

City Plan 2030

Integrated Impact Assessment

September 2021

Summary Report Template

Each of the numbered sections below must be completed

| | | | | |
|----------------|--|--------------|---|-----------------------|
| Interim report | | Final report | x | (Tick as appropriate) |
|----------------|--|--------------|---|-----------------------|

1. Title of proposal

City Plan 2030

2. What will change as a result of this proposal?

City Plan 2030 is the proposed Local Development Plan for Edinburgh for the period 2022-2032 and will replace the current Edinburgh Local Development Plan. It sets out policies and proposals relating to the development and use of land in the Edinburgh area, where new infrastructure and community facilities are required and where development should and should not happen. The policies in the plan will be used to determine future planning applications in order to meet the following four strategic outcomes:

- a sustainable city which supports everyone’s physical and mental wellbeing;
- a city in which everyone lives in a home which they can afford;
- a city where you don’t need to own a car to move around; and
- a city where everyone shares in its economic success.

3. Briefly describe public involvement in this proposal to date and planned

Choices for City Plan 2030 was the main consultation stage in the preparation of City Plan 2030. Public engagement commenced in March 2018 and began with Community Councillors in March and June 2018 through a series of workshops which helped to shape the engagement which followed. Community workshops took place in autumn 2018 in six locations across the city and were focussed on areas of the city where there was the most likely opportunity for change as well as other parts of the city. Further sessions were held in the Autumn of 2019.

There was a focus on children and young people and all secondary schools in Edinburgh were offered the opportunity to be involved in the early engagement. Nine sessions were held in secondary schools to explain the project and gather views and feedback gained has helped to shape the policies of City Plan 2030.

A number of existing networks were utilised to engender engagement and included Festivals Edinburgh, Edinburgh Voluntary Organisations Council (EVOC) and the Equality and Rights Network (EaRN). Social media was used throughout to build awareness and interest in the project and a regular newsletter and blog provided project updates, feedback from events and notification of upcoming opportunities to be engaged in the City Plan 2030 process.

Publication of the Choices for City Plan 2030 document then saw the following consultation carried out:

- launch of consultation and questions on Council’s Consultation Hub;
- publicity to raise awareness of consultation;
- notification to those groups and individuals on the project mailing list telling them how to comment;
- staffed exhibitions in public places (e.g. shopping centres) to raise awareness; and
- evening drop-in sessions to allow interested individuals opportunity to find out more about consultation proposals.

4. Is the proposal considered strategic under the [Fairer Scotland Duty](#)?

Yes.

5. Date of IIA

Two workshops were carried out on the 1 September 2021 and 7 September 2021.

6. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)

| Name | Job Title | Date of IIA training |
|-------------------|--|--|
| Jackie McInnes | Senior Planning Officer, City of Edinburgh Council | 25 April 2018 3 May 2018 20 June 2018 5 September 2018 8 November 2018 |
| Lindsay Robertson | Senior Planning Officer, City of Edinburgh Council | 25 April 2018 28 June 2018 |
| Julie Dewar | Senior Planning Officer, City of Edinburgh Council | 28 June 2018 |
| Naomi Sandilands | Planning Officer, City of Edinburgh Council | |

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| Sarah Bryson | Strategic Planning and Commissioning Officer, Edinburgh Health and Social Care Partnership | 3 May 2018 and Training Delivery Officer (ongoing) |
| Frances Maddicott | Assistant Development and Disposals Officer, City of Edinburgh Council | June 2020 |
| Elizabeth McCarroll | Planning Officer, City of Edinburgh Council | 25 August 2021 |
| Cameron Baillie | Transport Officer, City of Edinburgh Council | 20 June 2018 |
| Graham Fraser | Planning Officer, City of Edinburgh Council | |

