cycle path shown on the proposals map will be further considered within the review of the development framework.</p> <p>10. Proposal EW 1b – delete the first bullet point of the development principles.</p> <p>11. Proposal EW 1b – diagram – delete the notation of housing led mixed use development from the land within the ownership of Forth Ports Ltd, constituting 5 blocks in the Britannia Quay and 3 blocks south of Edinburgh Dock, except for the western part of the westernmost block which is outwith the ownership of Forth Ports Ltd.</p> <p>12. Proposals map – delete the area of Proposal GS 3 extending into the business premises on the south side of Salamander Street. The southern boundary of these properties should be the northern boundary of Proposal GS 3.</p> <p>13. Proposals EW 2a, EW 2b and EW 2c – amend the third bullet point of the first two proposals and the second bullet point of the third proposal within the development principles as follows:</p> <p>provide a housing mix that is appropriate to the site in terms of placemaking and would maximise completions within this urban regeneration proposal within the plan period</p> <p>14. Proposal EW 2b – identify housing led mixed use development on the diagram, to the north of the proposed school site, as shown within Appendix A of the council’s response to further information request 20.</p> <p>15. Proposals EW 2b and EW 2d – provide corrected boundaries on the proposals map and the aerial photograph of the Edinburgh Waterfront as shown within Appendices B and C of the council’s response to further information request 20, with the exception that the area to the north of the proposed school (as shown within</p>		
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	<p>Appendix A) should be included within Proposal EW 2b rather than Proposal EW 2d, to accord with the existing diagrams in Table 11. The boundary between proposals EW 2b and EW 2d on the existing proposals map should therefore be retained, with the added inclusion within EW 2b of the additional area of housing led mixed use development shown in Appendix A.</p> <p>16. Proposal EW 2d – amend the notation for the diagram from “Business and Industry area” to “Temporary Light Industrial Uses and Housing”.</p> <p>17. Proposal EW 2b – amend the diagram to show the 5 blocks of housing led mixed use development to the south of the new street (east to west) referred to in the representation on behalf of the National Galleries of Scotland, Royal Commission on the Ancient and Historical Monuments of Scotland and Historic Environment Scotland, with a new colour, and being identified as “cultural use or housing led regeneration” within the key.</p> <p>18. Proposal EW 2b – amend the final bullet point of the development principles as follows:</p> <p>expressly encourage the enhancement of employment and a ‘destination’ through existing and new commercial, cultural, tourist and retail opportunities</p> <p>19. Proposal EW 2c – amend the third bullet point as follows:</p> <p>meet the convenience shopping needs of new and future residents by implementing the proposed local centre (Proposal S2)</p> <p>20. Proposal EW 2c – amend the fifth bullet point as follows:</p> <p>provide for retained and improved mooring facilities and boat storage and retain Middle Pier as a ‘working pier’</p> <p>21. Policy Del 4 – add a new criterion after criterion c):</p>		
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	<p>the provision of open space in order to meet the needs of the local community, create local identity and a sense of place</p> <p>West Edinburgh</p> <p>22. Policy Emp 4 – amend the first sentence as follows:</p> <p>The development and enhancement of Edinburgh Airport will be supported within the airport boundary defined on the proposals map. The approved masterplan will inform this process.</p> <p>23. Paragraph 196 – amend the first sentence as follows:</p> <p>The purpose of this policy is to guide proposals for airport expansion in accordance with National Planning Framework 3. Further planning guidance is set out in the West Edinburgh Strategic Design Framework (WESDF).</p> <p>24. Policy Emp 5 – amend the first sentence of the second paragraph as follows:</p> <p>All development proposals within the RHC boundary must accord with other relevant local development plan policies, and the West Edinburgh Strategic Design Framework (WESDF) provides further guidance for such development proposals.</p> <p>25. Policy Emp 5 – add new paragraph after the second paragraph:</p> <p>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.</p> <p>26. Paragraph 197 – replace the second sentence with the following 2 sentences:</p>		
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	<p>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. Further planning guidance on the long term expansion of Edinburgh Airport is set out within the Edinburgh Airport Masterplan.</p> <p>27. Table 2 – Special Economic Areas – amend the text relating to the International Business Gateway as follows:</p> <p>National Planning Framework 3 identifies West Edinburgh, including the International Business Gateway, as being a significant location for investment. The International Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development. It will come forward in a series of phases incorporating business development and supporting uses. The supporting uses include an opportunity for housing development as identified in Table 4. The Development Principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process, indicating how business development and other uses can be accommodated together.</p> <p>28. Table 4 – add the following to the estimated number of houses: to be confirmed through the masterplan process. Amend the comments as follows:</p> <p>An opportunity for housing development as a component of business-led mixed use proposals is identified. However this is subject to further consideration through the masterplan process in terms of the extent that this would contribute to place making and sustainable development objectives and to the primary role of the site in supporting strategic airport enhancement and international business development. The continuing masterplan process for the IBG will demonstrate the relative balance of uses that would be appropriate. The development principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process.</p>		
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Proposals must also accord with the provisions

