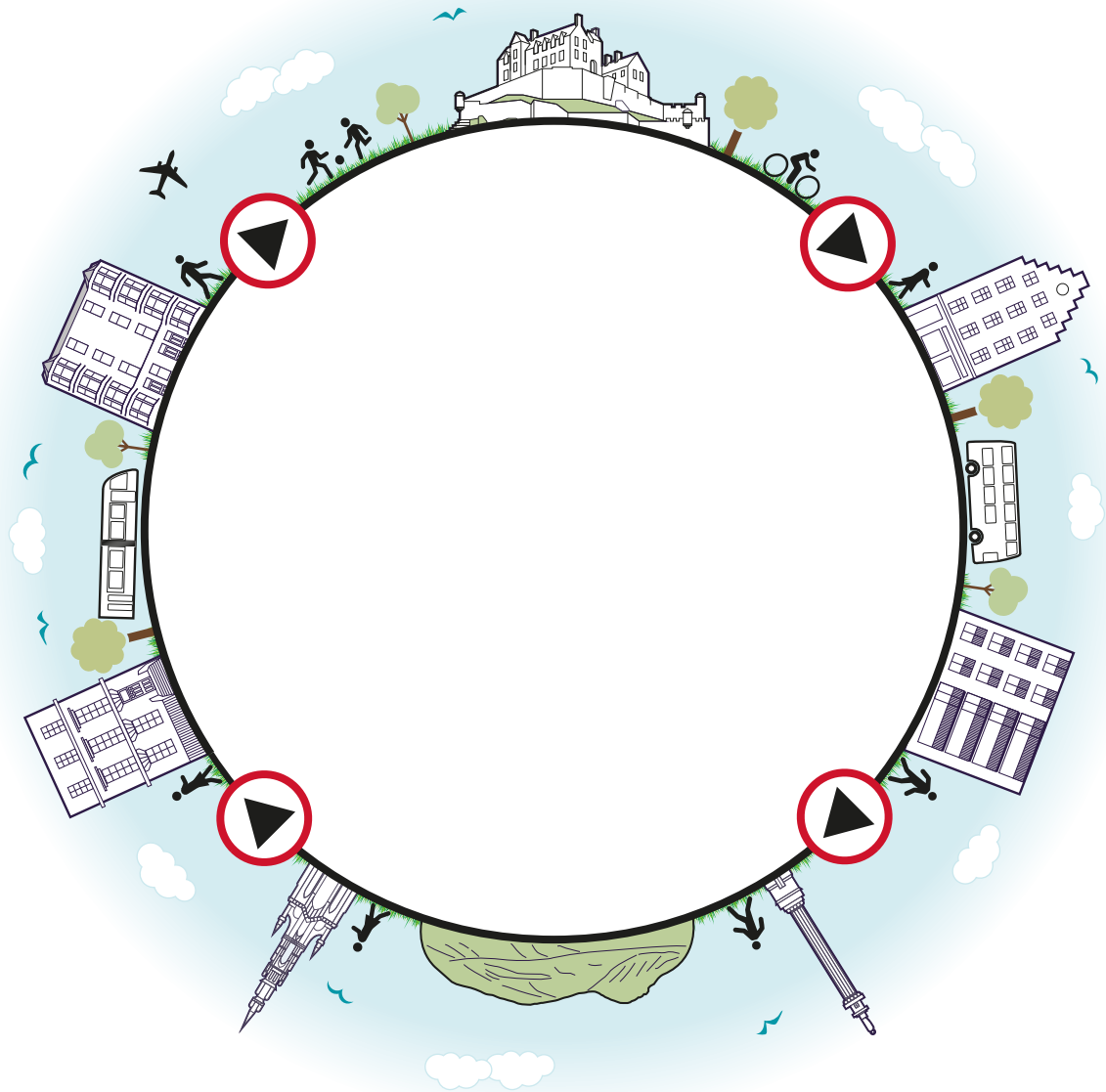


Choices for **CITY PLAN 2030**

Preparing the next local development plan for Edinburgh



January 2020

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Introduction

'Choices' is the Main Issues Report for City Plan 2030. This document has been prepared in accordance with the Town and Country Planning (Scotland) Act 1997, the approved Strategic Development Plan for South East Scotland, Scottish Planning Policy and Circular 6/2013 Development Planning.

A main issues report is accompanied by a Monitoring Statement and an Environmental Report. Our main issues report is also accompanied by a Housing Study, a Commercial Needs Study, a Financial Resources Appraisal and a participation statement.

- The Monitoring Statement provides the evidence base as to why we want to make the changes set out in Choices.
- The Environmental Report assesses the environmental effects of the proposed choices.
- The Housing Study provides the evidence base specifically for our choices on delivering new homes for Edinburgh.
- The Edinburgh Strategic Sustainable Transport Study (phase 1) provides an assessment of 10 strategic transport corridors and identifies strategic transport actions which could support the growth set out in our proposed choices.
- The Commercial Needs Study has assessed our requirements in terms of offices, business, visitor accommodation, retail and leisure for the period 2018-2030.
- The Financial Resources Appraisal assesses the impact of our proposed choices on the Council's budgets and resources.

Other documents will be required to support the proposed City Plan 2030 including a Habitats Regulation Appraisal Record. This will assess whether the City Plan 2030 will have a 'likely significant effect' on any European site.

Further information on the process of preparing a development plan is available on the Scottish Government's website.

By 2030, we want Edinburgh to be...

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

A city which everyone lives in a home they can afford

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

A city where everyone shares in its economic success

With a great quality of life, a beautiful green and historic environment, a thriving economy and a host of cultural attractions to enjoy, Edinburgh is one of the best cities in the world in which to live, work and study.

But, like many cities, we also have increasing levels of poverty and health inequalities in our communities, rising housing costs, and in some areas, traffic congestion and poor air quality. We also need to adapt our city to meet the needs of an aging population, address the increasing impact of climate change on our city and ensure growth is sustainable. Edinburgh is committed to change.

We have a target to be carbon neutral by 2030. We are committed to building 20,000 affordable and low-cost homes over the next 10 years. We have approved a programme to transform our City Centre and are consulting on our draft City Mobility Plan, to radically change how we move around our city. We are committed to Community Plan actions to ensure residents have enough money to live on, have access to work, learning and training opportunities and have a good place to live.

To meet our objectives, future growth of our city must meet our ambitions to be a sustainable city with the right types and quality of new homes and neighbourhoods, in the right locations, with the right infrastructure. We need to support businesses and promote innovation, learning and culture. To do this we are consulting on our next local development plan.

CITY PLAN 2030

What is a local development plan?

A Local Development Plan (LDP) sets out policies and proposals to manage where development should take place. It sets out the best locations for new homes and businesses, protects places of historic and environmental value and identifies where new or improved facilities, such as public transport, schools and parks will be provided.

The plan also contains policies used to determine applications for developments.

Why are we consulting?

Our current [Edinburgh Local Development Plan](#) was adopted in 2016.

Local Development Plans are reviewed on a 5-year basis. Our next plan will be adopted in 2021.

When we want to make changes to a Local Development Plan, the first stage is to consult on these through a 'main issues report'. Our next plan will be called City Plan 2030. Choices for City Plan 2030 is our main issues report

When we prepare a new local development plan we are not starting from scratch as many of the policies in our existing plan are working well. Local development plan policies and sites not mentioned in this document are not subject to consultation and most will be carried forward into City Plan 2030.

Our [Development Plan Scheme](#) sets out how a local development plan is prepared.

How to use this document

There are several changes we wish to make to our current plan and we would like to get your views on these.

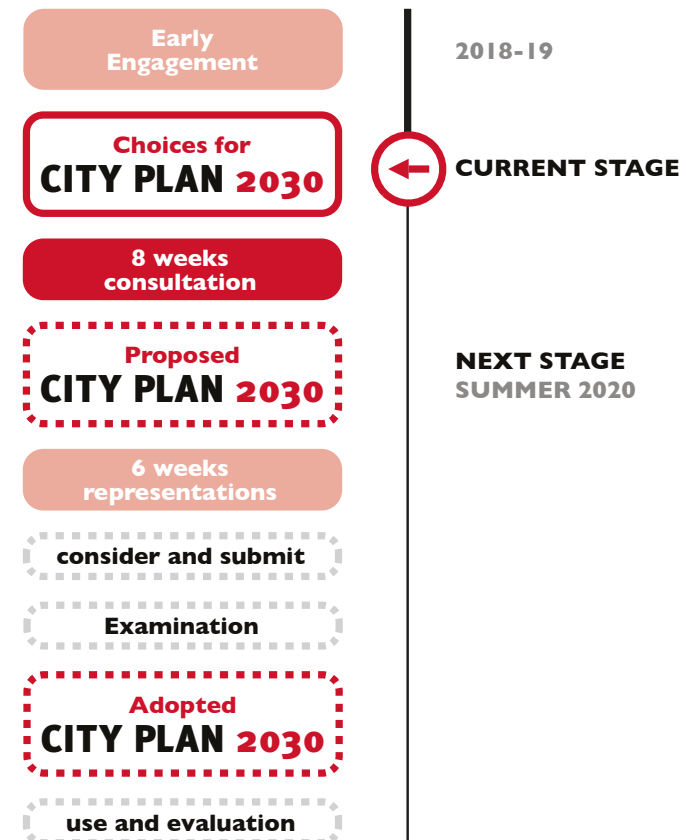
This document sets out the Council's preferred approach to changing policy in our new plan - "our proposed changes". We must set out at least one reasonable alternative - "instead of making these changes".

We'd like you to consider whether you would support our proposed changes or support our alternative. Your responses to these choices will help us prepare our proposed plan which will be published in summer 2020.

Responses to Choices can be made through the Council's consultation hub between Friday 31st January and Friday 27th March.

Respond to www.edinburgh.gov.uk/choices

Timetable



The Choices for City Plan 2030

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

- 1 Making Edinburgh a sustainable, active and connected city
- 2 Improving the quality, density and accessibility of development
- 3 Delivering carbon neutral buildings
- 4 Creating Place Briefs and supporting the use of Local Place Plans in our communities

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

- 9 Protecting against the loss of Edinburgh's homes to other uses
- 10 Creating sustainable communities
- 11 Delivering more affordable homes
- 12 Building our new homes and infrastructure

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

- 5 Delivering community infrastructure
- 6 Creating places that focus on people not cars
- 7 Supporting the reduction in car use in Edinburgh
- 8 Delivering new walking and cycle routes

A city where everyone shares in its economic success

- 13 Supporting inclusive growth, innovation, universities, & culture
- 14 Delivering West Edinburgh
- 15 Protecting our city centre, town and local centres
- 16 Delivering office, business and industry floorspace

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



We want Edinburgh to be a sustainable and healthy city. Edinburgh needs to be resilient, adaptable and address the impacts of climate change, contributing to the delivery of a carbon neutral city by 2030. We want Edinburgh to be a city which supports everyone's physical and mental wellbeing.

To do this we want to create a network of greenspaces that protects our beautiful green setting and helps people make sustainable travel choices. We want to create new places that are of the highest quality and ensure that development in our city enhances and contribute to our existing communities.

To meet our climate change ambitions, we also want all buildings through their design and the use of low and zero-carbon generating technologies to be carbon neutral.

To achieve these aims we want to consider the following choices to deliver a sustainable city:

Choice 1 - Making Edinburgh a sustainable, active and connected city

Choice 2 - Improving the quality, density and accessibility of development

Choice 3 - Delivering carbon neutral buildings

Choice 4 - Creating Place Briefs and supporting the use of Local Place Plans in our communities

Choice I - Making Edinburgh a sustainable, active and connected city

City Plan 2030 needs to ensure Edinburgh is as sustainable as possible to help meet our ambitious climate change objective to be a carbon neutral city by 2030. Our city must address the impacts of climate change whilst providing people with a great place to live. To do this we think the green and blue environment should be a fundamental element of all development in Edinburgh. We want to change our policies to reflect this.

Our proposed changes:

- A** We want to create a new policy which will help connect our places, parks and greenspaces together as part of a multi-functional, local, city-wide, regional, and national green network.

We want to develop and maintain a city-wide network of high quality and beautiful multi-use green spaces to increase our health and wellbeing, encourage more walking, cycling and sport, address climate change, have a positive impact on biodiversity and air quality, manage the water environment and create opportunities for food growing. New development will need to ensure it connects to and delivers this network, including connections to the wider regional green network.

- B** We want all development (including change of use) to include green and blue infrastructure. Where appropriate this should include trees, living roofs, and nature-based drainage solutions including, ponds, swales, rain gardens and ecosystem services as well as making best use of natural features in the surrounding environment.
- C** We want City Plan 2030 to identify areas that can be used for future water management within a green / blue corridor to enable adaptation to climate change.
- D** We want City Plan 2030 to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable.
- E** We want to introduce a new 'extra-large green space standard' which recognises the need for new communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces. A 5-hectare green space is the equivalent of The

Meadows or Saughton Park. At present our policies require new development areas to provide a park of 2 hectares. We want to increase this requirement.

- F** We want City Plan 2030 to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area.
- G** We want City Plan 2030 to identify space for additional cemetery provision, including the potential for green and woodland burials.
- H** We want to revise our existing policies and greenspace designations to ensure that as part of planning consents new green spaces have long term maintenance and management arrangements in place. The Council favours factoring on behalf of the private landowner(s) but will consider adoption should sufficient maintenance resources be made available.

Instead of making these changes:

- I** We could maintain our current policies on Climate Adaption and Greenspaces which require developments to deliver green infrastructure and open space. However, we do not consider these policies to be strong enough to deliver the kind of change we want to make to Edinburgh's environment.
- J** We could not implement a new 5-hectare standard.

Local Development Plan Policies under revision:

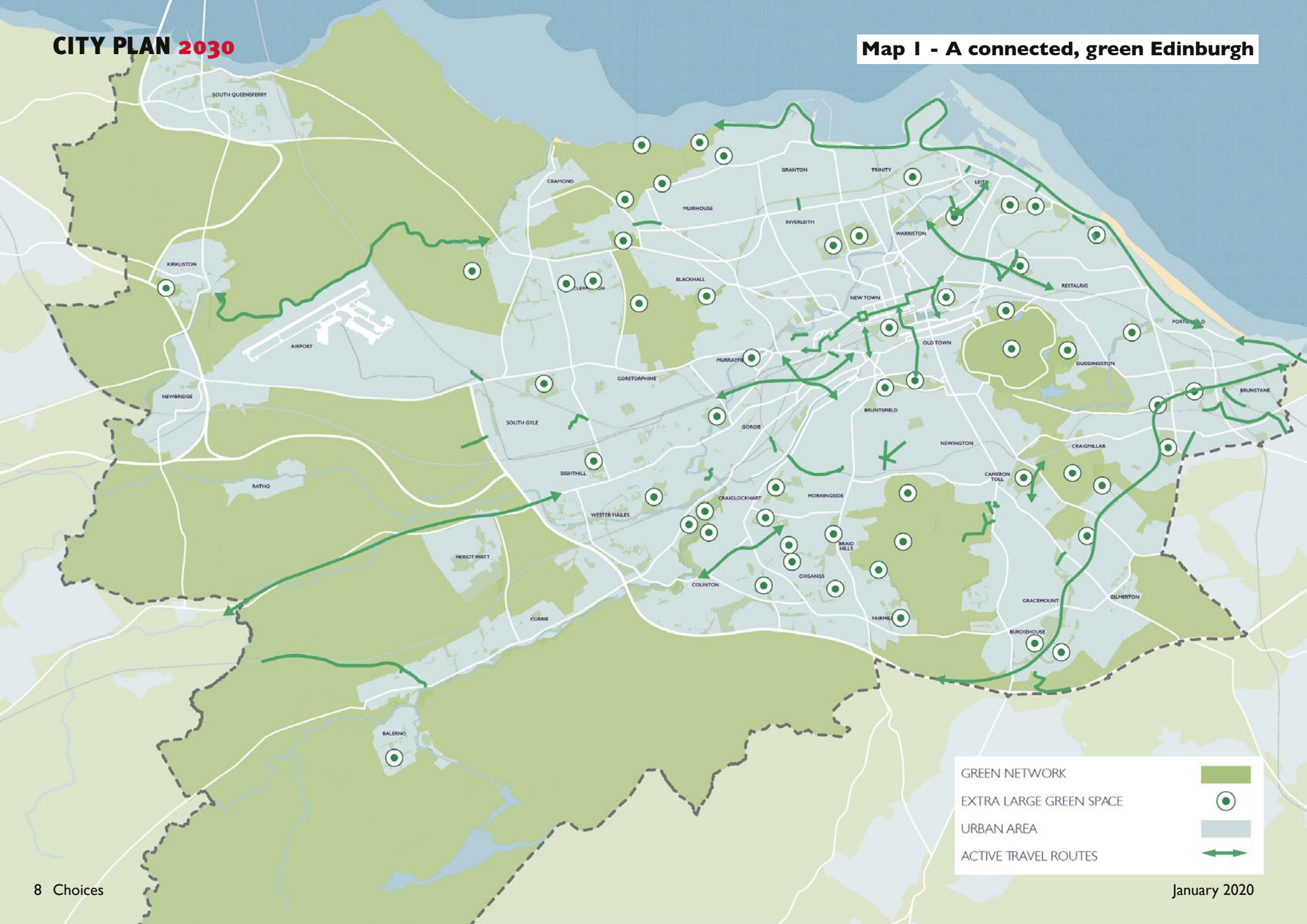
Design policies including Climate Adaption and Development Design (Policy [Des 6](#) and [Des 3](#))

Open Space Protection ([Env 18](#))

Protection of Outdoor Sports Facilities ([Env 19](#))

Open Space in New Development ([Env 20](#))

Environment Policies [Env 12](#) to [16](#) and [21](#) and [22](#)



Choice 2 - Improving the quality, density and accessibility of development

Development in Edinburgh must create great new places and contribute to our existing communities. Our design policies are generally strong and are largely fit for purpose, however we recognise that we don't always achieve the best outcomes for our city. We want to ensure a consistent approach to how we determine applications for new buildings and places and revise our policies on accessibility, connectivity including on how sites are laid out, public realm and open space and water management.

Our proposed changes:

- A** We want all development (including change of use), through a design and access statement, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts.
- B** We want to revise our policies on density. This is to ensure that we make best use of the limited space in our city and that sites are not under-developed.
 - Across the city, on both urban area and greenfield sites, housing development must achieve a minimum of 65 dwellings per hectare.
 - Where identified in the plan, higher density housing development with a minimum of 100 dwellings per hectare will be required.
 - A vertical mix of uses to support the efficient use of land.

This is to provide for and to maximise the benefits of being close to public transport services and along high-quality active travel routes, provided that the design of such developments is of a high quality, respects amenity, and is of an appropriate character. Map 2 - Edinburgh's urban density

- C** We want to revise our design and layout policies to achieve better layouts for active travel and connectivity. To do this we want to ensure that the places, streets and road layouts we create in development reflects our Street Design Guidance and the six qualities of successful places in Scottish Planning Policy in

that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient.

- D** We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, whilst allowing for higher densities.

Instead of making this change:

- E** We could continue using our existing policy on housing density which seeks an appropriate density based on the characteristics of the surrounding area, not based on maximising the benefits of achieving higher densities and being close to high quality public transport services.
- F** We could continue to use our existing policies on development quality, site layouts, public realm and landscape, and on open spaces and private spaces. However, we do not consider these policies to be strong enough to deliver changes we want to make to the creation of new places in Edinburgh.