	<p>of Policy Emp 6.</p> <p>29. Policy Emp 6 – amend the final bullet point as follows:</p> <p>Housing as a component of a business led mixed use proposal subject to further consideration through the masterplan process, appropriate infrastructure provision and where consistent with the objectives of the National Planning Framework.</p> <p>30. Policy Emp 6 – amend the final paragraph of the policy as follows:</p> <p>All IBG proposals must accord with the IBG development principles and other relevant local development plan policies. The West Edinburgh Strategic Design Framework (WESDF), supported by masterplans where appropriate, provides further guidance for development proposals, including guidance about the required contributions towards meeting the mode share targets.</p> <p>31. Paragraph 198 – amend the first sentence as follows:</p> <p>The purpose of this policy is to support the development of this nationally important economic development opportunity and ensure proposals accord with National Planning Framework 3. Further planning guidance is set out in the West Edinburgh Strategic Design Framework (WESDF).</p> <p>32. Paragraph 198 – add new sentence after the third sentence as follows:</p> <p>New housing will support placemaking and sustainability objectives.</p> <p>33. Development principles page 54 – amend the description as follows:</p> <p>International business development and ancillary uses, hotel and conference facilities and potentially housing and education. A more detailed vision for the area is set out in the West Edinburgh Strategic Design Framework, approved in May 2010. Policy Emp 6 applies.</p>		
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	<p>34. Development principles page 54 – insert additional bullet points as follows:</p> <ul style="list-style-type: none">• any necessary road infrastructure improvements should be identified, taking into account the general development principles for West Edinburgh and the relevant transport proposals listed in Table 9. Car parking provision for all uses should be set at levels which help achieve sustainable transport objectives in the context of Policy Tra 2.• the central parkland area of open space will be of particular importance in meeting the council’s large greenspace standard and should be designed and maintained accordingly.• a flood risk assessment shall be carried out in order to inform the capacity, design and layout of development proposals. <p>35. After development principles page 54 – delete diagram.</p> <p>36. Development principles page 56 – insert an additional bullet point under the heading “General” as follows:</p> <ul style="list-style-type: none">• 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. <p>37. Table 2 – RBS headquarters, Gogarburn – remove the words “single user” from the first line.</p> <p>38. Policy Emp 7 – remove the word “headquarters” from the second line.</p>	
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<p>21 - Developer Contributions Policies</p>	<p>1. Amend Paragraph 9, first sentence to read as follows :</p> <p>The Council is preparing Supplementary Guidance in connection with:</p> <ul style="list-style-type: none"> • Policy Emp 2 Edinburgh BioQuarter • Policy Ret 8, in relation to alternative uses in town centres • Policies Del 1 in relation to developer contributions. <p>West Edinburgh</p> <p>2. In Part 1 Section 5 of the Plan on page 50 delete all the text after the second sentence in paragraph 116 and add the following new paragraphs:</p> <p><u>West Edinburgh: General Development Principles.</u></p> <p>117. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for West Edinburgh.</p> <p>118. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.</p> <p><u>Transport Assessment</u></p> <ul style="list-style-type: none"> • Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a 	<p>749</p>	<p>No changes required</p>
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cumulative contribution zone. Delivery will be monitored and managed through the action programme. The council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance.