Edinburgh Local Development Plan (2016) policies under revision:

Design Quality and Context ([Des 1](#))

Development Design ([Des 3](#))

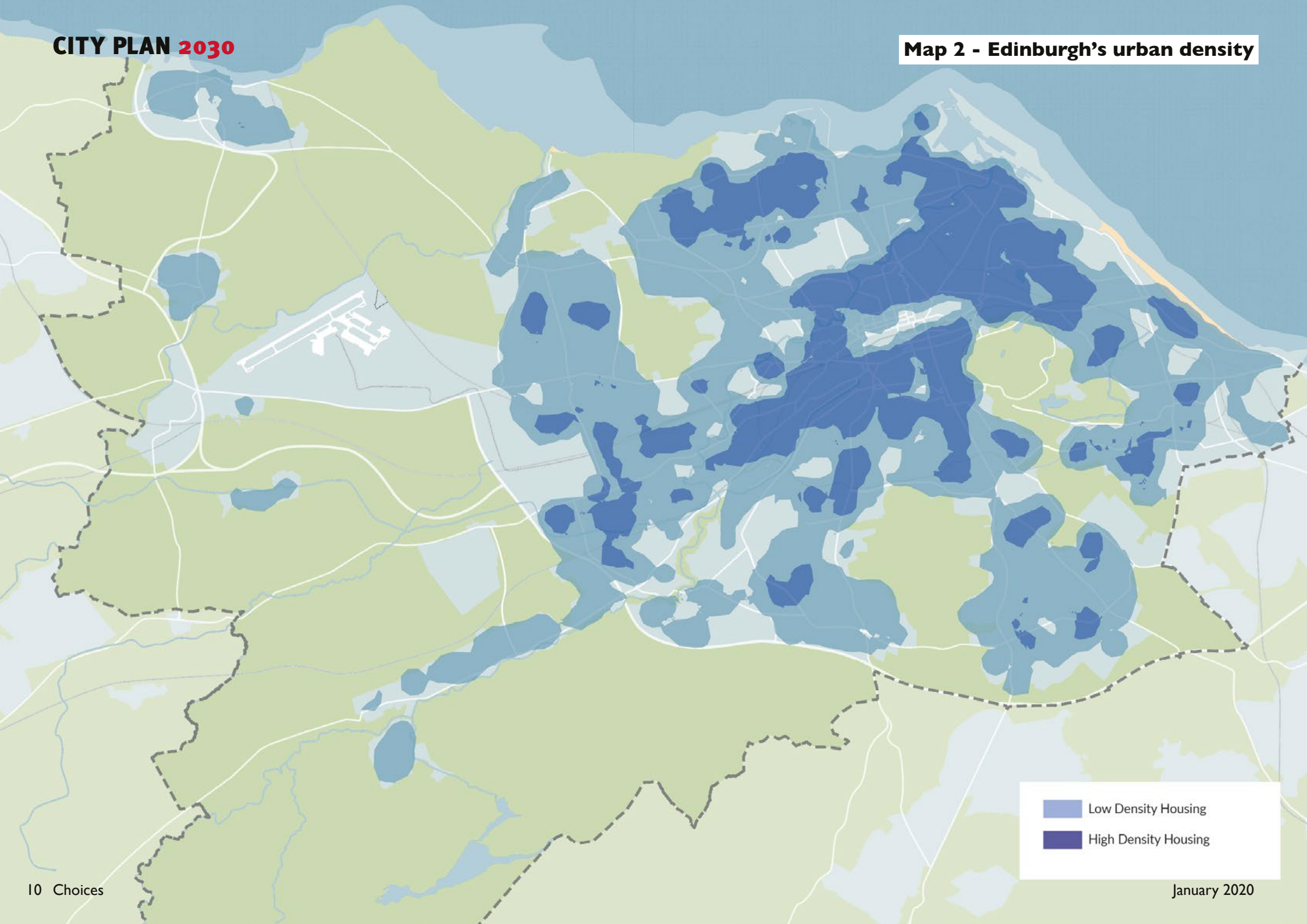
Sustainable Buildings ([Des 6](#))

Housing Density ([Hou 4](#))

Layout Design ([Des 7](#))

Public Realm and Landscape ([Des 8](#))

Open Space in New Development ([Env 20](#))



- Low Density Housing
- High Density Housing

Choice 3 - Delivering carbon neutral buildings

All buildings in Edinburgh must reduce their carbon emissions both through their design and use of low and zero-carbon generating technologies. To help deliver the Council's target to be carbon neutral by 2030 we think all buildings in Edinburgh should be zero-carbon. We will do this through revising our policy on sustainable buildings.

Edinburgh Local Development Plan (2016) policies under revision:

Sustainable Buildings ([Des 6](#))

Our proposed change

- A We want to require all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. We will continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies.

Instead of making this change

- B We could continue to use our current sustainable buildings policy ([Des 6](#)) which requires buildings and conversions to meet the Scottish Building Regulations bronze standard.

or,

- C We could require all buildings and conversions to meet the silver standards as set out in the current Scottish Building Regulations.

or,

- D We could require all buildings and conversions to meet the gold standards as set out in the current Scottish Building Regulations.

We will also continue to require at least 50% of the carbon reduction target to be met through low and zero-carbon generating technologies in respect of B, C and D.

Choice 4 - Creating Place Briefs and supporting the use of Local Place Plans in our communities

Place Briefs are a tool which we can use to help us achieve the best outcomes for our city.

Working with local communities we will develop Place Briefs to direct how we want development to look and feel, and how development will help deliver the infrastructure required to support them. We want City Plan to use Place Briefs for all our new housing sites.

Local Place Plans aim to make planning more collaborative and inclusive. Local Place Plans are prepared by local communities and set proposals for the development or use of land. Local Place Plans may also identify land and buildings that the community body considers to be of particular significance to the local area.

The use of Local Place Plans will formally be implemented in the future through the Planning (Scotland) Act 2019 – this is likely to be part of the next round of local development plans. However, we want City Plan 2030 to consider how we support the creation of Local Place Plans by our communities at this stage, specifically in how we prepare our Place Briefs.

Our proposed changes:

- A We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, open space, biodiversity net gain and community infrastructure development should deliver.
- B We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Place Plans can help us achieve great places and support community ambitions.

Instead of making this change:

- C We could continue to use our current local development plan policies on design to guide our development. However, we do not consider these policies to be strong enough alone to deliver the kind of changes we want to make to the creation of new places in Edinburgh.

Edinburgh Local Development Plan (2016) policies under revision:

Co-ordinated development (Des 2)

Design policies

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



One of the aims of City Plan 2030 will be to realise the lifelong health benefits of walking and cycling by creating streets and public spaces for people over cars and improving and expanding sustainable public transport.

To do this, City Plan 2030 will plan for a city in which you don't need to own a car to move around. City Plan 2030 will provide for new homes, jobs and amenities and services in accessible neighbourhood locations with good access to walking and cycling routes and to public transport. We also want to reduce carbon emissions and we are committed to the reduction of traffic borne air pollution,

We also need to plan for the movement of goods entering and moving across our city in a way that does not contribute to congestion or negatively impacts on air quality. Providing space for freight and distribution hubs to locate within our designated business and industrial land forms part of our strategy in Choice 16.

The choices we make for City Plan 2030 will align with those of the City Mobility Plan to help balance quality of life with access to jobs and services for all residents and workers in the city. To achieve these aims we want to consider the following choices:

Choice 5 – Delivering community infrastructure

Choice 6 – Creating places that focus on people not cars

Choice 7 – Supporting the reduction in car use in Edinburgh

Choice 8 – Delivering new walking and cycle routes

Choice 5 - Delivering Community Infrastructure

Our homes and businesses need investment in our community infrastructure. We need schools, healthcare facilities, and access to public transport and active travel options. To do this we want City Plan 2030 to direct development to where there is existing infrastructure, or where new infrastructure will be accommodated, encouraging improvements and investment in the services on offer.

Where new infrastructure capacity will need to be provided, we want City Plan 2030 and its Action Programme to set out how and when the infrastructure will be delivered.

Education Infrastructure

The Council has carried out a high-level assessment of the new school infrastructure which is likely to be required to support the housing need identified for City Plan. This assessment can be found in the Housing Study. A full education infrastructure appraisal will support City Plan 2030.

Urban Area Sites (Choice 12 - Option A)

In respect of the Urban Area sites set out on Map 8, the following school infrastructure is likely to be required, not limited to:

Non-denominational primary schools

Areas that could require a new primary school:

- North Edinburgh: Trinity, Broughton, Stockbridge, Flora Stevenson, Leith and Craightinny do not have capacity to support the significant pupil growth that could come from potential urban housing sites within their catchment areas. Two new primary schools could be required.
- West Edinburgh: A new primary school will be required to accommodate significant pupil growth from any new housing development around the airport.
- Redford Barracks: Proposed redevelopment of Redford Barracks could require a new primary school.

- Classroom extensions will have to be delivered at Balgreen and Castleview primary schools.
- Catchment change will also be considered Bruntsfield, Liberton, Roseburn, Sciennes and Niddrie Mill primary schools.

Non-denominational Secondary Schools

Areas that could require a new secondary school:

- North Edinburgh: Broughton High, Drummond High and Leith Academy do not have capacity to support the significant pupil growth that could come from potential urban housing sites within their catchment areas. A new secondary school in the area would provide the additional accommodation that would be required.
- West Edinburgh: A new secondary school is required to accommodate any pupil growth from any new housing development around the airport.
- Redford Barracks: There is no spare capacity at Firrhill High School to accommodate pupil growth from new housing development.

Greenfield Sites (Choice 12 – Option B)

South East Edinburgh

- New non-denominational primary schools – 6
- New non-denominational secondary Schools – 2

NOTE: This provides an opportunity to deliver an 'all-through' school combining primary and secondary schooling in on location.

West Edinburgh (Norton Park, IBG and Crosswinds)

- New non-denominational primary schools – 3
- New non-denominational secondary Schools - 1

A requirement for additional secondary school capacity in West Edinburgh has already been identified in the Council's current Action Programme.

East of Riccarton

- New non-denominational primary schools – 3
- New non-denominational secondary Schools - 1

The allocation of this site for housing would give the Council an opportunity to increase the catchment area of Wester Hailes Education Centre which would increase the school roll considerably, improve learning opportunities and curriculum choice. Financial contributions from developers would enable the delivery of a new Wester Hailes Education Centre with an increased capacity.

Kirkliston

- New non-denominational primary schools – 1
- New non-denominational secondary Schools - 1

Substantial new housing development in South Queensferry means that Queensferry High School will not have the capacity to continue to accommodate pupils from Kirkliston Primary School. The Council is currently considering whether Kirkliston should have its own secondary school or whether alternative secondary school provision will have to be provided elsewhere. There is no site identified for a new secondary school and there is currently no funding in place.

The allocation of this site, would give the Council an opportunity to secure a site in Kirkliston for a new secondary school as well as significant financial contributions from developers for its delivery. This would make the delivery of a new secondary school with capacity for at least 900 pupils in Kirkliston a more viable and deliverable option.

East Calder

- New non-denominational primary schools – 3
- New non-denominational secondary Schools - 1

New housing in this location could link to development and new education infrastructure being delivered in West Lothian.

A blended approach - Option C

If a blended approach of brownfield and is chosen, this will be supported by a full education appraisal and infrastructure strategy.

Healthcare Infrastructure

The Edinburgh Health and Social Care Partnership will prepare a Primary Healthcare Appraisal as part of preparing the Proposed Plan. This will ensure that the process of planning future health care services considers changing demands because of new development.

Transport Infrastructure

In preparing Choices for City Plan and the City Mobility Plan, the Council has commissioned an Edinburgh Strategic Sustainable Transport Study (Phase 1). The study examines 10 strategic transport corridors within, and potentially beyond, Edinburgh to assess whether, and how, the development of transit-led solutions (including Bus Rapid Transit (BRT) and Tram) could reduce carbon, promote equity, support healthier lifestyles and deliver sustainable economic growth.

Based on the assessment, two corridors have been identified as being suitable for the delivery of new transit-solutions to help deliver City Plan 2030.

- **South East Edinburgh via BioQuarter (Corridor 3)** - Delivery of Tram along this corridor would support strong established demand including major employment centre at the BioQuarter, Cameron Toll, Craigmillar, Shawfair and the potential for further transit-led development.
- **Towards Newbridge and IBG (Corridor 7)** - Delivery of Tram or BRT along

this transit corridor would support existing major development along the A8 corridor and support regional level commuting from settlements in West Lothian, and the potential opportunity for further transit-led development.

Other corridors - The study supports extension of the tram line in Corridor 8 West of Hermiston as a potential transport corridor which, if implemented, could allow for future development in West Edinburgh. However, as delivery of a tram system would not be feasible in the timeline of City Plan 2030, it is not included as a preferred option for City Plan 2030. The study also supports Corridor 6 - Granton to the city centre for a new tram line. This corridor is already safeguarded in the current local development plan.

City Plan 2030 will identify new transport infrastructure, including public transport and road infrastructure improvements that will be required to support the growth of the city, based on a Transport Appraisal, and actions arising from the City Mobility Plan. These actions will be set out in City Plan 2030's proposed Action Programme.

This will include:

- Walking and cycling routes
- Extension and realignment of bus services
- The extension of the tram network
- Road infrastructure to accommodate more modes of transport including public, walking and cycling.
- Mobility interchange hubs - neighbourhood level hubs where a range of sustainable and shared transport modes are available alongside local shops and delivery lockers.

Our proposed changes:

A We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated (deliverable within the plan period), encouraging improvements and investment in the services on offer.

B We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services.

C We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel.

D We want to set out where development will be expected to contribute toward new or expanded community infrastructure. We want to use of cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms.

E We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance.

Instead of making this change:

F We could continue to use our existing policies on community infrastructure and developer contributions and finalised Supplementary Guidance on Developer Contributions. However, we do not consider these policies to be strong enough to deliver changes we want to make to the delivery of new infrastructure in Edinburgh.

Edinburgh Local Development Plan (2016) policies under revision:

Developer Contributions and Infrastructure Delivery ([Del 1](#))

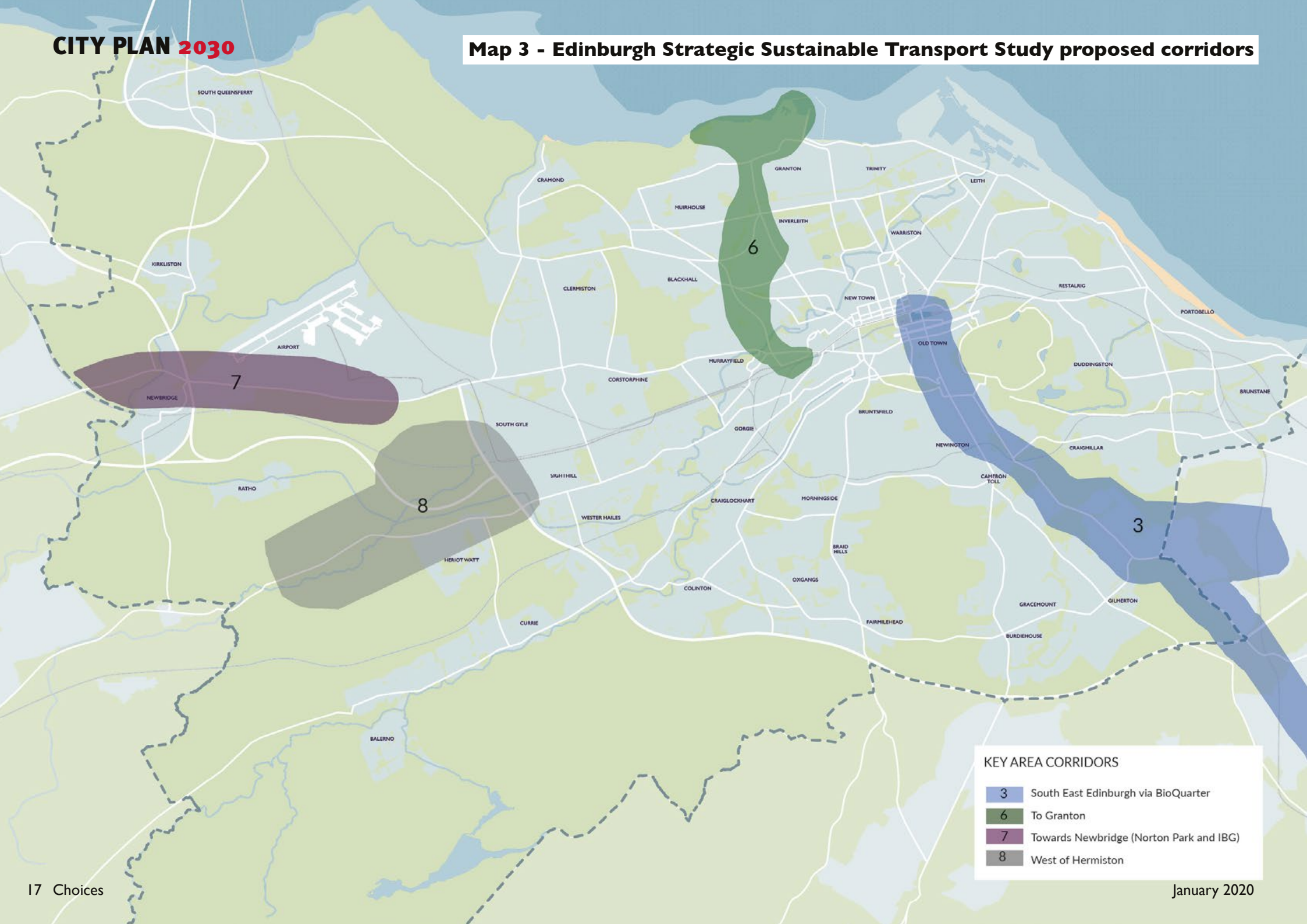
Community Facilities ([Hou 10](#))

[Supplementary Guidance on Developer Contributions](#)

Public Transport Proposals and Safeguards ([Tra 7](#))

Provision of Transport Infrastructure ([Tra 8](#))

New and Existing Roads ([Tra 10](#))



KEY AREA CORRIDORS

- 3 South East Edinburgh via BioQuarter
- 6 To Granton
- 7 Towards Newbridge (Norton Park and IBG)
- 8 West of Hermiston

Choice 6 - Creating places that focus on people, not cars

We want City Plan 2030 to ensure we create places that focus on people not cars and prioritise public transport, walking and cycling to encourage active and healthy lives. To do this, all development must be well served by existing or planned new public transport, walking and cycling infrastructure.

Our proposed changes:

- A We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes.
- B We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport.

Instead of making this change:

- C We could continue to use our policy on the location of major travel generating development which currently only applies to offices, retail and leisure developments not housing.

Edinburgh Local Development Plan (2016) policies under revision:

Location of Major Travel Generating Development ([Tra 1](#))

Choice 7 - Supporting the reduction in car use in Edinburgh

Where there are good public transport options, an environment that supports walking and cycling, and access to car club vehicles, or other shared mobility scheme, there is less need to own a car. We want City Plan 2030 to have no minimum standards for car parking – potentially leading to car-free developments.

Our proposed changes:

- A We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking.
- B We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme.
- C We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure.
- D We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride at Gilmerton Road and Lasswade Road and extensions to the current sites at Hermiston and Newcraighall. There is also the potential to safeguard an extension to the park and ride at Ingliston as part of the International Business Gateway masterplan. Policies on Park and Rides will be amended to reference these sites and any other sites that are identified in the City Mobility Plan or its action plan.