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

Education Appraisal

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

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

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

- Eastfield Road and Dumbells junction (T9)
- Gogar Link Road (T20)
- A8 additional junction (T11)
- Improvements to Newbridge Roundabout (T12)

- Bus Priority Measures on M8 and A89
- Improvements to Gogar Roundabout (T13)
- Maybury Junction (T17)
- Barnton Junction (T19)
- Craigs Road Junction (T18)

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

- New Maybury (ND) primary school (SCH6)
- Extension to Gylemuir (ND) Primary School
- Extension to Hillwood (ND) Primary School
- Extension to Fox Covert (RC) Primary
- Extension at St Cuthbert's RC Primary School
- High School Extension (ND)- Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at The Royal High School, Craigmount High School or Forrester High School or a combination across some, or all, of these schools and or
- Extension to St Augustines (RC) High School

South East Edinburgh

3. In Part one Section 5 of the Plan in the section on South East Edinburgh delete the text in paragraph 117 after Principles for the Bioquarter and replace with the following new paragraphs:

South East Edinburgh General Development Principles

118. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for South-East Edinburgh.

119. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.

Transport Assessment

- Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the action programme. The council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance.
- Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the council's transport appraisal and further work being carried out to assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met.

Education Appraisal

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

120. The following sections indicate the anticipated infrastructure requirements which as identified following initial assessment:

South East Edinburgh(South)

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

- Straiton junction on the A720
- T14 Sheriffhall Junction
- Gimerton junction (A720)
- Burdiehouse junction (proposal T21)
- Gilmerton Crossroads (T20) junction capacity upgrade
- Access and parking strategy for Drum Street
- Improved capacity and other enhancements to bus services.

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

- A new Gilmerton primary school (SCH7) and new Broomhill primary school (SCH8)

And/or

- Extension to Gilmerton (ND) primary school, Gracemount (ND) primary school and Liberton and Craigour Park if required due to catchment changes

- Extension to St John's Vianney (RC) Primary School and St Catherine's (RC) Primary School

And

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

South East Edinburgh (North)

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

- Sheriffhall roundabout (T14)
- West of Fort Kinnaird Road to the Wisp (T16)
- Gilberstoun link (T8)
- Old Craighall Junction

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

- Option 1 - New Brunstane Primary School (SCH 9)
- Option 2 – As option 1, but additional extension to Newcraighall Primary School
- New Greendykes Primary School (SCH 3)
- Extension to Castlebrae High School or Replacement Castlebrae High School (SCH2)

Elsewhere across the LDP Area

4. In Part 1 Section 5 of the Plan on page 69 add the following new paragraphs after paragraph 122:

South West Edinburgh and South Queensferry General Development Principles

123. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for South West Edinburgh and South Queensferry.

124. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed.

Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.

Transport Assessment

- Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the action programme. The council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance.
- Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the council's transport appraisal and further work being carried out to assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met.

Education Appraisal

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

125. The following sections indicate the anticipated infrastructure requirements which as identified following initial assessment:

South West Edinburgh

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

- Gillespie Crossroads
- Hermiston Park & Ride

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

- Extension to Currie (ND) Primary School (SCH10).

South Queensferry

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

- The Queensferry and Scotstoun junctions on the A90
- Bus and rail service improvements (routes and frequency) which can be undertaken in the plan period.
- Provision of additional parking facilities for cars and cycles at Dalmeny Station

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

- New Builteon Road (ND) Primary School (SCH 10)
- Extension to Queensferry (ND) High School
- Extension to St Margaret's (RC) Primary School
- Extension to St Augustines (RC) High School