Instead of making this change:

- E We could continue to use our current policies on car and cycle parking which set minimum standards for car parking.
- F We could continue to use our policy on Park and Ride sites

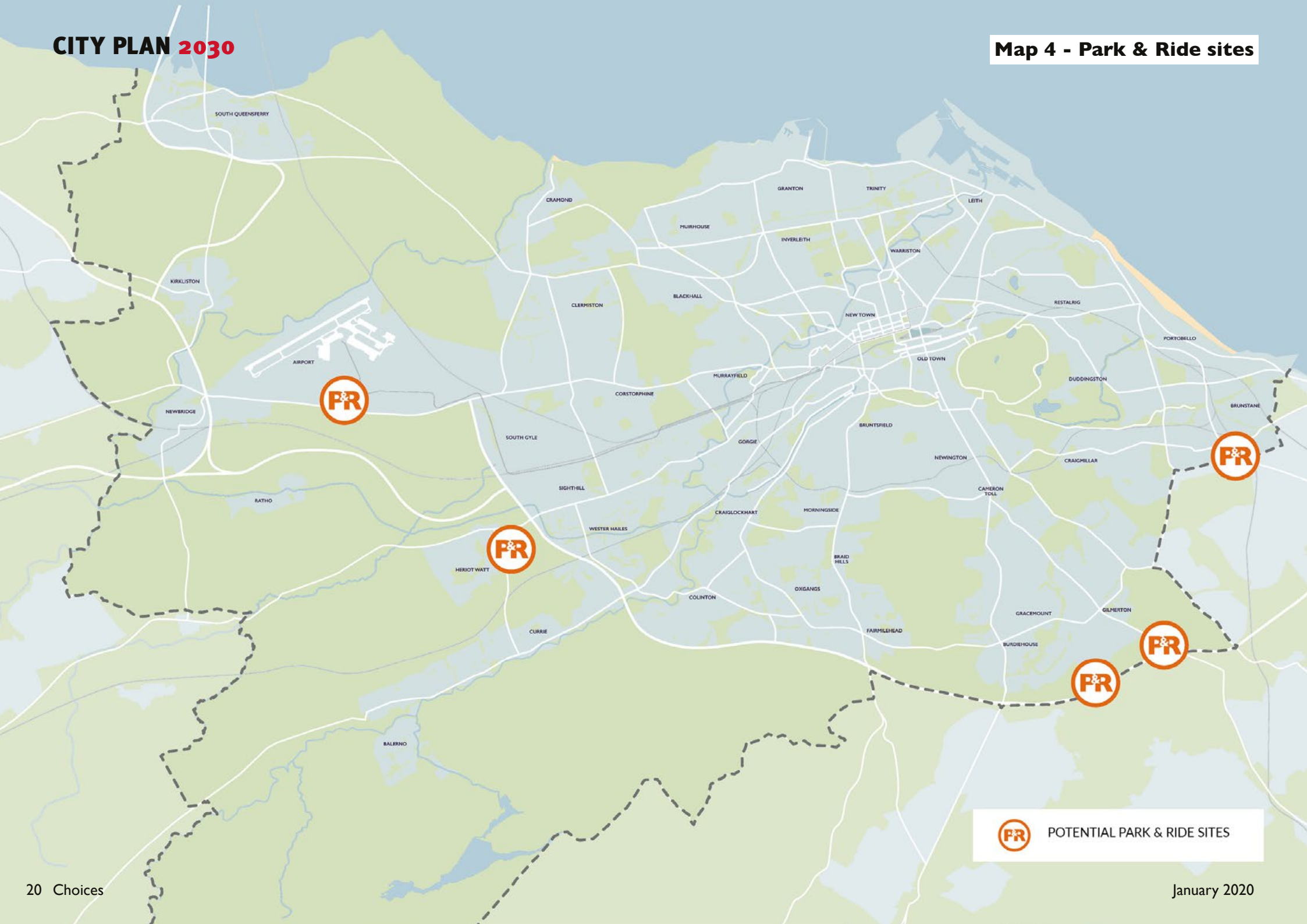
Edinburgh Local Development Plan (2016) policies under revision:

Private Car Parking ([Tra 2](#))

Private Cycle Parking ([Tra 3](#))

Design of Off-street Car and Cycle Parking ([Tra 4](#))

Park and Ride ([Tra 6](#))



Choice 8 - Delivering new walking and cycling routes

Delivering strategic walking and cycling routes across the city will be key to delivering both our aim of not needing a car to move around the city and our aim of Edinburgh being a green, connected city.

Our proposed changes:

- A** We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. This could include, but not be limited to, the following:
- New cross-boundary routes that connect growth areas with strategic employment areas;
 - Local walking and cycling links around the city;
 - Connections between park and ride; and,
 - Public transport interchanges and the network of town and local centres and new development.
- B** As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals for the new plan to assist in delivering:
- Completion of the River Almond Walkway
 - The A71 cycle super highway linking south Livingston with West Edinburgh
 - Edinburgh Waterfront Promenade (realigned – Granton Beach through Granton Waterfront and Western Harbour to Ocean Terminal; Ocean Terminal to Leith Links avoiding operational port estate)
 - The Pentlands to Portobello link
 - Meadows to George Street
 - City Centre East-West Link

- Waverley Valley bridge link
- Lothian Road
- West Edinburgh Link
- Roseburn – Union Canal
- Lochend – Powderhall
- West Approach cycle link
- Pilrig Park - Pirrie Street
- Link to Morevundale Road

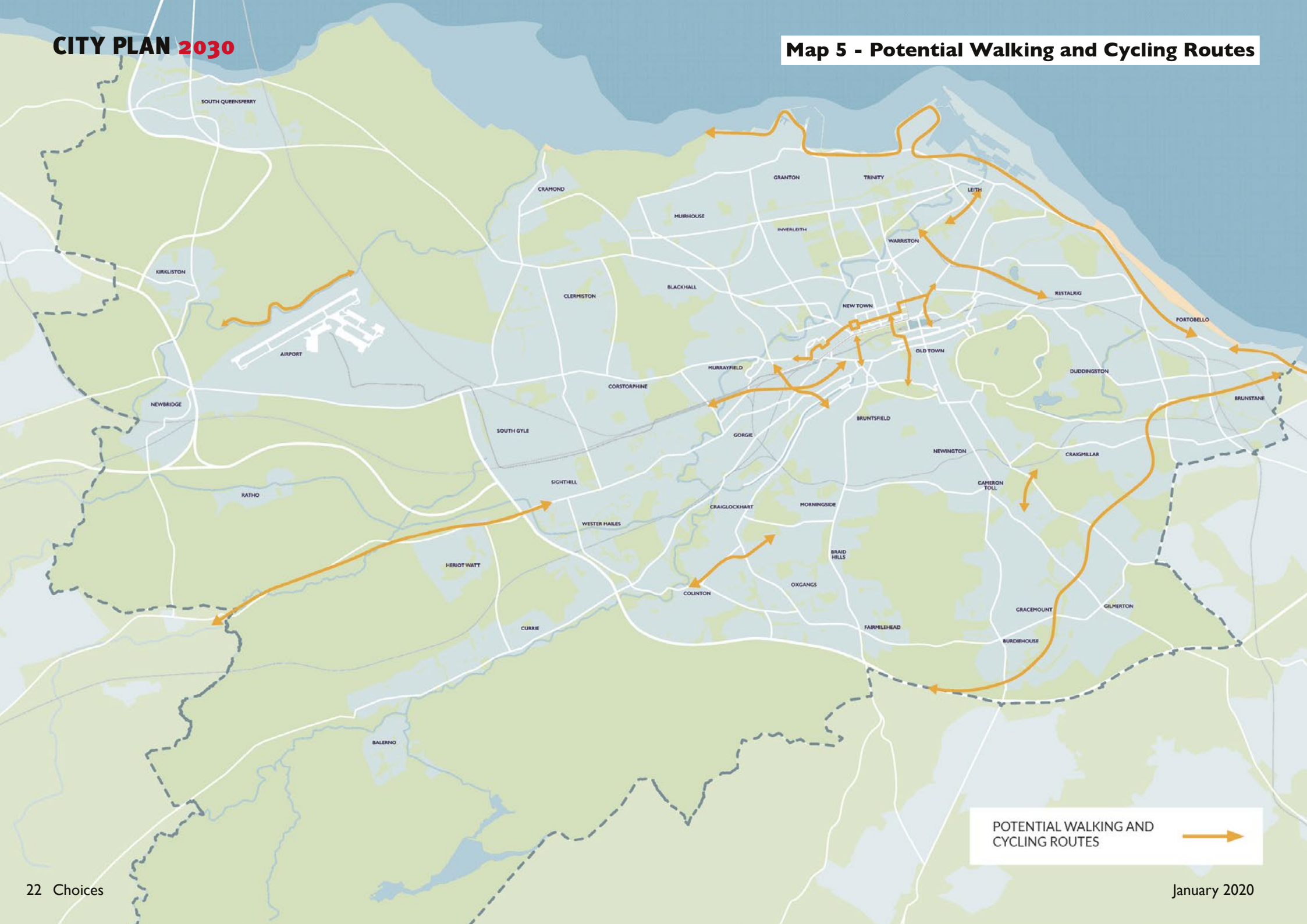
- C** We want City Plan 2030 to also safeguard and add any other strategic active travel links within any of the proposed options for allocated sites and/or that may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or submitted through consultation on this document.

Instead of making this change:

- D** We could continue to use our existing policy on the cycle and footpath network which only states that planning permission will not be granted for development that prevents the implementation of the proposed cycle network, rather than ensuring that development delivers it.

Edinburgh Local Development Plan (2016) Policies under revision:

Cycle and Footpath Network (Tra 9)



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



Edinburgh is a successful city in which people want to live, work and visit. However, Edinburgh is also a growing city with increasing inequalities within our communities, an aging population and entrenched areas of poverty and disadvantage.

We need more homes, particularly affordable homes and we need to support a fairer society through significant investment in our schools, public transport system and healthcare facilities.

We also need to carefully balance the quality of life of our residents with the demands of visitors to the city and reduce the amount of homes being lost to other uses and we need to ensure development helps create sustainable communities.

To achieve these aims we want to consider the following choices to deliver new homes which everyone can afford.

Choice 9 - Protecting against the loss of Edinburgh's homes to other uses

Choice 10 - Creating sustainable communities

Choice 11 - Delivering more affordable homes

Choice 12 – Building our new homes and infrastructure

Choice 9 - Protecting against the loss of Edinburgh's homes to other uses

Edinburgh is a vibrant city, world-renowned for its quality of life, historic environment and year-round cultural events and festivals. It is a great place to live, work and visit.

However, we recognise that an uncontrolled approach to short-stay commercial visitor accommodation (short term lets) within Edinburgh is having an impact on the quality of life for our residents and is resulting in a significant loss of our homes.

We want to change our planning policy to help balance the needs of both residents and visitors and strengthen our existing communities by reducing the loss of housing.

Our proposed change:

- A We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets.

The Scottish Government has recognised that very high concentrations of whole property short term lets can affect the availability of residential housing and the character of a neighbourhood and that some types of building are not well suited to this intensive use. Statutory instruments to allow the designation of 'short term let control areas' will come into force in spring 2021. We want to consider whether a short term let control area under this or other legislation brought forward is appropriate for Edinburgh.

Home sharing (renting a room in your own home or allowing others to stay in your own home whilst on holiday) will not be affected by this control area.

- B We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses.

The policy will set out criteria to help determine when a) material change of use from residential to short-stay commercial accommodation has occurred, and b)

when it will be acceptable. This new policy will be in addition to our current policies which prevent development which would have a detrimental effect on the living conditions of nearby residents.

Short term lets in Edinburgh

Edinburgh has experienced a steep rise in the number of properties being used as short-term visitor accommodation. In 2016 there were 6,300 properties registered with Airbnb. This number has risen to 14,000 in 2019. Of the 14,000 properties registered, 8,740 are for the entire house or apartment and 5,280 are for a room within the house. Of the 8,740 entire properties registered, 3,620 are available for 90 days or more, indicating that these properties may no longer be being used for residential purpose.

The analysis is based upon all properties registered with Airbnb.

Instead of making this change:

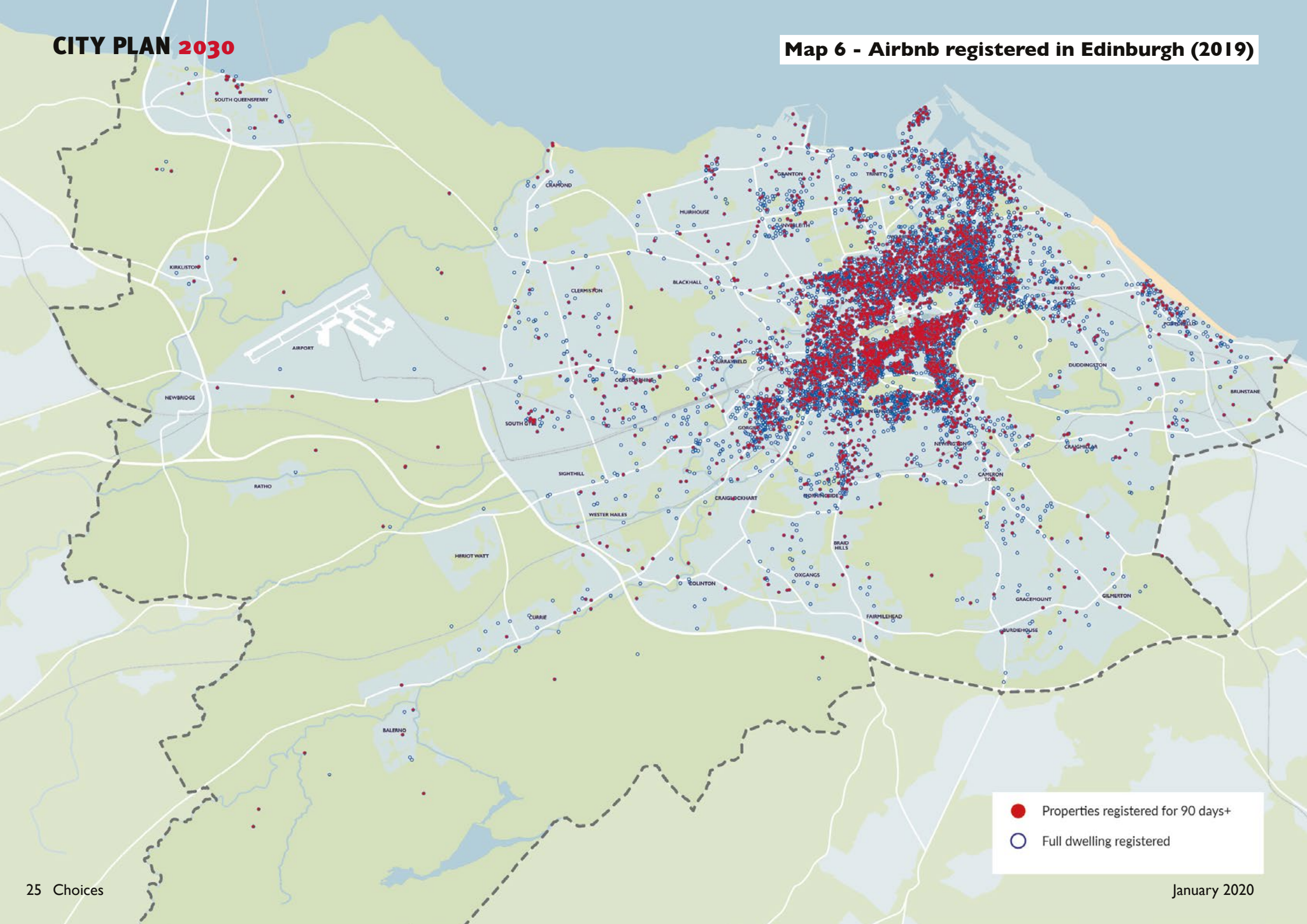
- C We could continue to use our current policies which prevent development which would have a detrimental effect on the living conditions of nearby residents.

Edinburgh Local Development Plan (2016) policies under revision:

Amenity (Des 5)

Alterations and Extensions (Des 12)

Inappropriate Uses in Residential Areas (Hou 7)



- Properties registered for 90 days+
- Full dwelling registered

Choice 10 - Creating sustainable communities

If we want to increase the number of new homes, particularly affordable homes, being built in Edinburgh we need to make best use of the limited space in our city to ensure the creation of sustainable communities.

Purpose-built student housing, retail, leisure, hotels and other commercial developments, are being built often at the expense of creating strong sustainable communities. We want sites coming forward for these uses to also deliver new housing.

We also want to update our policy on student housing to address the amount and type of student housing coming forward and ensure the better use of single-use out of centre retail units and commercial centres.

Our proposed changes:

- A** We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. We will do this by requiring:
- New purpose-built student accommodation to be located on a direct walking, cycling, or public transport route to its intended university or college.
 - To deliver market and affordable housing as part of the mix,
 - To be built for, and managed by, one of Edinburgh's universities or colleges and,
 - Deliver a maximum of 10% studio flats.
- B** We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. On sites over 0.25 hectares coming forward for student housing, hotels and short-stay commercial visitor accommodation, and other commercial business, retail and leisure developments, at least 50% of the site should be provided for housing. The new policy would not apply to land specifically allocated or designated within the plan for a specific use – i.e. business and industry land,

safeguarded waste management sites, minerals sites, single school sites, our town and local centres, or sites covered by our office policy.

- C** We want to create a new policy promoting the better use of single-use out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported.

Instead of making this change:

- D** We could continue to use our existing policy on student accommodation which sets out criteria on which purpose-built student housing will be allowed based on its location and concentration only. Other guidance is currently set out in our non-statutory guidance on student housing.
- E** We could continue to use our current policies which support housing as part of mixed-use development on appropriate sites to meet housing need and create strong, sustainable communities and seek to ensure a co-ordinated approach to development.

Edinburgh Local Development Plan (2016) policies under revision:

Housing Development ([Hou 1](#))

Student Accommodation ([Hou 8](#))

Choice 11 - Delivering more affordable homes

Edinburgh is a growing city. However, there are inequalities within our communities and entrenched areas of poverty and disadvantage. We want everyone in Edinburgh to be able to live in an affordable home.

We define Affordable Housing as housing that is for sale or rent, to meet the identified needs of people who cannot afford to buy or rent housing generally available on the open market.

The Council has committed to delivering 20,000 affordable homes in the next 10 years. To help deliver the target, the Council and its partners are working to deliver more homes.

- We currently build affordable homes in two ways:
- Half through the Council's own affordable housing programme, and,

Half by requiring market housing developments to deliver 25% percent of their sites for affordable housing. In simple terms, this means that to deliver one affordable home through the affordable housing policy, three market homes need to be built.

We want to deliver our 20,000 affordable homes in the most efficient way, within mixed sustainable communities, whilst minimising green belt release. To do this we think it is time to change our affordable housing policy.

Our proposed change:

- A** We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. All development, including conversions, which consist of 12 residential units or more must include provision for affordable housing amounting to 35% of the total units.

This policy will also apply to all land coming forward for other uses (as set out in Choice 10) i.e. where a site is required to deliver at least 50% housing, at least 35% of this housing must also be affordable.

- B** We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector.
- The affordable housing should be tenure blind and should be a representative mix of the housing types and sizes which make up the total development
 - All private and/or rented residential accommodation of more than 12 units will be expected to make an onsite affordable housing contribution, and
 - Affordable housing units which will be owned or managed by a Registered Social Landlord through Affordable Housing Contracts must meet the RSL's design guidance and Social Rented homes will be expected to meet Housing for Varying Needs standards.

Instead of making this change:

- C** We could continue to use our current policy on affordable housing (Hou 6) which requires all housing sites to deliver 25% affordable housing and [our non-statutory guidance and practise note](#).

Edinburgh Local Development Plan (2016) policies under revision:

Affordable Housing ([Hou 6](#)) and Housing Mix ([Hou 2](#))

Choice 12 - Building our new homes and infrastructure

We need to provide new homes for Edinburgh, and we need to allocate land for our new homes. To do this we need to:

- A. Decide how many homes to provide,
- B. Who will deliver these homes, and
- C. Where we will deliver the homes in the most sustainable way

The Council has prepared a [Housing Study](#) and a [Transport Study \(phase 1\)](#) in support of this choice.

A. How many new homes does Edinburgh need?

Firstly, we need to decide how many new homes Edinburgh needs to build up to 2032. In City Regions, the requirements for new housing are usually set by a Strategic Development Plan. Edinburgh's current Strategic Development Plan is the [South East Scotland Plan \(SDP 1\)](#) approved in 2013.

Like local development plans, Strategic Development Plans are reviewed on a regular basis to ensure they are up to date. A new Strategic Development Plan (SDP 2) was prepared for the Edinburgh City Region, along with an assessment of housing need and demand (HNDA 2), but this plan was rejected by the Scottish Ministers in 2019 on transport grounds.

Since then, following approval of the new Planning (Scotland) Act 2019 there is no requirement to prepare a new Strategic Development Plan. In future, housing needs will be set out in National Planning Framework 4, but this is not expected to be approved until late 2021.

Until that time, we propose that City Plan 2030 uses the supply targets set out in Strategic Development Plan 1, along with the updated housing need and demand assessment (HNDA2) prepared for the SDP 2 to determine how many homes to provide to 2032.

SDPI provides an 'all tenure' target which combines demand for market and affordable homes across south east Scotland. This target sets out housing demand to 2032 but does not provide a breakdown by local authority beyond 2024.

Therefore, it is proposed that Edinburgh's target is set using the updated housing need and demand assessment (HNDA2) prepared for the SDP2 to determine how much of the remaining regional housing supply target from SDPI should be met within Edinburgh.

We have already committed to delivering 20,000 affordable homes to 2027.

Our housing need is therefore set out below:

Edinburgh's housing need 2019 to 2032	
Market Housing (SDPI + HNDA 2)	Affordable Housing (Council commitment to 2027)
22,600	20,800*

* Affordable housing delivery will continue to be delivered beyond 2027.

B. Who will deliver these homes?

We need land on which to build our new homes, but how much land we need depends on who delivers it. As part of our [Housing Study](#) we have assessed how much land we have in Edinburgh which is suitable for housing led mixed-use development.

We currently have land for 30,164 homes, this is with planning permission, or allocated in our current plan. We have also assessed all the other land within the urban area, and our Housing Study shows that we have land for approximately 16,900 more new homes.

Edinburgh's potential housing land (2019)	
Land identified in housing land audit for affordable housing	6,100
Land identified in housing land audit for market housing	14,800
Other land in housing land audit (without consent)	9,200
Potential urban area land identified through Housing Study	16,900
Total potential land available for housing	47,000

In simple terms, it looks like we have enough land with consent and within the urban area to deliver our new homes without releasing new greenfield land.

However:

- Some of this land already has consent to deliver market housing, not affordable housing, and where affordable housing is being delivered it is at 25%, not 35%.
- We cannot revisit permissions to get more affordable homes out of this land, nor can we retrospectively apply our new higher policy requirement.
- Most of the 275 hectares of urban area land with potential for mixed-use development is in other uses, including small business uses, at present.
- We want to create mixed, balanced sustainable communities and to build our 20,800 affordable homes and 22,600 market homes on a range of mixed use, mixed tenure sites across the city.

Therefore, to reach our targets we need more land than we have. We can either find the land we need ourselves, or, we can allocate much more market housing to deliver the affordable housing for us. The land required to do this by the two approaches is set out in Table 1 and Table 2.

Table 1 - Delivery by the Council and its partners

	Market	Affordable	Total	Affordable Housing Delivery	
				Consented and new AHP	Other delivery
Housing Supply Target	22,600	20,800	43,400	10,300	10,500
Annual Completion rate	1,740	1,600	3,340		
Current land supply			30,164		
Effective			22,696		
Constrained			7,468		
Additional land to find (assumes 10% flexibility)			17,600		

Table 2 - Delivery through market housing

	Market	Affordable	Total	Affordable Housing Delivery	
				Consented and new AHP	Other delivery
Housing Supply Target	32,000	20,800	52,800	15,300	5,500
Annual Completion rate	2,460	1,600	4,060		
Current land supply			30,164		
Effective			22,696		
Constrained			7,468		
Additional land to find (assumes 10% flexibility)			27,900		

Table 2 shows that to deliver the land via the market, to build one affordable home, roughly two market homes need to be built.

C. How to deliver our new homes in the most sustainable way

We now have a choice about how and where we deliver these new homes. We have three options.

As set out below, our preferred option is Option 1.

Option 1 Delivery by the Council and its partners within the Urban Area	Option 2 Delivery through market housing by releasing Greenfield land	Option 3A Blended Approach
<p>17,600 units within the urban area</p> <p>We will rapidly intervene to deliver urban area, Council and partner's land for housing or mixed use development</p> <p>Will require new and significant changes to existing infrastructure - schools, healthcare and transport</p> <p>We will work with public sector partners to deliver this approach</p> <p>We will need to intervene to deliver 275 hectares of employment land as part of mixed-use redevelopment of sites and elsewhere</p> <p>This approach may require a significant CPO programme to ensure land comes forward</p>	<p>27,900 units on greenfield land</p> <p>We will identify a large planned green belt release</p> <p>Will require a significant new infrastructure - schools, healthcare and transport</p> <p>Urban area land will come forward without intervention</p> <p>We will manage loss of employment land through other policy changes in Choice 16.</p>	<p>A mix of the urban area land (approx. 11,000 units) and greenfield land (approx. 6,600 units)</p> <p>We will increase urban area delivery and identify some planned green belt release</p> <p>Will require a significant new infrastructure - schools, healthcare and transport</p> <p>We will Intervene to deliver significant housing in urban area</p> <p>This may require a CPO programme to ensure land comes forward</p> <p>We will need to deliver employment locations elsewhere and as part of mixed-use redevelopment of sites through other policy changes in Choice 16.</p>

Our proposed change:

A We want our new homes to be delivered by the Council and its partners within the Urban Area.

We want City Plan to avoid the unnecessary use of greenfield land and build our new communities on brownfield land, at a better density, reducing the need to travel, supported by active and public transport. Our proposed approach minimises the amount of new homes we need to build to reach our affordable housing target, with no green belt release.

However, it must be recognised that this approach may not be financially viable for the Council and its partners to deliver or, possible for the Council to achieve an annual delivery rate to prevent the release of further green belt land. This is because:

- This approach will require a significant step change in the delivery of urban land in Edinburgh. The proposed approach will require joint ventures with our partners and commercially, with the option of compulsory purchase where required, to deliver on 275 hectares of current employment land for housing led mixed use development.
- An urban area approach would require new, and significant changes to existing infrastructure - schools, healthcare and transport, including at least four new primary schools, primary school extensions and two new high schools. Catchment changes will also be considered in areas where there is insufficient spare capacity at a school to accommodate pupils from new housing development.
- Delivery will need to start immediately (in 2020) to enable the Council and its partners to deliver 17,600 units with an annual delivery rate of 3,340 units per year to prevent the release of market-led green belt land.
- Of the 275 hectares of the potential urban land sites, only 11 hectares is vacant land ready for development, 30 hectares has planning consent (but with a lower % of affordable housing) and the remainder is currently in use as employment land, which includes land for small businesses and land owned by the MOD, Police, and NHS Lothian.

- The Council will need to provide business land as part of urban area mixed use sites and elsewhere, and work with existing users to find new premises, or provide new premises as part of the redevelopment.

Instead of making this change:

B We could use a greenfield approach – instead we could release enough from the Green Belt and identify the supporting infrastructure to meet the market and affordable housing targets, as a market-developer led approach.

We could let market housing deliver the new affordable homes we need. However, it must be recognised that an approach which uses market housing to deliver affordable housing will require new greenfield land for 27,900 units. This is because through a market approach, building one affordable home, requires roughly two market homes to be built.

However, it must be recognised that:

- Business as usual greenfield release is simply not an option to meet our overarching climate change commitment.
- A greenfield approach would require significant new infrastructure – schools, healthcare and transport to deliver it, including 13 new primary schools and 5 high schools, including a new high school for Kirkliston and Wester Hailes. Catchment changes will also be considered in areas where there is insufficient spare capacity at a school to accommodate pupils from new housing development.
- There is also a significant risk in using a market housing/greenfield approach as it would require a delivery rate of 4,600 homes a year, far higher than the 2,500 a year we recently been achieving in Edinburgh. This could result in further unplanned market greenfield release to ensure that new homes come forward.
- Our latest assessment of housing need and demand (HNDA2) indicates that there is not sufficient market demand to deliver this level of housing.

C We could use a Blended Approach – in which we intervene to deliver significantly more housing in the existing urban area, as set out in option 1 and release some land from the green belt where it can be supported by the [Environmental Report](#), and with viable new infrastructure required to support it.

The Council and its partners will still need to rapidly intervene to bring forward the delivery of urban area land for housing. This will still require us working with our partners, and where essential, use a compulsory purchase programme to deliver land for housing.

Delivery will still need to start as soon as possible to enable the Council to ensure an annual delivery rate of 3340 units per year to prevent the release of further green belt land.

Brownfield and other urban area land currently comes forward for development at around 850 units per year. Therefore, we can assume there would be delivery of **11,000 units on urban area** land over the next 13 years (2019-2032). To meet the 17,600 target we would need to supplement this through the release of **greenfield land for around 6,600 units**.

Options for housing sites

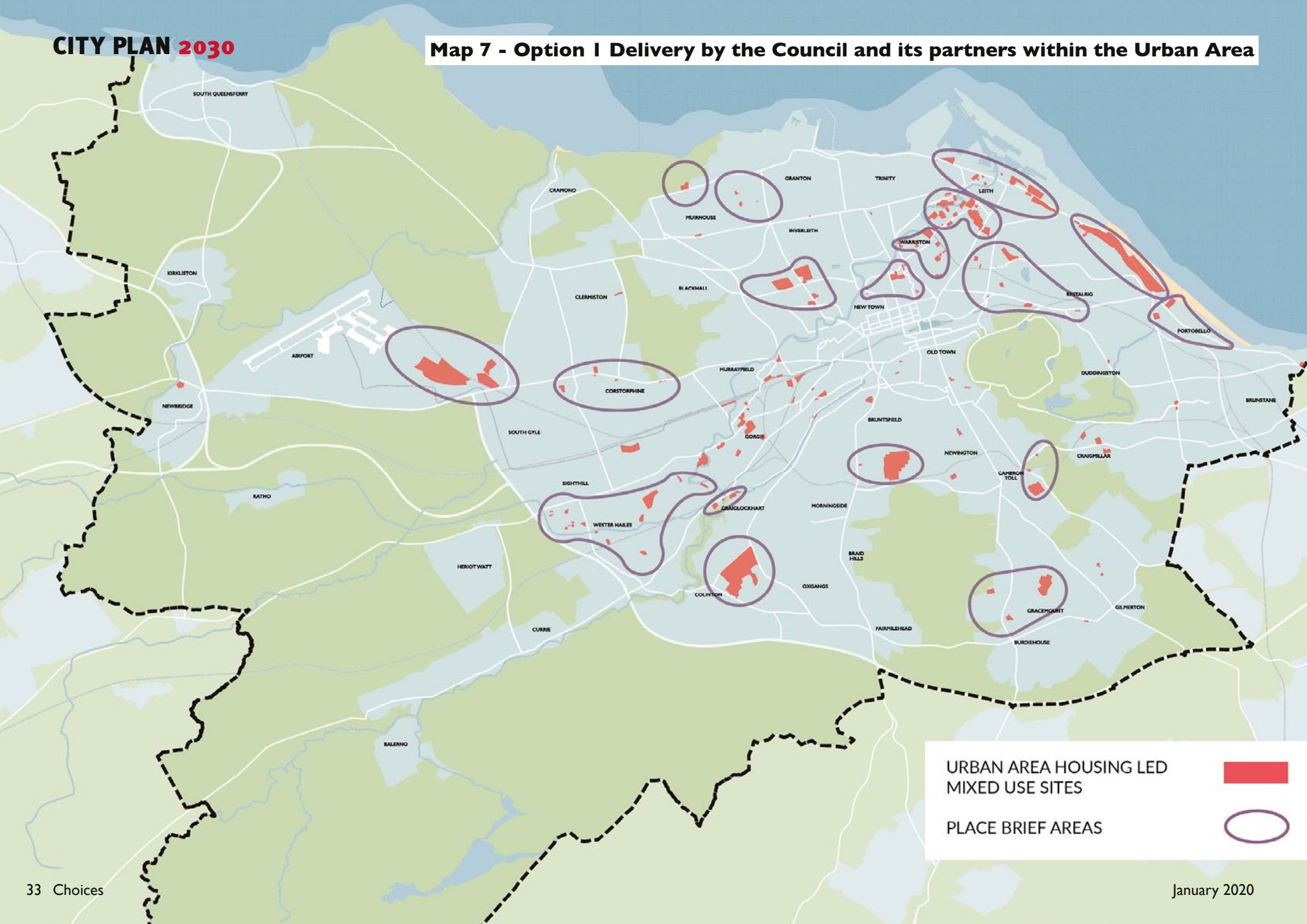
The Council has carried out a detailed site assessment of all the sites (brownfield / urban area and greenfield sites) with potential to deliver our new homes.

We have assessed all the sites in terms of their public transport accessibility through the [Edinburgh Strategic Sustainable Transport Study](#) and completed an initial education infrastructure appraisal for all of the sites. This assessment is set out in the [Housing Study](#) and the [Environmental Report](#).

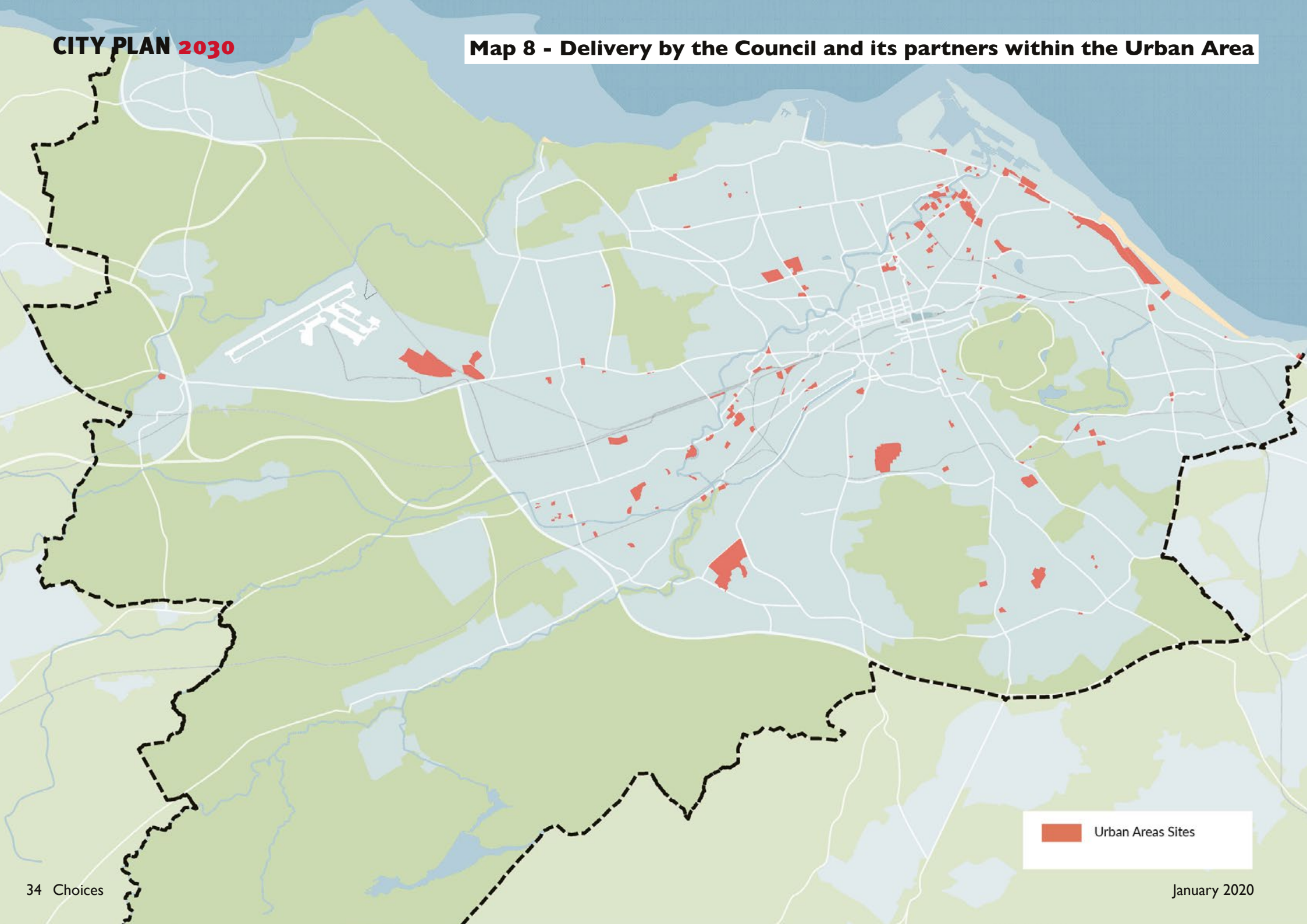
Following these assessments, the land required to deliver the three options has been identified.

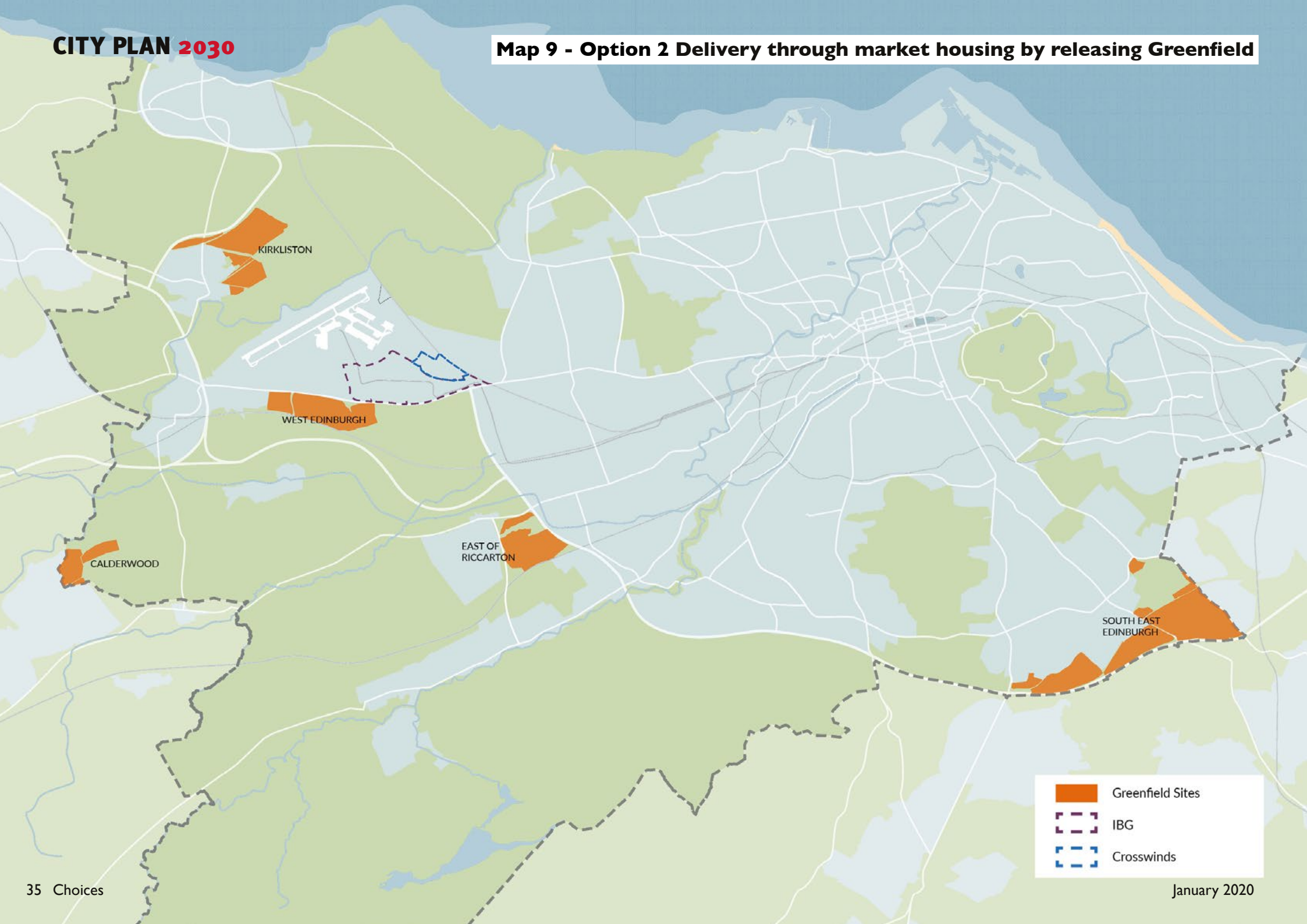
- Option 1 - Delivery by the Council and its partners within the Urban Area – land for **17,600** units as identified on maps 7 – 8
- Option 2 - Delivery through market housing by releasing Greenfield - land for **27,900** units as identified on maps 9 – 14.
- Option 3 – A blended approach – a sustainable mix of the urban area land (**approx. 11,000 units**) and greenfield land (**approx. 6,600 units**) – from all the urban area and greenfield land identified on Map 15.