Existing sites in table 3

	<p>5. Add footnote to table 3 to read: Depending on the current planning status of the site proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles in part 1 section 5 of the plan and with Policies Tra X and Del 1.</p> <p>6. Replace paragraphs 100-101 as follows:</p> <p>100. The timeous delivery of this infrastructure to address the individual and cumulative impacts of development is an important consideration. Policy Del 1 sets out a policy requirement to ensure that appropriate developer contributions are sought to enable this delivery at the appropriate time. Part of this approach will include the establishment of cumulative contribution zones.</p> <p>101. In these zones contributions will be sought to address the impact of a number of sites within areas defined relative to schools, transport infrastructure, public realm and green space requirements. These will be based on the transport and education appraisals and the Open Space Strategy carried out by the Council during the plan preparation process. The relative zones will be mapped and defined through Supplementary Guidance. The geographical extent of a contribution zones relates to the type and nature of the action in relation to transport, education, public realm and green space.</p> <p>102. Developer contributions must be proportionate and attributable to the impacts of the development. They also have to be realistic in light of current economic circumstances otherwise they may impede development. This is particularly important given the emphasis placed on securing the required uplift in housing completions. In this context mechanisms for forward and gap funding may also have to be considered.</p> <p>103. To address the detail of these matters within the development plan statutory Supplementary Guidance is to be prepared. This should enable a clear understanding of what is required at the outset, provide the required basis</p>		
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for the council's approach to developer contributions, define cumulative contribution zones in map form and address community concerns about the timeous provision of the required infrastructure. This should set a clear foundation for future action programmes which will be updated annually to provide a framework for the implementation of the specific actions required to ensure delivery.

7. Replace Policy Del 1 as follows :

Del 1 Developer Contributions and Infrastructure Delivery

1. Proposals will be required to contribute to the following infrastructure provision where relevant and necessary to mitigate* any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of the proposed development:

- The strategic infrastructure from SDP ~~SESplan~~ Fig2, the transport proposals and safeguards from table 9 including the existing and proposed tram network, other transport interventions as specified in Part 1 Section 5 of the Plan and to accord with Policy TRAX. Contribution zones will apply to address cumulative impacts.
- Education provision including the new school proposals from Table 5 and the potential school extensions as indicated in Part 1 Section 5 of the Plan. Contribution zones will apply to address cumulative impact.
- Green space actions if required by Policy Hou 3, Env 18,19 or 20. Contribution zones may be established where provision is relevant to more than one site.
- Public realm and other pedestrian and cycle actions where identified in the Council's public realm strategy, or as a site specific action. Contribution zones may be established where provision is relevant to more than one site.

	<p>2. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time.</p> <p>In order to provide further detail on the approach to implementation of this policy and to provide the basis for future action programmes Supplementary Guidance** will be prepared to provide guidance including on:</p> <ul style="list-style-type: none">• The required infrastructure in relation to specific sites and/or areas• Approach to the timely delivery of the required infrastructure• Assessment of developer contributions and arrangements for the efficient conclusion of legal agreements• The thresholds that may apply• Mapping of the cumulative contribution zones relative to specific transport, education, public realm and green space actions.• The council’s approach should the required contributions raise demonstrable commercial viability constraints and/or where forward or gap funding may be required. <p>* Further assessments may be required to detail the required mitigation</p> <p>** This guidance should be submitted to Ministers within one year from the date of adoption of this plan. In the event that timing of the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group would delay inclusion of details on cross boundary issues an interim approach will be detailed through the Supplementary Guidance to be confirmed through the replacement development plan.</p> <p>8. Rename the section on Action Programme Contributions as Developer Contributions, amend paragraphs 127-130 as follows and delete the separate heading of “Other Contributions”</p>		
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	<p>127. Anticipated transport and schools requirements relative to specific areas (General Development Principles) and sites (Development Principles) are set out in Part 1 section 5 of the plan. Appendix Y details the provisions for which contributions would be sought. These include:</p> <ul style="list-style-type: none">• School capacity increases including new schools• Traffic management and other transport improvements to address the individual and cumulative impact of proposed development including on the Trunk Road Network.• Green Space Actions <p>128. The council has already forward funded the completed section of the tram network and contributions will continue to be sought from future development which impacts on or creates a need for this infrastructure. This approach to developer contributions may apply to other items of required infrastructure such as schools where advance provision is necessary to enable the development strategy.</p> <p>129. Further detail of anticipated requirements and the approach to delivery including the use of cumulative contributions zones, a framework for consideration of financial viability issues and possible approaches to forward and gap funding will be set out through the Supplementary Guidance as referenced in Policy Del 1.</p> <p>130. An action programme will then be rolled forward annually to monitor timescales and identify the need for further action and the parties responsible.</p> <p>131. The council recognises that the scale of proposed development may also impact on other infrastructure including health and community facilities. Policy Hou 10 is relevant in this respect. However there is a current lack of information on the scale of such requirements and how they should be</p>	
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addressed. Whilst it may be appropriate to seek contributions for such provision any requirement would need to be considered on a case by case basis where a clear justification can be provided in the context of Circular 3/2012. The feasibility of including such additional contributions and the impact on development viability would also have to be assessed.