Note - Option 2 requires significantly more development and land than option 1 because to deliver that number of affordable homes via the market, building one affordable home needs roughly two market homes to be built if we require 35% affordable housing contribution.



URBAN AREA HOUSING LED MIXED USE SITES
PLACE BRIEF AREAS





	Greenfield Sites
	IBG
	Crosswinds

Area I - South East Edinburgh

If required to be allocated, development in the South East could be supported on some, or all of the land identified on Map 10, provided that development complies with the policies in City Plan, and a Place Brief, delivering the (but not limited to) following principles.

Design and Green/Blue Infrastructure

- Provide a well-connected ecologically diverse landscape which enhances biodiversity / or provide a net gain to biodiversity
- Provide a landscape and open space framework that addresses the principles of the designed landscape at the Drum and view corridors to and from the landscape, listed buildings and views from beyond the bypass.
- Provide a landscape adaptable to future climate change including above ground water management areas, linear conveyance water features for surface water incorporating natural processes to replicate greenfield conditions for attenuation of discharge rate and volume.
- Provide a robust green belt edge
- Use landscape mounds to mitigate noise impacts from the bypass not noise attenuation fences.
- Use analysis of the wider site context, including heritage and landscape, to assess development capacity and identify measures to avoid negative impact.
- Use masterplan(s) to show how a site or a series of sites will be developed, setting the framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.
- Support creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections.
- Ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the city.

Uses

- Provide high-density residential – a minimum of 65 units per hectare on average across all areas and at least 100 units/hectare in specified areas.
- Include a mix of uses – community, local centre, new schools, businesses and industrial land.

Transport Infrastructure

- New Bus Rapid Transit / Tram / Cycle Route to enhance existing public transport corridor and bus link
- Public transport to be provided through the site and to a public transport hub - tram/bus interchange
- Provide connections through the site with a focus on sustainable transport modes and connections to neighbouring developments and employment uses.
- Any vehicular routes through the site linking Old Dalkeith Road, Gilmerton Road and Lasswade Road should have bus priority measures and active travel routes.

Education Infrastructure

New Primary Schools – 6



















New Secondary Schools – 2

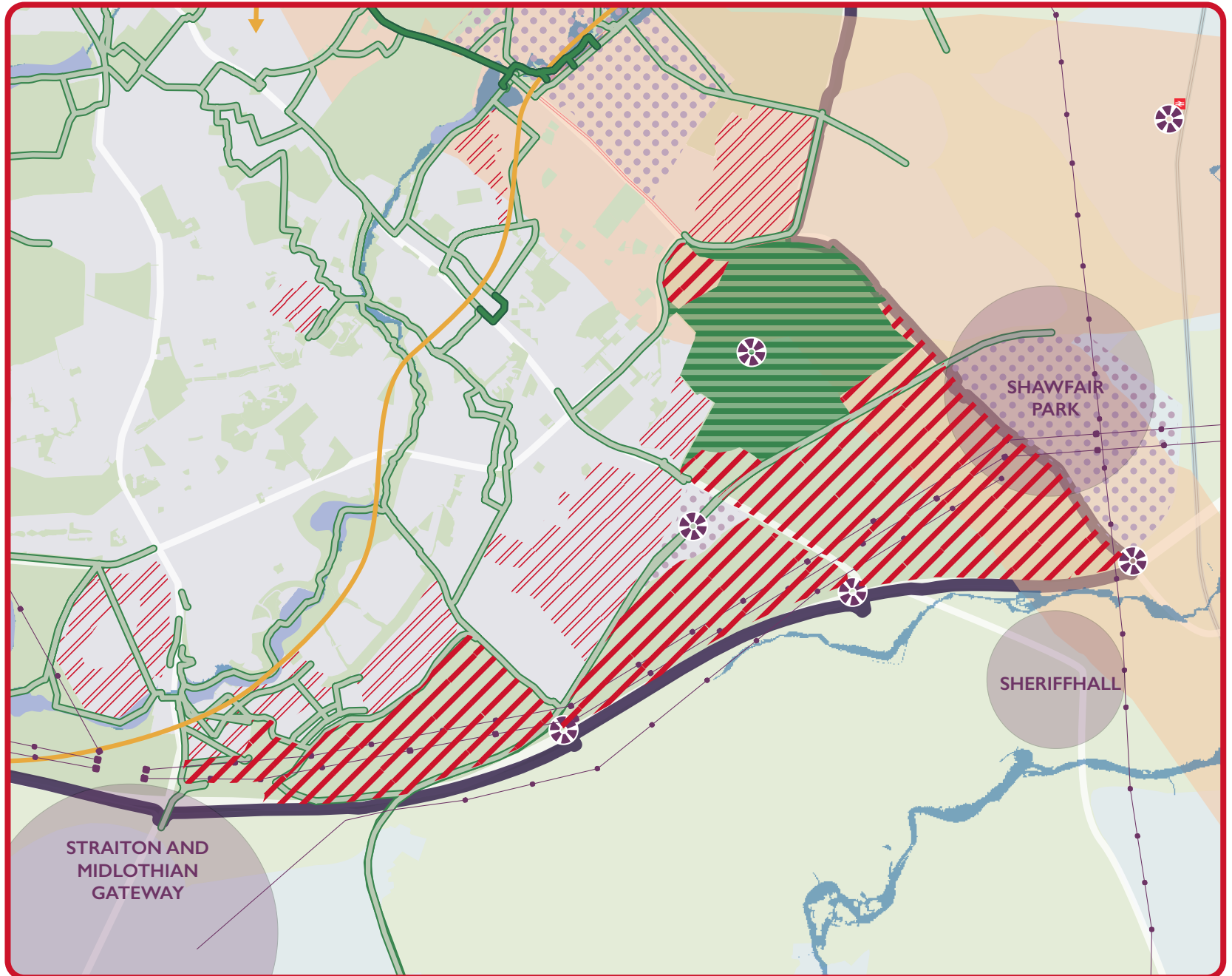
These potential infrastructure requirements will be updated as we prepare the proposed plan, as part of a full transport and education appraisal.

Grey infrastructure

- Underground pylons

Map 10 - Area I South East Edinburgh

- Housing led development potential 
- Existing allocations 
- Employment land 
- Green/blue network 
- Public transport intervention corridors 
- Safeguard for potential additional runway 
- SEPA I in 200yr flood risk 
- Area of importance for flood management 
- Open space 
- Active travel - existing 
- Active travel - committed improvements 
- Proposed walking and cycling routes 
- Key points 
- Rail station 
- Railway 
- Tram line and stop inc. proposed 
- Pylon areas and lines 
- City of Edinburgh boundary 
- Midlothian Council economic cluster 



Area 2 - West Edinburgh

If required to be allocated, development in the West could be supported on the land identified on Map 11, provided that development complies with the policies in City Plan, and a Place Brief, delivering (but not limited to) the following principles.

Design and Green/Blue Infrastructure

- Provide a well-connected ecologically diverse landscape which enhances biodiversity / or provide a net gain to biodiversity
- Provide a landscape and open space framework that links nearby settlements.
- Provide a landscape adaptable to future climate change including above ground water management areas, linear conveyance water features for surface water incorporating natural processes to replicate greenfield conditions for attenuation of discharge rate and volume.
- Protect and restore the water environment to create a clean and natural river corridor restored to good ecological status with sufficient space for extreme flood events, including allowing for the proposed diversion of the Gogar Burn.
- Consider wider impacts on River Basin management in relation to points above.
- Provide a robust green belt edge.
- Use landscape mounds to mitigate noise impacts from the A8/Glasgow Road not noise attenuation fences.
- Use analysis of the wider site context, including heritage and landscape, to assess development capacity and identify measures to avoid negative impact.
- Use masterplan(s) to show how a site or a series of sites will be developed, setting the framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.
- Support creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections.

- Ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the city.

Uses

- Provide high-density residential – a minimum of 65 units per hectare on average across all areas, and at least 100 units/hectare in specified areas.
- Include a mix of uses – community, local centre, new schools, businesses and industrial land.

Transport Infrastructure

- New Bus Rapid Transit / Tram to enhance existing public transport corridor and bus link
- Public transport to be provided through the site and to a public transport hub - tram/bus interchange,
- Provide connections through the site with a focus on sustainable transport modes and connections to neighbouring developments and employment uses.
- Any vehicular routes through the site linking the A8/Glasgow Road should have bus priority measures and active travel routes.

Education Infrastructure

New primary schools - 3 New secondary Schools - 1




















A requirement for additional school capacity in West Edinburgh has already been identified in the Council's current Action Programme.

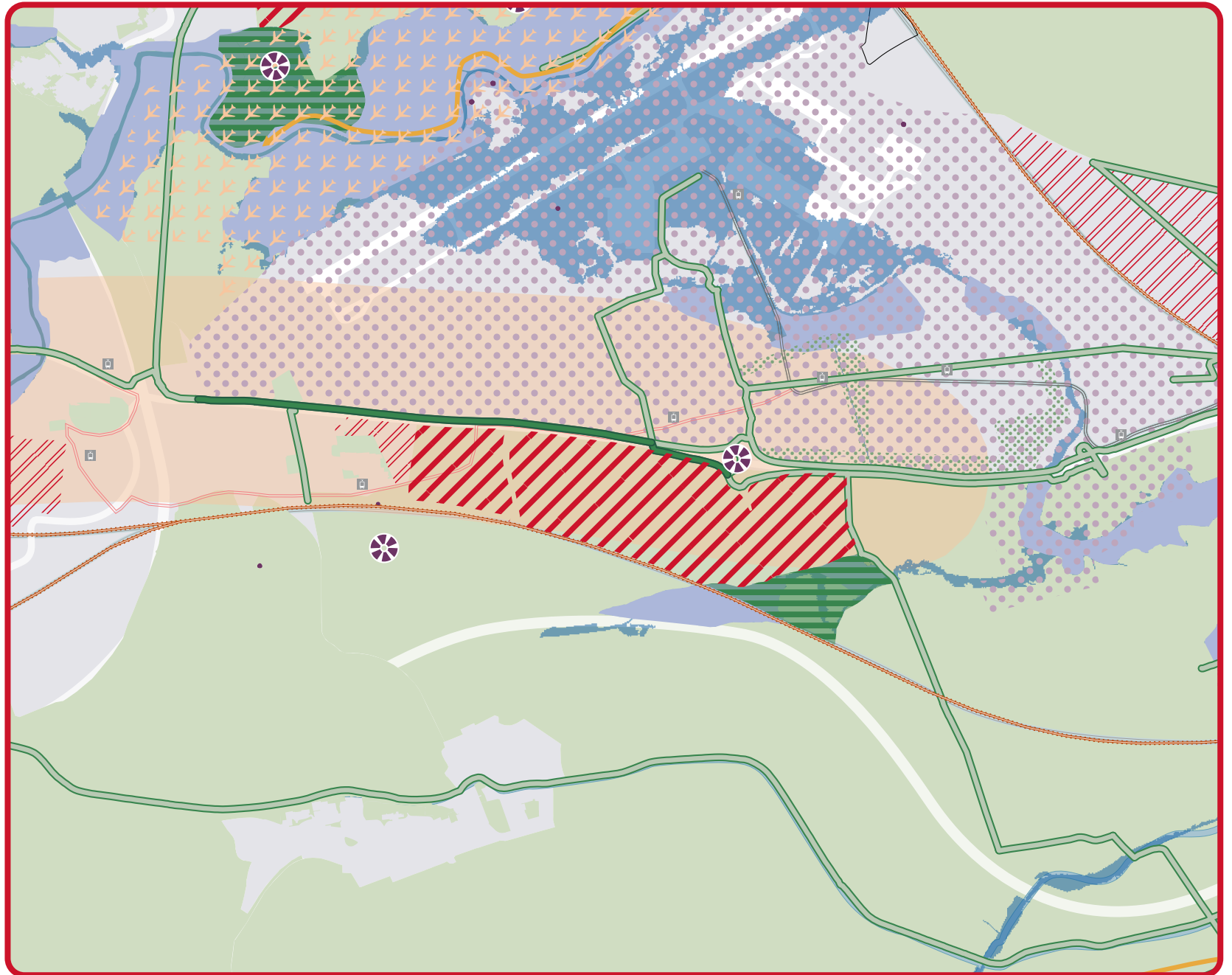
These potential infrastructure requirements will be updated as we prepare the proposed plan, as part of a full transport and education appraisal.

Grey infrastructure

Underground pylons

Map 11 - Area 2 West Edinburgh

- Housing led development potential 
- Existing allocations 
- Employment land 
- Green/blue network 
- Public transport intervention corridors 
- Safeguard for potential additional runway 
- SEPA I in 200yr flood risk 
- Area of importance for flood management 
- Open space 
- Active travel - existing 
- Active travel - committed improvements 
- Proposed walking and cycling routes 
- Key points 
- Rail station 
- Railway 
- Tram line and stop inc. proposed 
- Pylon areas and lines 
- City of Edinburgh boundary 
- Gogar Burn greenspace proposal 



Area 3 - Kirkliston

The allocation of this site for housing, if required, would give the Council an opportunity to secure a site in Kirkliston for a new secondary school as well as significant financial contributions from developers for its delivery.

If allocated, development in Kirkliston could be supported on the land identified on Map 12, provided that development complies with the policies in City Plan, and a Place Brief, delivering the following (but not limited to) principles.

Design and Green/Blue Infrastructure

- Provide a well-connected ecologically diverse landscape which enhances biodiversity / or provides a net gain to biodiversity
- Provide a landscape and open space frameworks that creates a new extension to Kirkliston
- Provide a landscape adaptable to future climate change including above ground water management areas, linear conveyance water features for surface water incorporating natural processes to replicate greenfield conditions for attenuation of discharge rate and volume.
- Protect and restore the water environment to create a clean and natural river corridor restored to good ecological status with sufficient space for extreme flood events
- Consider wider impacts on River Basin management in relation to points above
- Provide a robust green belt edge
- Use landscape mounds to mitigate noise impacts to residential areas from the bypass not noise attenuation fences.
- Use analysis of the wider site context, including heritage and landscape, to assess development capacity and identify measures to avoid negative impact.
- Use masterplan(s) to show how a site or a series of sites will be developed, setting the framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.

- Support creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections.
- Ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the city.

Uses

- Provide high-density residential – a minimum of 65 units per hectare on average across all areas and at least 100 units/hectare in specified areas.
- Include a mix of uses – community, local centre, new schools, businesses and industrial land.

Transport Infrastructure

















- Public transport to be provided through the site and to a public transport hub - tram/bus interchange. Transport Infrastructure requirements will be updated as we prepare the proposed plan, through a Transport Appraisal.
- Provide connections through the site with a focus on sustainable transport modes and connections to neighbouring developments and employment uses.
- Any vehicular routes through the site should have bus priority measures and active travel routes.

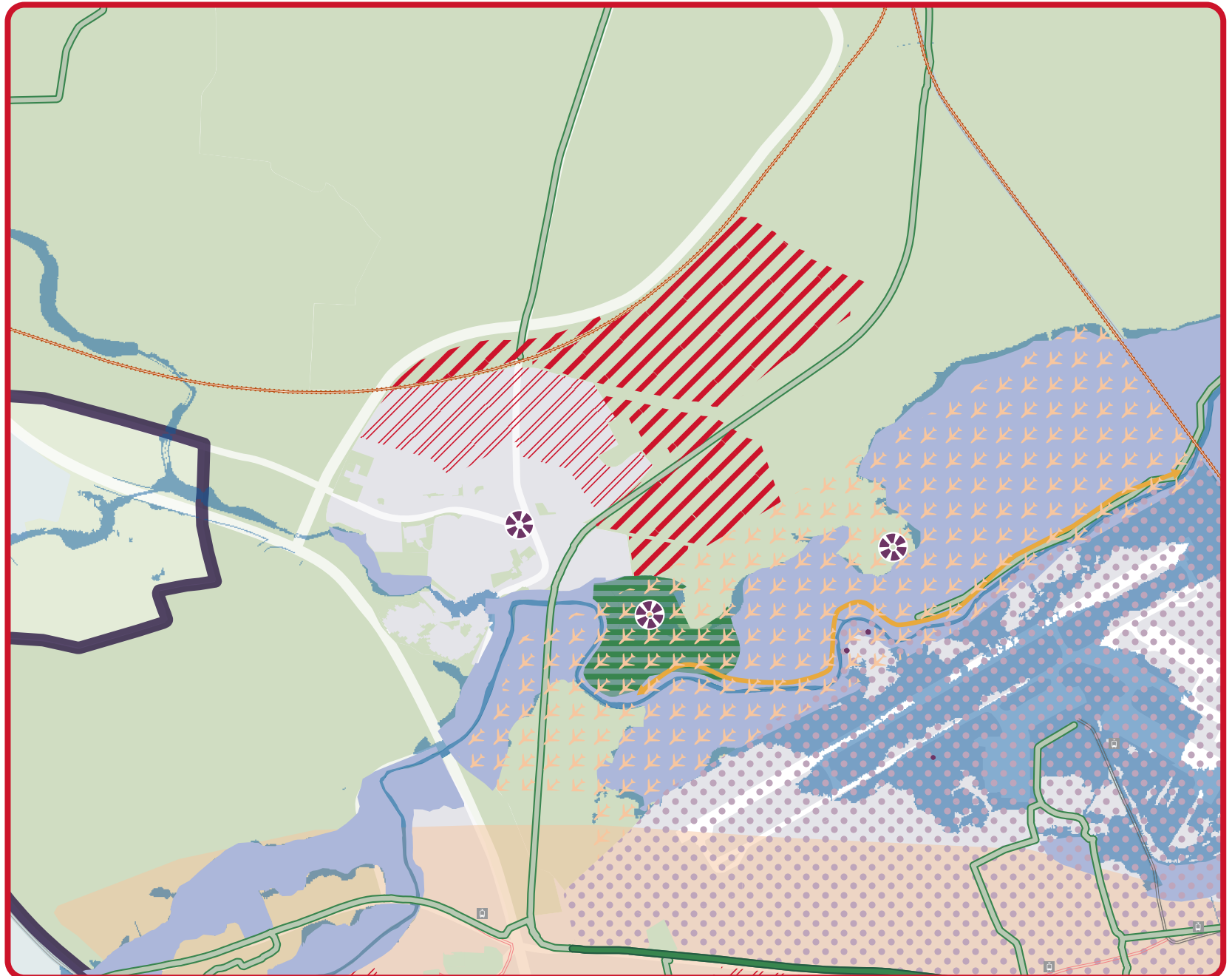
Education Infrastructure

Substantial new housing development in South Queensferry means that Queensferry High School will not have the capacity to continue to accommodate pupils from Kirkliston Primary School.