9. Delete Policy Del 2 and supporting text in paragraph 131.

10. Add an additional table, Appendix Y, as follows:

Appendix Y Infrastructure Items for which financial or other contributions may be sought

ITEM	CIRCUMSTANCES <ul style="list-style-type: none"> • Types of Development • Location
School capacity, including new schools	<ul style="list-style-type: none"> • Housing developments • City-wide, including in defined Contribution Zones and other locations required by policies Del 1.
Traffic management, including junction improvements	<ul style="list-style-type: none"> • Local, major & national developments (specific thresholds may be set in Supplementary Guidance) • City-wide, including in defined Contribution Zones and other locations required by policy Del 1.
Edinburgh Tram Project	<ul style="list-style-type: none"> • Local, major & national developments (specific thresholds may be set in Supplementary Guidance) • In defined Contribution Zones
Public realm – including pedestrian and cycle actions	<ul style="list-style-type: none"> • Local, major & national developments (specific thresholds may be set in Supplementary Guidance) • City-wide, including in defined Contribution Zones and other locations required by policy Del 1 or where identified in council’s public realm strategy – or as site-specific action.

	Other transport improvements	<ul style="list-style-type: none"> Local, major & national developments (specific thresholds may be set in Supplementary Guidance) City-wide, including in defined Contribution Zones and other locations required by policy Del 1. 		
	Green space actions	<ul style="list-style-type: none"> Housing developments if required by Policy Hou 3. Other local, major or national development if required by policies Env 18, 19 or 20 City-wide, including in defined Contribution Zones 		
22 - Design and Environment Policies	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> Modify paragraph 136 of the plan by adding at the end of it the phrase "... including in the Edinburgh Design Guidance document." Modify policy Des 6 of the plan by changing section a) to read: <ol style="list-style-type: none"> the current carbon dioxide emissions reduction target has been met, with at least half of this target met through the uses of low and zero-carbon generating technologies. Modify policy Des 10 of the proposed plan by changing part (c) to read: <ol style="list-style-type: none"> maintains and enhances the quality of the water environment, its nature conservation or landscape interest, including its margins and river valley" Modify policy Env 4 by replacing the word 'diminish' in bullet b) with the words 'diminution of' Modify policy Env 7 by changing the wording of the first sentence to read as follows: Development will only be permitted where there is no detrimental impact on the 		777	No changes required

	<p>character of a site recorded in the Inventory of Gardens and Designed Landscapes, adverse effects on its setting or upon component features which contributed to its value. [the remainder of the policy wording would remain unchanged]</p> <p>6. Modify paragraph 122 of the plan (on page 69) by removing the word 'Major' from the beginning of the last sentence.</p> <p>7. Modify paragraph 172 of the plan by changing the wording of the second sentence to read as follows:</p> <p>“In assessing proposals affecting trees the council will consider their value, taking into account current Scottish Government guidance – presently contained in its Policy on Control of Woodland Removal and UK Forest Standard – and their status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland, along with information from tree surveys.”</p> <p>8. Modify policy Env 12 by changing the first sentence to read:</p> <p>“Development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or on any other tree or woodland worthy of retention unless necessary for good arboricultural reasons.” [the second sentence of the policy wording would remain unaltered].</p> <p>9. Modify policy Env 13 by adding at the end of it an additional bullet b) iii to read as follows:</p> <p>b) iii compensatory measures are provided to ensure that the overall coherence of the Natura network is protected.</p> <p>10. Modify policy Env 19, firstly, by changing its title to read “The Protection of Outdoor Sports Facilities and then change all subsequent references to ‘playing fields’ in the policy wording and in the supporting text of paragraph 181 to read instead ‘outdoor sports facilities’.</p>		
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	<p>11. Modify paragraph 183 of the proposed plan by changing the penultimate sentence of to now read: '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.'</p> <p>12. Modify policy Env 22 of the plan by changing criterion (b) to read as follows: b) 'there will be no significant adverse effects on: air and soil quality; the quality of the water environment; or on ground stability'.</p> <p>13. Modify paragraph 186 of the plan by changing the penultimate sentence to read “... and land can present a potential pollution or safety threat if it has been contaminated or destabilised by previous activities.”</p>		
<p>23 - Employment, Housing and Retail Policies</p>	<p>Modify the proposed plan as follows</p> <p>1. Delete Policy Emp 1 and replace as follows:</p> <p>High Quality office development including major developments will be supported:</p> <p>a) In the City Centre as identified on the Proposals Map</p> <p>b) In other strategic business centres identified on the proposals map at Edinburgh Park South Gyle, the International Business Gateway and Leith preferably as part of business led mixed use proposals</p> <p>c) in town or local centres as identified in Table 6 and on the Proposals Map (where of an appropriate scale).</p> <p>Where it is demonstrated that sites in locations a-c above are unavailable or</p>	<p>818</p>	<p>No Changes required</p>