The Council is currently considering whether Kirkliston should have its own secondary school or whether alternative secondary school provision will have to be provided elsewhere. There is no site identified for a new secondary school and there is currently no funding in place. Securing a site for a new secondary school with capacity for at least 900 pupils in Kirkliston a more viable and deliverable option.

Map 12 - Area 3 Kirkliston

- Housing led development potential 
- Existing allocations 
- Employment land 
- Green/blue network 
- Public transport intervention corridors 
- Safeguard for potential additional runway 
- SEPA 1 in 200yr flood risk 
- Area of importance for flood management 
- Open space 
- Active travel - existing 
- Active travel - committed improvements 
- Proposed walking and cycling routes 
- Key points 
- Rail station 
- Railway 
- Tram line and stop inc. proposed 
- Pylon areas and lines 
- City of Edinburgh boundary 



Area 4 - East of Riccarton

The allocation of this site for housing, if required, would create a new urban extension to Edinburgh, linking the communities of west Edinburgh across the bypass to Heriot Watt University. Development of this site gives the Council an opportunity to increase the catchment area of Wester Hailes Education Centre which would increase the school roll considerably, improve learning opportunities and curriculum choice. If allocated, development could be supported on the land identified on Map 13, provided that development complies with the policies in City Plan, and a Place Brief, delivering the following (but not limited to) principles.

Design and Green/Blue Infrastructure

- Provide a well-connected ecologically diverse landscape which enhances biodiversity / or provides a net gain to biodiversity
- Provide a landscape and open space frameworks that creates a new extension to Edinburgh.
- Provide a significant active travel and parkland over bypass connection.
- Provide a landscape adaptable to future climate change including above ground water management areas, linear conveyance water features for surface water incorporating natural processes to replicate greenfield conditions for attenuation of discharge rate and volume.
- Protect and restore the water environment to create a clean and natural river corridor restored

to good ecological status with sufficient space for extreme flood events

- Consider wider impacts on River Basin management in relation to points above
- Provide a robust green belt edge
- Use landscape mounds to mitigate noise impacts to residential areas from the bypass not noise attenuation fences
- Use analysis of the wider site context, including heritage and landscape, to assess development capacity and identify measures to avoid negative impact.
- Use masterplan(s) to show how a site or a series of sites will be developed, setting the framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.
- Support creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections.
- Ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the city.

Uses

- Provide high-density residential – a minimum of 65 units per hectare on average across all areas and at least 100 units/hectare in specified areas.

- Include a mix of uses – community, local centre, new schools, businesses and industrial land.

Transport Infrastructure


















- Public transport to be provided through the site and to a public transport hub - tram/bus interchange.
- Provide connections through the site with a focus on sustainable transport modes and connections to neighbouring developments and employment uses.
- Any vehicular routes through the site should have bus priority measures and active travel routes.
- Transport Infrastructure requirements will be updated as we prepare the proposed plan, through a Transport Appraisal.
- Provide over bypass active travel route.

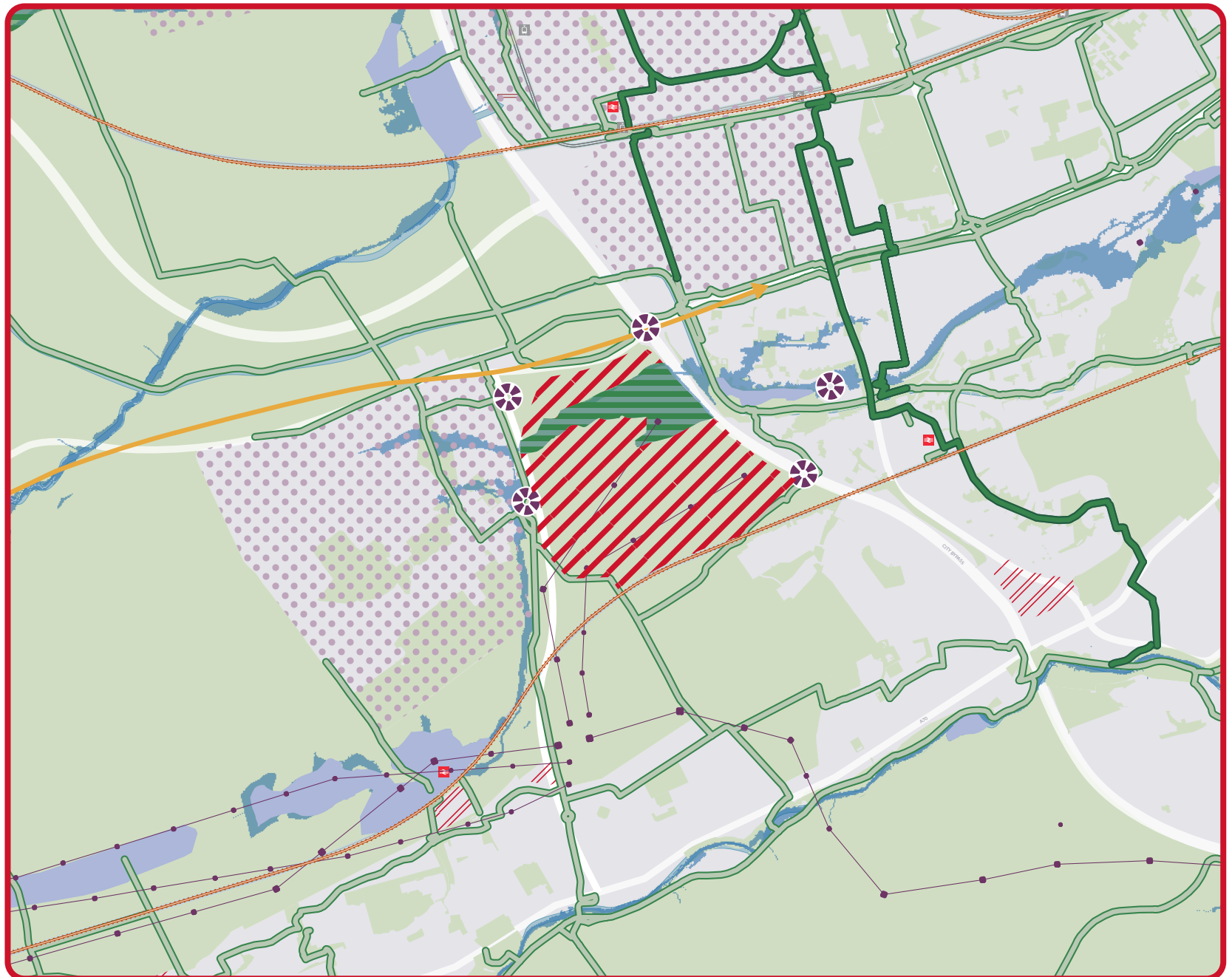
Education Infrastructure

The allocation of this site would give the Council an opportunity to increase the catchment area of Wester Hailes Education Centre which would increase the school roll considerably, improve learning opportunities and curriculum choice.

As we prepare the proposed plan, an education appraisal will identify how education infrastructure will accommodate the new pupils from this site. This is likely to require 3 new primary schools and/or 1 new secondary school.

Map 13 - Area 4 East of Riccarton

- Housing led development potential 
- Existing allocations 
- Employment land 
- Green/blue network 
- Public transport intervention corridors 
- Safeguard for potential additional runway 
- SEPA I in 200yr flood risk 
- Area of importance for flood management 
- Open space 
- Active travel - existing 
- Active travel - committed improvements 
- Proposed walking and cycling routes 
- Key points 
- Rail station 
- Railway 
- Tram line and stop inc. proposed 
- Pylon areas and lines 
- City of Edinburgh boundary 



Area 5 - Calderwood

This site is adjacent to development at West Lothian. New housing, if required in this location, could link to development and new education infrastructure being delivered at Calderwood. If allocated, development at Calderwood could be supported on the land identified on Map 14, provided that development complies with the policies in City Plan, and a Place Brief, delivering the following (but not limited to) principles.

Green/Blue Infrastructure

- Address the setting of Bonnington House and designed landscape at Jupiter Artland - the principles of the designed landscape and the setting of the art sculptures should be reflected in the design and layout of the site. Views from and to the sculptures and designed landscape features to be protected.
- Provide a well connected ecologically diverse landscape which enhances biodiversity / or provides a net gain to biodiversity.
- Provide a landscape framework that creates a new extension to Calderwood.
- Provide a landscape adaptable to future climate change including above ground water management areas, linear conveyance water features for surface water incorporating natural processes to replicate greenfield conditions for attenuation of discharge rate and volume.
- Provide a robust green belt edge
- Use analysis of the wider site context, including heritage and landscape, to assess development capacity and identify measures to avoid negative impact.
- Use masterplan(s) to show how a site or a series of sites will be developed, setting the framework for efficient land use, connectivity, urban design, landscape/open space design, built form, infrastructure and service provision.
- Support creation or expansion of integrated, mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy access to facilities, services and good public transport connections.

- Ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the city.

Uses

- Provide high-density residential – a minimum of 65 units per hectare on average across all areas and at least 100 units/hectare in specified areas.
- Include a mix of uses – community, local centre, new schools, businesses and industrial land.

Transport Infrastructure

- Public transport to be provided through the site and to a public transport hub - tram/bus interchange,
- Provide connections through the site with a focus on sustainable transport modes and connections to neighbouring developments and employment uses.
- Any vehicular routes through the site should have bus priority measures and active travel routes.
- Transport Infrastructure requirements will be updated as we prepare the proposed plan, through a Transport Appraisal.

Education Infrastructure

- New primary schools – 3
- New secondary School - 1

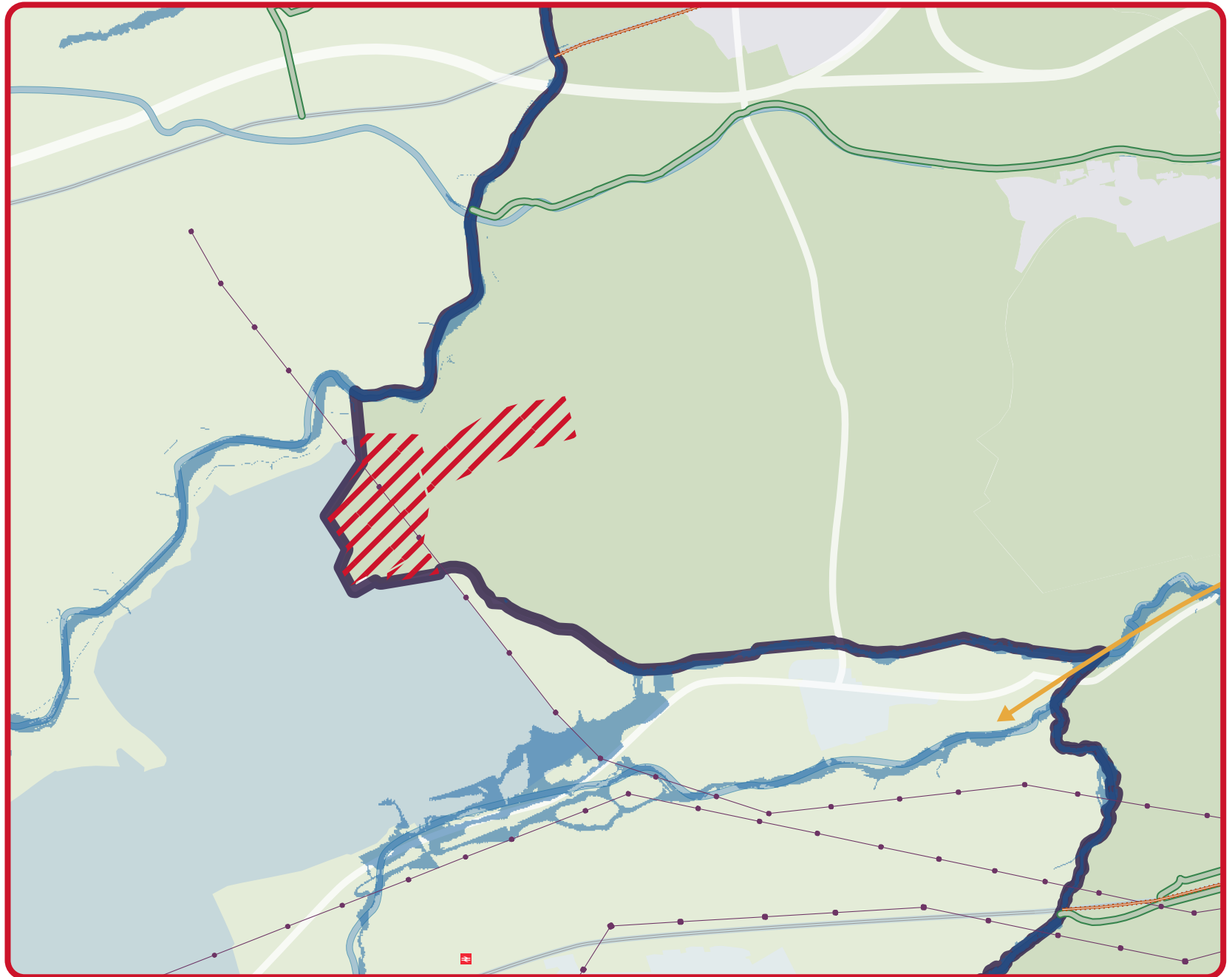
NOTE: new housing development here could link to education infrastructure being delivered to support the Calderwood site.

Grey infrastructure

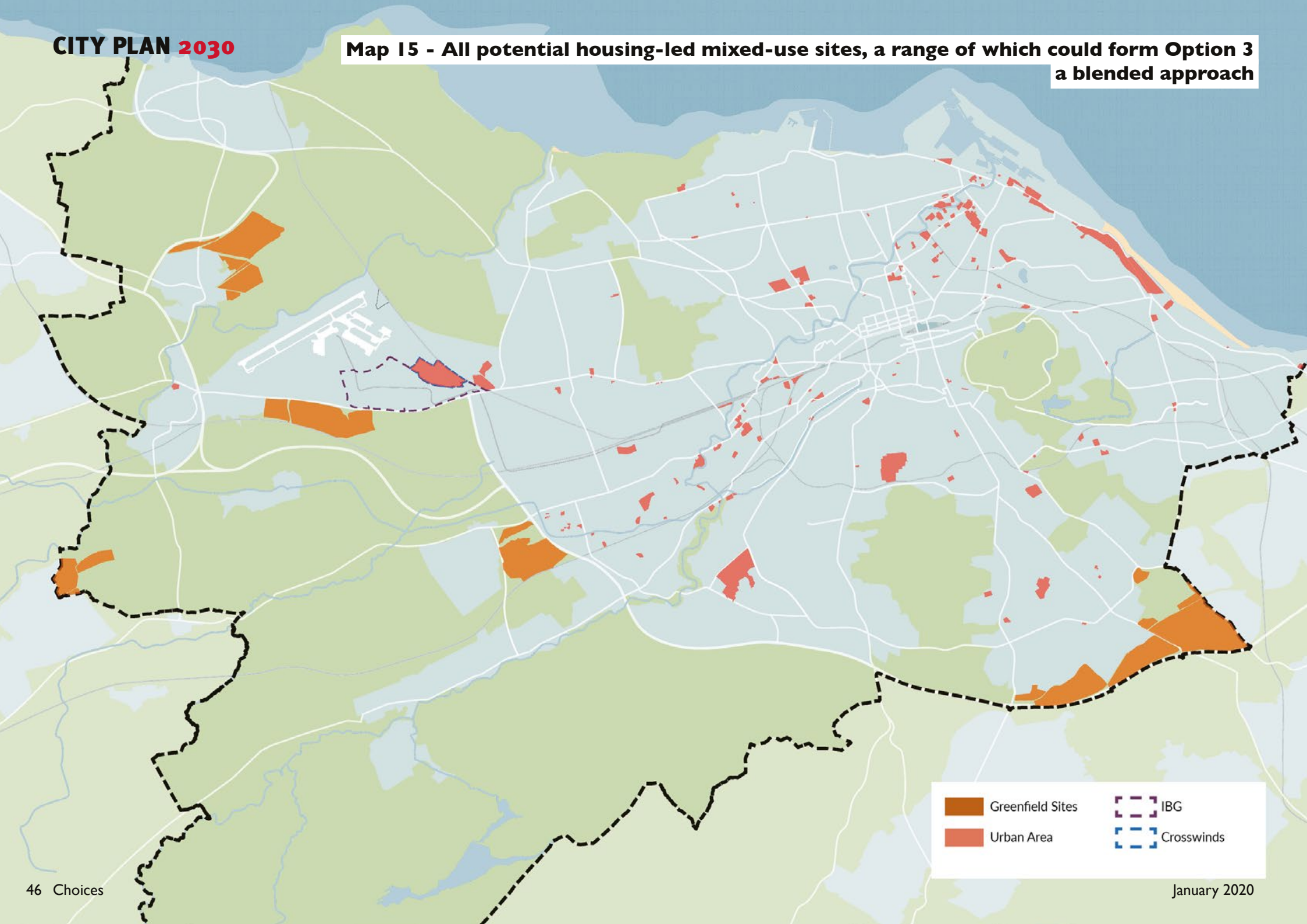
Underground pylons

Map 14 - Area 5 Calderwood

- Housing led development potential 
- Existing allocations 
- Employment land 
- Green/blue network 
- Public transport intervention corridors 
- Safeguard for potential additional runway 
- SEPA I in 200yr flood risk 
- Area of importance for flood management 
- Open space 
- Active travel - existing 
- Active travel - committed improvements 
- Proposed walking and cycling routes 
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- Rail station 
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- City of Edinburgh boundary 



Map 15 - All potential housing-led mixed-use sites, a range of which could form Option 3 a blended approach



	Greenfield Sites		IBG
	Urban Area		Crosswinds

A city where everyone shares in its economic success



Edinburgh is a strong and resilient city, successful in creating jobs and attracting investment. However, Edinburgh is also a city of inequalities. There are still almost 80,000 Edinburgh residents living on incomes below the UK poverty threshold.

Promoting inclusion whilst enabling good growth and innovation are the key priorities of the Council's Economy Strategy.

City Plan 2030 will need to provide land for all types of businesses – big and small – whether they are office based or require industrial units. We expect older estates and business floorspace will be redeveloped for housing and other uses through the housing land requirements set out in Choice 12 – and we will need to find new land to accommodate businesses.

The City Centre Transformation Project is looking at the way our city centre works, however Edinburgh currently has a further eight town centres, a network of local centres and commercial centres around the edge of the city. These provide an important network of local services for residents. How we manage these centres will need to form part of City Plan 2030.

To achieve these aims we want to consider the following choices to deliver a city in which everyone shares in its economic success:

Choice 13 – Supporting inclusive growth, innovation, universities, & culture

Choice 14 – Delivering West Edinburgh

Choice 15 - Protecting and supporting our city centre, town centres and existing offices

Choice 16 – Delivering office, business and industry floorspace

Choice 13 - Supporting inclusive growth, innovation, universities, & culture

The City's Economy Strategy supports new approaches to tackling the barriers that reinforce poverty and inequality and establishing Edinburgh as Scotland's leading city for fair work practices and socially responsible business. We also want Edinburgh to be the data capital of Europe and to build on our existing success as the UK's most entrepreneurial city.