	<p>unsuitable other accessible mixed use locations may be considered where:</p> <p>In proximity to public transport nodes, compatible with the accessibility of the location by public transport and with the character of the local environment, and For any development exceeding 2500 square metres an assessment of impact has been prepared which demonstrates that the impact on existing town centres is acceptable.</p> <p>2. Delete the text in bold in Policy Emp2 Edinburgh Bioquarter and replace with:</p> <p>Development within the boundary of Edinburgh Bioquarter as defined on the Proposals Map will be granted provided it accords with the Bioquarter Development Principles (Part one section 5) to be further detailed through Supplementary Guidance.</p> <p>3. After the second sentence in paragraph 195 insert:</p> <p>This policy also supports the development of the National Performance Centre for Sport and directly related development.</p> <p>4. Replace paragraph 208 in support of revised Policy Hou 1</p> <p>208. Policy Hou 1 reflects the emphasis on delivery of the identified land supply. However, it also sets out a mechanism through which to bring forward additional land if a 5 year supply is not maintained. The criteria which apply reflect the considerations already established through SDP SEPlan (Policy 7) as well as the Scottish Planning Policy presumption in favour of sustainable development. Whilst the green belt is established by the plan this should not automatically preclude housing development where the relevant balance of considerations points to approval and the objectives of the city wide designation of green belt are maintained.</p> <p>5. Delete Policy Hou 1 and replace as follows:</p>		
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	<p>1. Priority will be given to the delivery of the housing land supply and the relevant infrastructure* as detailed in Part 1 Section 5 of the Plan including:</p> <ul style="list-style-type: none">• sites allocated in this plan through tables 3 and 4 and as shown on the proposals map• as part of business led mixed use proposal at Edinburgh Park/South Gyle• as part of the mixed use regeneration proposals at Edinburgh Waterfront (Proposals EW1a-EW1c and EW2a-2d and in the City Centre).• On other suitable sites in the urban area, provided proposals are compatible with other policies in the plan <p>2. Where a deficit in the maintenance of the five year housing land supply is identified (as evidenced through the housing land audit) greenfield/greenbelt housing proposals may be granted planning permission where:</p> <ul style="list-style-type: none">a) The development will be in keeping with the character of the settlement and the local areab) The development will not undermine green belt objectivesc) Any additional infrastructure required* as a result of the development and to take account of its cumulative impact, including cross boundary impacts, is either available or can be provided at the appropriate time.d) The site is effective or capable of becoming effective in the relevant timeframe.e) The proposal contributes to the principles of sustainable development. <p>* This should be addressed in the context of Policy Del 1, Trans X and the associated supplementary guidance.</p>	
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	<p>6. Amend Policy Hou 4 c) to read:</p> <p>The accessibility of the site including access to public transport.</p> <p>7. Amend the supporting text to Policy Hou 5 by adding the following at the end of paragraph 215:</p> <p>However, conversions 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 local need and demand for a range of housing types and for town centre living.</p> <p>8. Add the following to the end of paragraph 218:</p> <p>Where planning permission is sought for specialist housing an affordable housing contribution may not always be required depending on the nature of the specialist housing being proposed and economic viability considerations.</p> <p>9. Replace Policy Hou 8 Student Accommodation criteria a) and b) to read:</p> <p>a) The location is appropriate in terms of access to university and college facilities by walking, cycling or public transport</p> <p>b) The proposal will not result in an excessive concentration of student accommodation(including that in the private rented sector) to an extent that would be detrimental to the maintenance of balanced communities or to the established character and residential amenity of the locality.</p> <p>10. Replace the final sentence in paragraph 221 with:</p> <p>In general such provision can take place at relatively high densities. Open space and car parking provision can be tailored to reflect the nature of the proposed use. However these considerations should not compromise design quality.</p>		
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	<p>11. Add the following sentence to paragraph 223 following Policy Hou 9:</p> <p>There is a commitment to working in consultation with the gypsy and travelling community to identify an appropriate site(s) in the context of this policy.</p> <p>12. Add the following at the end of the first sentence of policy Hou 10 “relative to the impact and scale of development proposed”.</p> <p>13. Add the following new Policy at the end of paragraph 226 and delete paragraph 227 with consequent renumbering of the remaining retail policies:</p> <p><u>Policy Ret 1: Town centres first policy</u></p> <p>Planning permission will be granted for retail and other uses which generate a significant footfall including commercial leisure use, offices, community and cultural facilities and where appropriate libraries, education and healthcare facilities following a town centre first sequential approach in the following order of preference:</p> <ul style="list-style-type: none"> • 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 accessible by a choice of transport modes <p>Where a retail or leisure development with a gross floorspace over 2500sqm 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.</p> <p>14. In the final paragraph of Policy Ret 2 following criteria e) amend to state “or can</p>	
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	<p>form an effective extension to the centre by promoting linked trips with safe and easy access to the town centre, where it is clear -----”.</p> <p>15. In Policy Ret 8 under criteria b) Supplementary Guidance will detail an approach tailored to different parts of the city centre retail core and each town centre to be informed by town centre health checks which will assess the centres strengths, vitality and viability, weaknesses and resiliencies.</p>		
<p>24 - Transport Policies and Resources and Services Policies</p>	<p>Modify the proposed plan as follows:</p> <ol style="list-style-type: none"> 1. Modify Policy Tra 1 (on page 112) by amending the last sentence to read ‘...with regard to access by walking, cycling and public transport and that... 2. Modify paragraph 258 by changing the final sentence to read ‘...catchment area by walking, cycling or frequent public transport services.’ 3. Modify paragraph 276 by adding at its end the words ... and policy Env 10. 4. Modify paragraph 276 by amending the second sentence to read as follows: “...All wind turbine proposals will be assessed for their individual and cumulative effect on the landscape and biodiversity, taking account of other turbine proposals approved or proposed in the surrounding area. ...” 5. Modify paragraph 278 of the plan by inserting an additional sentence at the end to read as follows; <ul style="list-style-type: none"> Supplementary Guidance will be prepared 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. 6. Modify policy RS 3 by amending the opening phrase of the last paragraph to now read “Seafield is designated (EW 1d on the Proposals Map) for a waste management facility ...” 	<p>865</p>	

	<p>7. Modify policy RS 5 by amending the wording of the last part of the first sentence to read “...Bonnington Mains, Ravelrig and Craigiehall Quarry’ – and show Craigiehall Quarry appropriately labelled on the Proposals Map.</p> <p>8. Modify policy RS 5 by amending the wording of the second sentence to read: “Development which would prevent or significantly constrain the potential to extract minerals from these or other sites with economically viable mineral deposits will not be allowed.”</p>		
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