Work on delivering these aims is already underway and the Edinburgh and South East Scotland City Region Deal, signed in August 2018, is a mechanism for accelerating sustainable economic and inclusive growth in the City Region through maximising these growth areas. £1.3 billion will be invested across Innovation, Skills, Transport, Culture and Housing themes over the next 15 years.

We recognise the contributions that our partners are making to the wellbeing of our city and our economy. We want City Plan 2030 policies to support the delivery of good growth for Edinburgh.

Our proposed change:

- A** We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh.

This would include policy support for:

- Projects and actions arising from the transformation of the City Centre
- Edinburgh's festivals and cultural offering across the city
- Development associated with our universities and colleges that relates to innovation and learning
- The Edinburgh BioQuarter
- West Edinburgh (see also Choice 14)

This policy will not be designed to provide support for standalone, purpose-built student accommodation, short term lets, hotels or leisure, offices or business and

industrial land as these are covered under other Choices in this document and policies in the local development plan.

Instead of making this change:

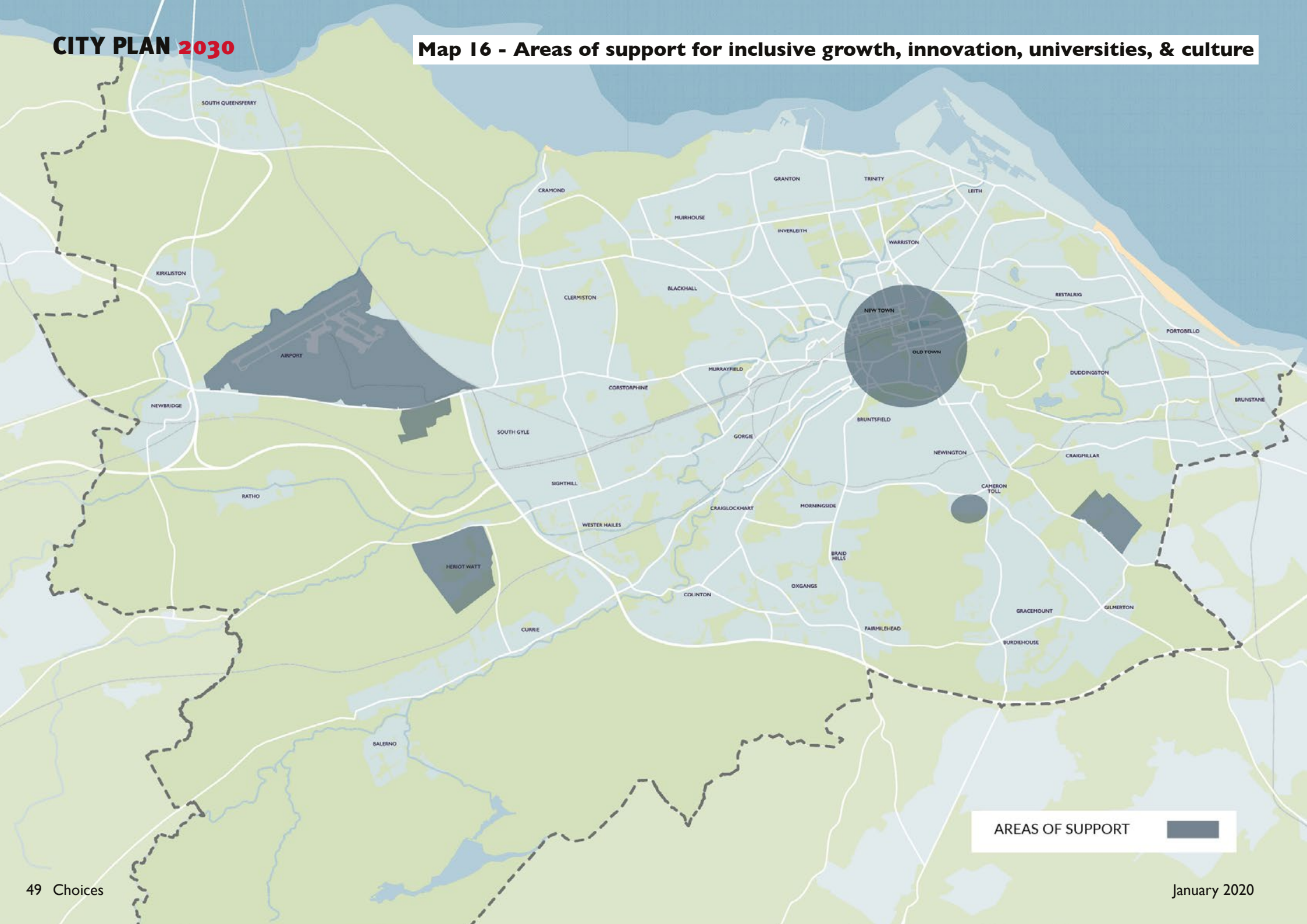
- B** We could continue to use our existing policies which support development in Special Economic Areas.

Current Local Development Plan (2016) policies under revision:

Special Economic Areas

Edinburgh BioQuarter ([Emp 2](#))

Riccarton University Campus and Business Park ([Emp 3](#))



AREAS OF SUPPORT 

Choice 14 - Delivering West Edinburgh

West Edinburgh is nationally significant in transport and economic development terms. With major uses including Edinburgh Airport and the Royal Highland Centre, West Edinburgh currently has significant land allocations in our current plan due to its potential for growth, particularly business growth in the International Business Gateway, and for housing at Maybury and Cammo.

West Edinburgh is well served by public transport including the existing tram line from the city to the airport, with a safeguard for a tramline extension past the Highland Centre and Ratho to Newbridge and the Airport express bus routes along the A8.

The Edinburgh and South East Scotland City Region Deal seeks to maximise the use of existing infrastructure in West Edinburgh and has a £36m investment profile for the area. The Council, with partners including the Scottish Government, has commissioned a study of wider West Edinburgh to look at the full potential of the area.

Our proposed changes:

- A We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites.

This doesn't mean that all the land within that area would be allocated for development or for specific uses but allows City Plan 2030 to take into account the findings of the West Edinburgh Study, and future decisions by the Scottish Government on uses within West Edinburgh.

This approach will allow City Plan 2030 to consider the range of uses that could be allocated in West Edinburgh, including office and industry, research and education, hotel and leisure, housing and open spaces.

- B We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and the site allocated for other uses.
- C We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange.

Instead of making these changes

- D We could retain existing policy which restricts uses to those associated with the airport and retain the existing LDP allocation for the Royal Highland Showground.

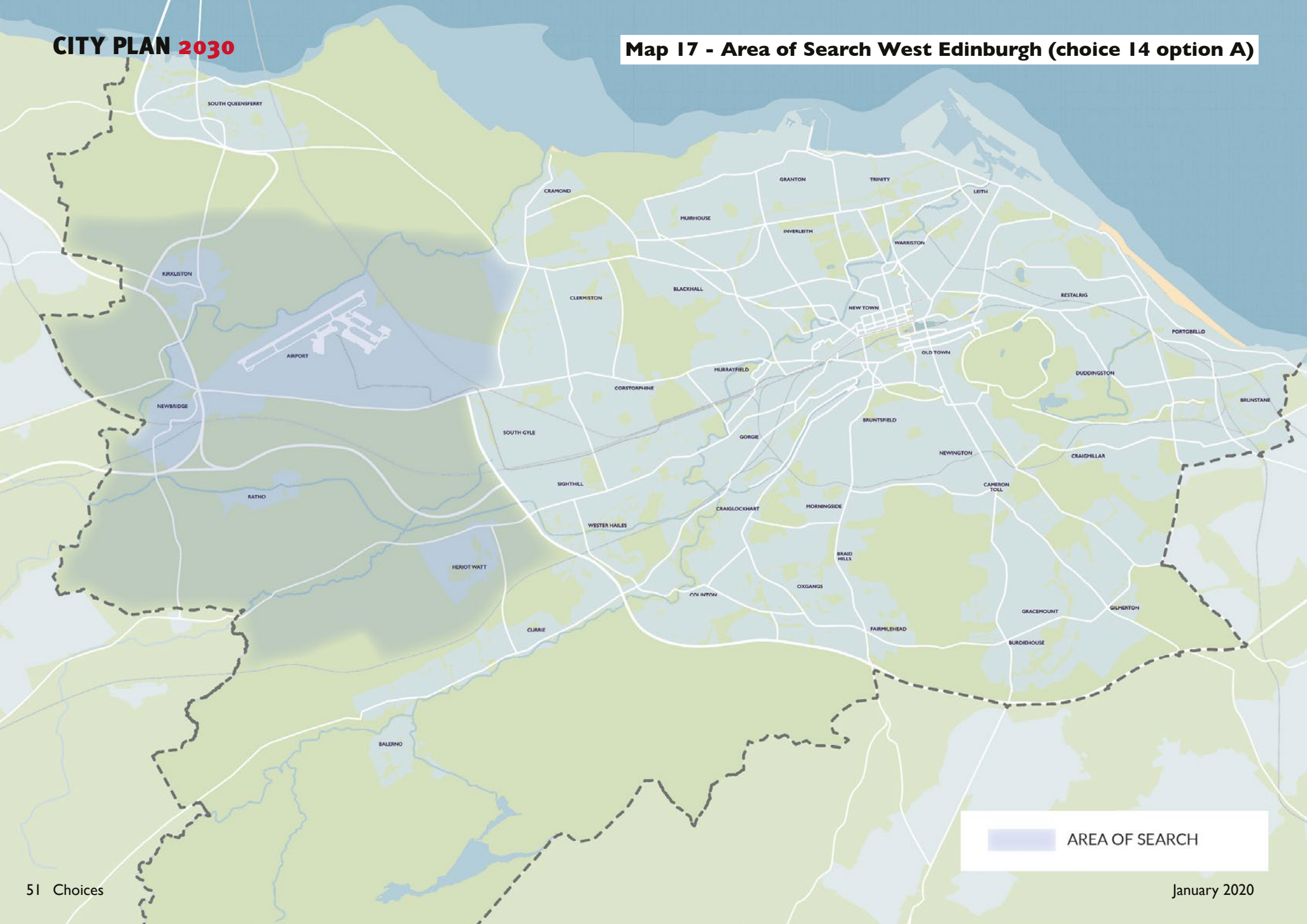
Current Local Development Plan (2016) policies under revision:

Edinburgh Airport (Emp 4)

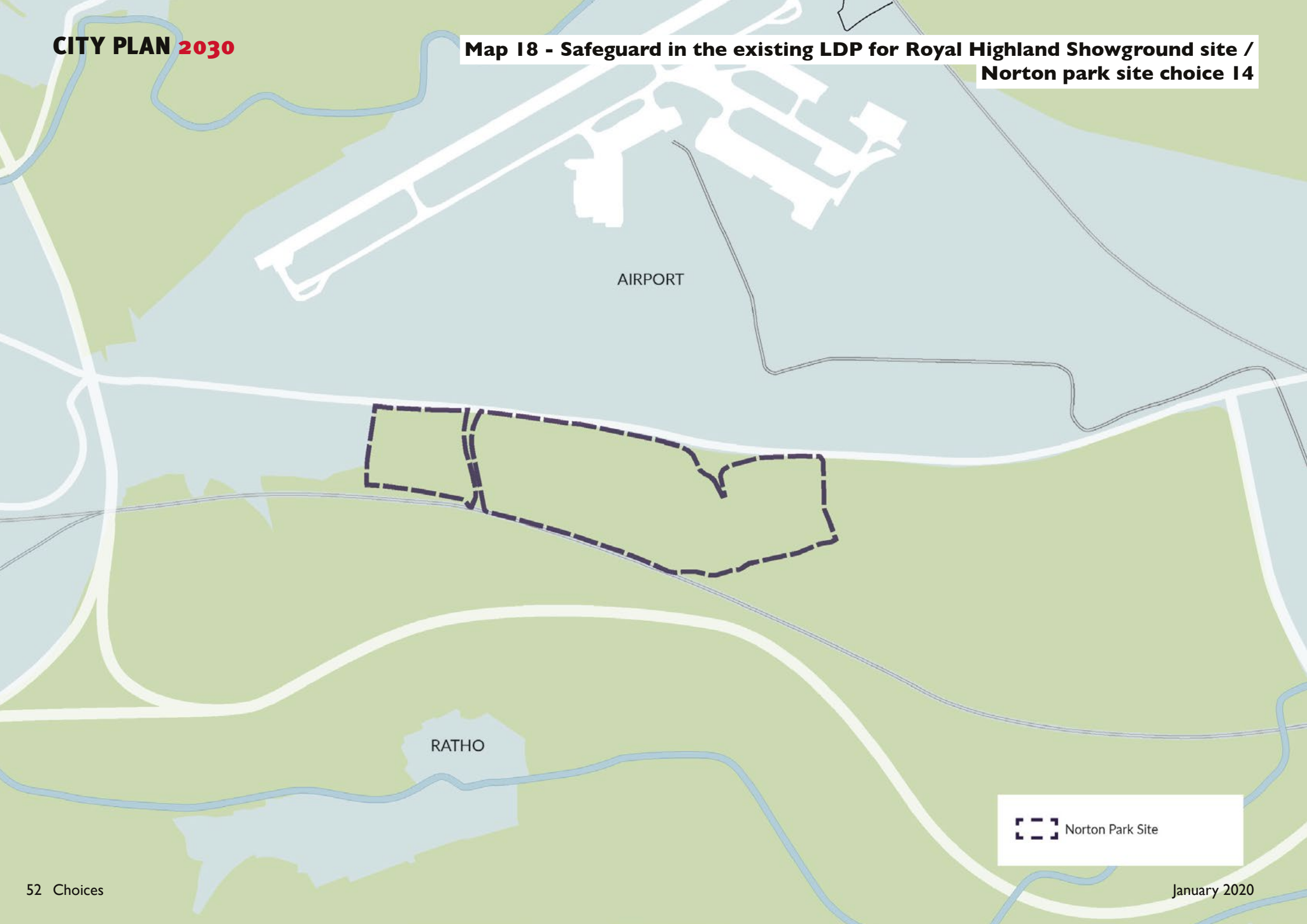
Royal Highland Centre (Emp 5)

International Business Gateway (Emp 6)

RBS Headquarters Gogarburn (Emp 7)



AREA OF SEARCH





AIRPORT

CRAMOND

CLERMISTON

CORSTORPHINE

SOUTH GYLE

CROSSWINDS

Choice 15 - Protecting our City Centre, Town and Local Centres

Edinburgh's city centre and town centres are in a healthy condition with very low vacancy rates in comparison to many across Scotland. As Edinburgh's population grows there will be a growing demand for convenience and comparison-shopping provision.

Our Commercial Needs Study shows that with the growth of internet shopping, there is spare retail capacity within the city to accommodate most of this growth. It is only in the latter period of the plan that there may be a shortfall in comparison shopping provision. This will depend on how retail trends develop.

Any additional shopping provision, if required, must be met within the city centre or town centres, to maintain their role, function and healthy condition. Outwith town or local centres, additional small-scale convenience food shopping will be supported but only where there is a lack of provision within walking distance, to encourage active travel.

Our proposed changes:

- A We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities.
- B We will also support and strengthen our other town and local centres (including any new local centres) by ensuring that new shopping and leisure development is directed to them and only permitted where justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance.
- C We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan.
- D We also want to continue to prepare and update supplementary guidance

tailored to the city centre and individual town centres. The use of supplementary guidance allows us to adapt to changing retail patterns and trends over the period of the plan. It also helps us ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking.

- E We also want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh in response to evidence of strong growing visitor demand and reflecting limited availability of sites in the city centre.

Instead of making this change:

- F Instead we could stop using supplementary guidance for town centres and set out guidance within the plan.
- G We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand.

Current Local Development Plan (2016) Policies under revision:

Town Centres First Policy ([Ret 1](#))

City Centre Retail Core ([Ret 2](#))

Town Centres ([Ret 3](#))

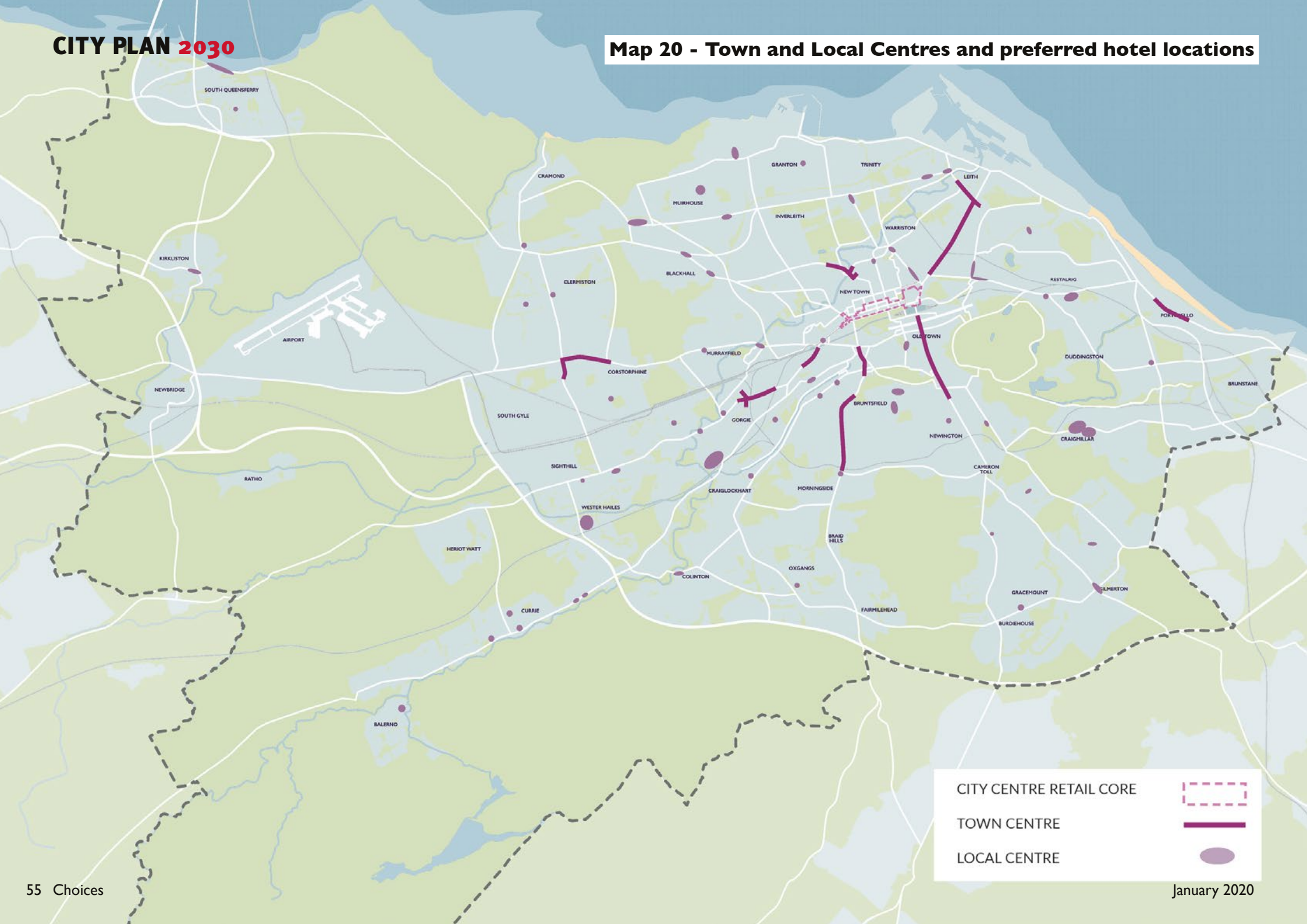
Commercial Centres ([Ret 4](#))

Local Centres ([Ret 5](#))

Out of centre development ([Ret 6](#))

[Supplementary Guidance](#)

Hotel Development ([Emp 10](#))



CITY CENTRE RETAIL CORE

TOWN CENTRE

LOCAL CENTRE



Choice 16 - Delivering Office, Business and Industry Floorspace

City Plan 2030 will need to ensure that we have enough business and industrial floorspace to meet the City's demand, ensuring we are replacing the city's ageing stock with modern estates/premises in the right place.

Supporting the office market

We know that there is strong demand for offices in the city centre, but there are limited sites for future development and demand is likely to continue.

Office development competes with high demand and high value land uses such as hotels and student accommodation. Loss of office floorspace has contributed significantly to reduced levels of supply, particularly in the city centre.

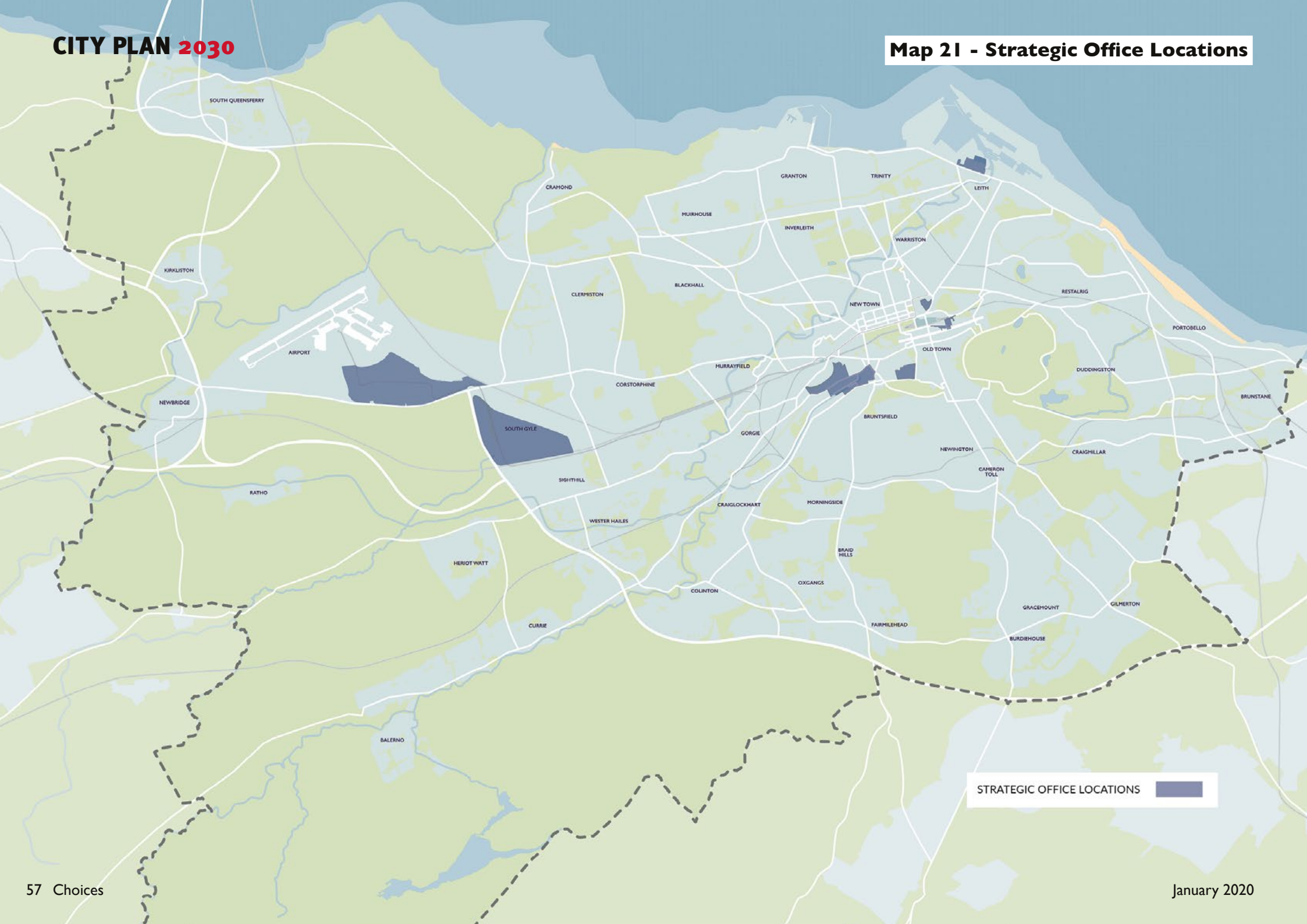
In addition to high profile headquarters, the city has a deep pool of businesses across the size ranges, with a skew towards smaller organisations. Most of the city's office market is mid-market in terms of locations, size and price. Access to public transport is a strong driver of demand.

- B** We want to identify sites and locations within Edinburgh with potential for office development.
- C** We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market.
- D** Or we could introduce a 'loss of office' policy only in the city centre.

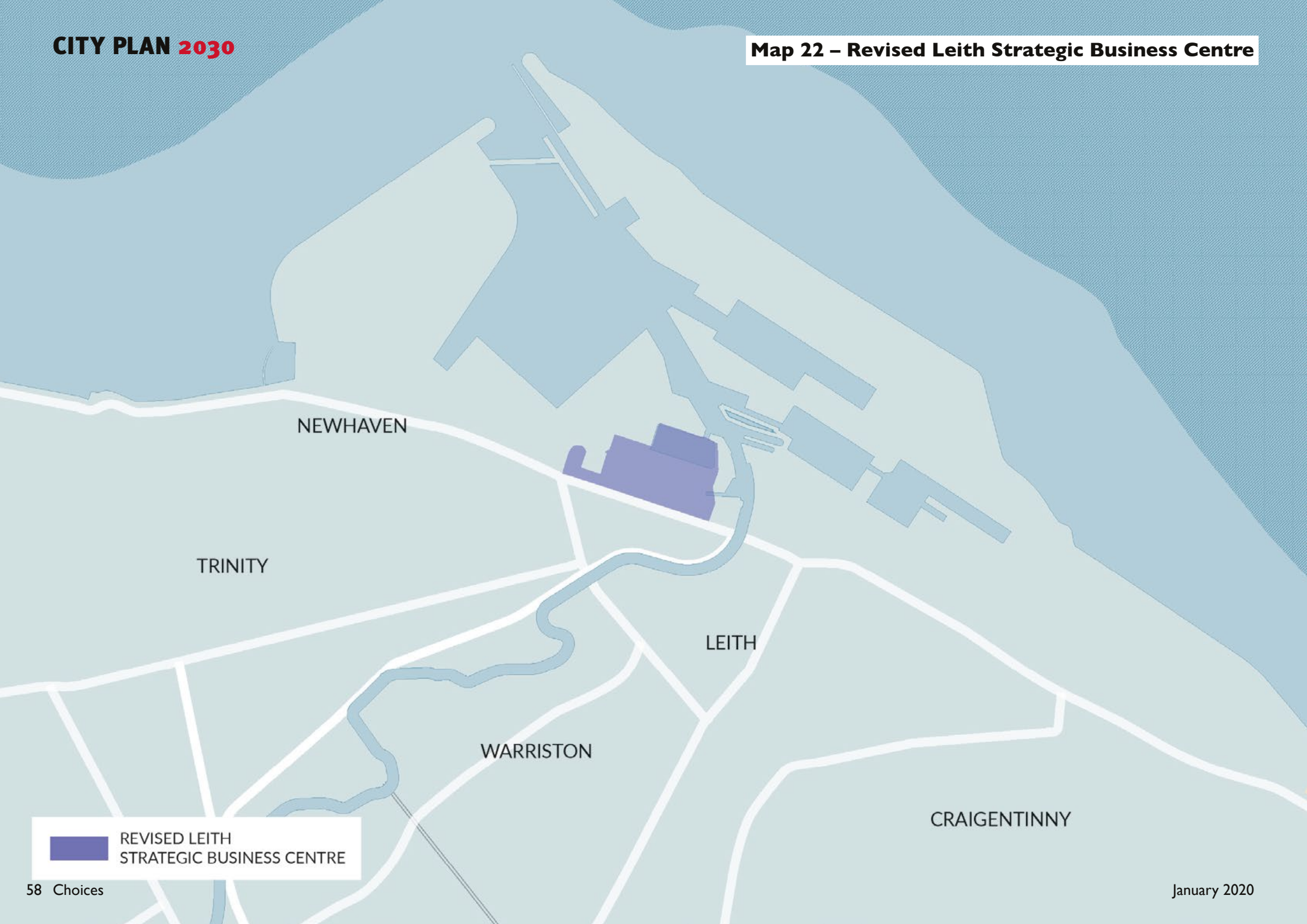
Our proposed change:

A We want to:

- Continue to support office use at strategic office locations at Edinburgh Park/ South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres.
- Support office development at commercial centres as these also provide accessible locations.
- Strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments.
- Amend the boundary of the Leith strategic office location to remove areas with residential development consent.
- Continue to support office development in other accessible locations elsewhere in the urban area.



STRATEGIC OFFICE LOCATIONS 



NEWHAVEN

TRINITY

LEITH

WARRISTON

CRAIGENTINNY

REVISED LEITH STRATEGIC BUSINESS CENTRE

Business and Industrial Floorspace

City Plan 2030 will need to ensure that we have enough business and industrial floorspace to meet the City's demand, ensuring we are replacing the city's ageing stock with modern estates/premises in the right place.

Over half of all industrial floorspace in Edinburgh was built in or before the 1980s. We also expect older estates and business floorspace will be redeveloped for housing and other uses as set out in Choice 12.

The City Mobility Plan is also exploring options for a modern solution to urban logistics that doesn't negatively impact on congestion, air quality or pose conflicts on the street when loading. Freight, consolidation and distribution hubs are compatible with business and general industry uses and ensuring we have sufficient land to accommodate potential freight distribution hubs will support that ambition.

Our proposed change:

- A** We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations:
- Leith Docks: Seafield (Eastern Leith Docks), Britannia Quay and land to the south of Edinburgh Dock potentially as part of mixed-use development.
 - Newbridge: Extend the boundary of designated business land to include a section of land to the southwest adjacent to the M8 and potential development capacity of land to the west. Support in principle for bringing back into industrial use derelict or former industrial uses, including the former Continental Tyres site.
 - Newcraighall Industrial Estate.
 - The decommissioned runway, Edinburgh Airport ('Crosswinds'): an opportunity to provide business land as part of mixed-use development (see Choice 14 – West Edinburgh).

- B** We also want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites.

Our business estates across the city often serve a local catchment of residents and other businesses. To retain these within the communities they serve, we will require replacement floorspace is re-provided on-site. We want to set out the amount expected to be re-provided and include clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility.

- C** We also want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8).

- D** We also want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs.

Instead of making this change:

- E** Instead we could continue to use our current policies which support office use in the city centre, strategic business centres, town and local centres and other accessible locations and require significant office floorspace within major mixed-use developments in the city centre.

- F** Instead we could continue to use our current policies on the protection of employment land and which aim to deliver employment land as part of mixed-use developments.

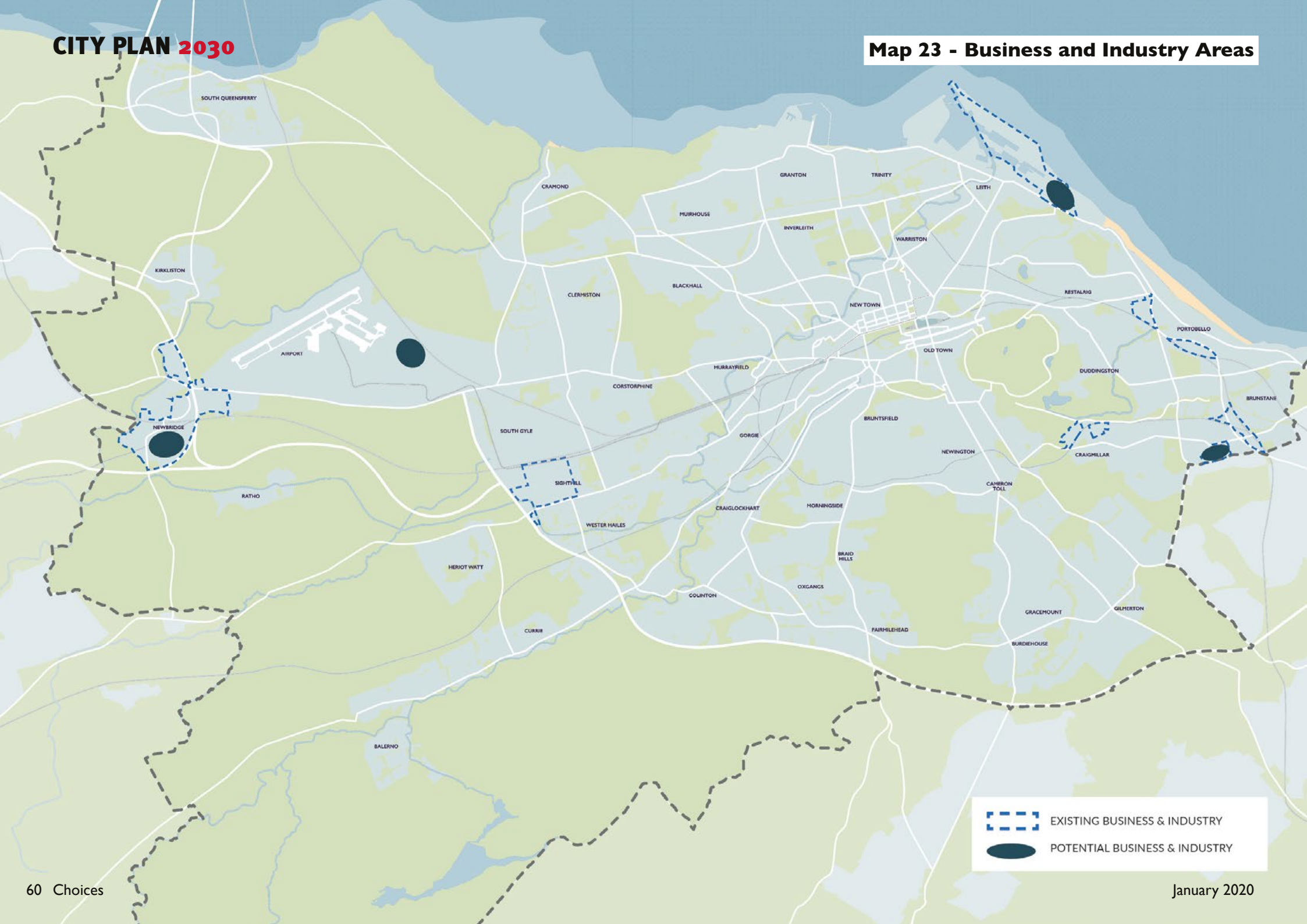
Current Local Development Plan (2016) policies under revision:

Office Development (Emp 1)

Business and Industry Areas (Emp 8)

Employment Sites and Premises (Emp 9)

City Centre (Del 2)



 EXISTING BUSINESS & INDUSTRY

 POTENTIAL BUSINESS & INDUSTRY

Technical Changes

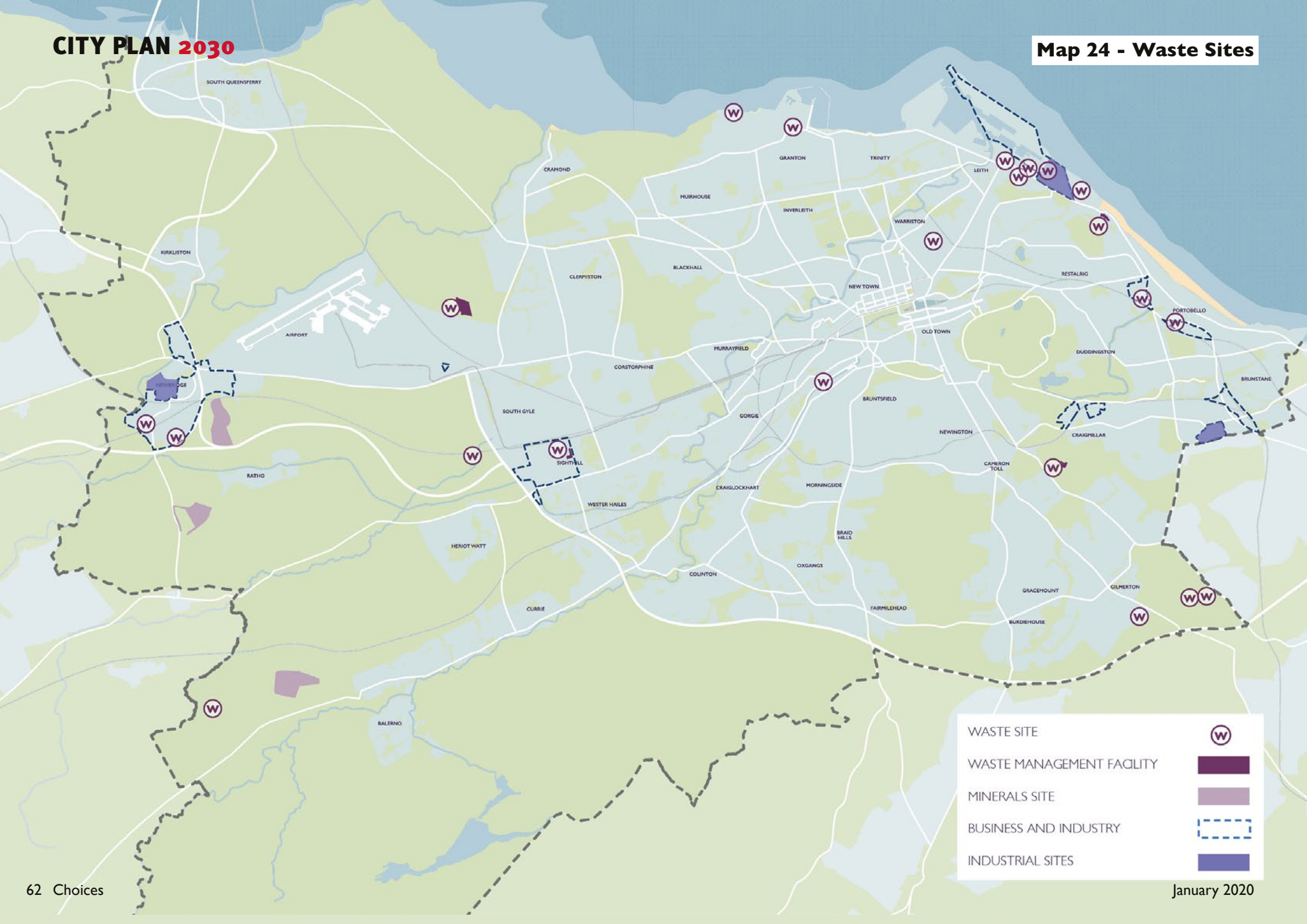
The Proposed City Plan 2030 will include the following technical changes:

- A** Minor updates to boundaries to reflect survey work and changes in designation, including Local Nature Conservation Sites, conservation area boundaries, Green Belt amendments, Scheduled Ancient Monuments, and flooding.
- B** An update to our safeguards dealing with municipal waste to reflect the current Council waste management strategy and National Waste Strategy and continue to protect operation of all existing facilities. We will also continue to support new facilities on existing sites, designated business and industry areas, operational or former quarries and other suitable urban sites provided there will be no significant adverse impact on residential amenity or the environment.

Local Development Plan (2016) policies under revision:

Provision of New Waste Management Sites (RS 3)

Waste Disposal Sites (RS 4)



WASTE SITE	
WASTE MANAGEMENT FACILITY	
MINERALS SITE	
BUSINESS AND INDUSTRY	
INDUSTRIAL SITES	

Notes



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