7. Evidence available at the time of the IIA

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|-----------------------------|--|---|
| Data on populations in need | <p>Yes</p> <p>City Plan 2030: Monitoring Statement</p> <p>City Plan 2030 Housing Study, January 2020</p> <p>Choices for City Plan 2030</p> <p>Housing Need and Demand Assessment 2</p> | <p>The City Plan 2030: Monitoring Statement identifies the key physical, economic, social and environmental changes occurring in Edinburgh since the adoption of the current Local Development Plan, assesses the effectiveness of current planning policies and provides an information base to help assess the performance of City Plan 2030.</p> <p>The City Plan 2030 Housing Study, January 2020 sets out the approach to meeting the objective of a city in which everyone lives in a home they can afford.</p> <p>The Housing Need and Demand Assessment 2 provides evidence of housing need within the Edinburgh Housing Market area and is split by households who can afford owner occupation, private rent, below market rent and social rent. The needs of families, older people, households containing persons with a disability and gypsies and travellers were also considered.</p> <p>Choices for City Plan 2030 is the Main Issues Report for City Plan 2030 and sought public engagement on the key issues facing Edinburgh.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
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| | | <p>Over the last ten years, Edinburgh’s population has grown by more than 57,000 – an increase of 13%. Growth is projected to continue at an annual average of almost 3,500 per year in the period to 2032 taking the total population to 563,600. The growth is not projected to be uniform across all age groups. The greatest increase in population is projected for older people with the number of people aged over 65 increasing by 28,000. School age children are projected to experience a moderate increase numerically with a growth of 1,500 primary age children and 3,700 secondary school age.</p> <p>By 2032, the average household size in Edinburgh is projected to fall to 2.0. The decreasing household size in the City means that household growth will even higher than the population growth. By 2032, the number of households is projected to increase by 18% - a growth of 41,000.</p> <p>There are disparities across the city with pockets of poverty, low income and multiple deprivation. Around 29,500 people in Edinburgh live in the most deprived 10% of areas in Scotland. This represents around 5% of Edinburgh total population.</p> <p>Public transport accessibility varies across the city. Overall, 25% of Edinburgh’s population live in areas classed in the highest accessibility levels whilst 42% live in the lowest accessibility levels.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|-------------------------------------|--|---|
| | | <p>In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high with females living 81.1 years and males living to 77.1 years. However, there are significant inequalities in general health and mortality rates between different neighbourhoods within the city.</p> <p>Evidence indicates building affordable and sustainable housing is a priority, with a variety of house types and sizes to promote and encourage mobility in the housing system.</p> <p>The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p> |
| Data on service uptake/access | Not applicable. | Not applicable. |
| Data on socio-economic disadvantage | <p>Yes</p> <p>See “Data on populations in need”.</p> | See “Data on populations in need”. |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|--|--|---|
| e.g. low income, low wealth, material deprivation, area deprivation. | | |
| Data on equality outcomes | Yes See “Data on populations in need”. | See “Data on populations in need”. |
| Research / literature evidence | Yes City Plan 2030: Monitoring Statement City Plan 2030 Housing Study, January 2020 Choices for City Plan 2030 Housing Need and Demand Assessment 2 Choices for City Plan 2030: Financial Resources Appraisal | See “Data on populations in need” for who may be affected by the evidence within the City Plan 2030: Monitoring Statement, the City Plan 2030 Housing Study, January 2020, Choices for City Plan 2030 and Housing Need and Demand Assessment 2. The Choices for City Plan 2030 Financial Resources Appraisal sets out the financial impact of the current Local Development Plan, the future resources that are available or likely to be available to deliver the plan and assesses the potential impact of the proposed options of the Council’s future capital and revenue budgets. |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|---|---|---|
| | <p>Edinburgh Strategic Sustainable Transport Study - Phase 1</p> <p>Equalities and Rights Assessment in respect of SESPlan and the current Local Development Plan</p> | <p>The Edinburgh Strategic Sustainable Transport Study - Phase 1 examines strategic transport corridors and identifies those most suited for sustainable and active travel interventions.</p> <p>An Equalities and Rights Assessment prepared for the Strategic Development Plan and current Local Development Plan provide further evidence. No negative impacts were identified.</p> |
| Public / patient / client experience information | <p>Yes</p> <p>See “Data on populations in need”.</p> | <p>See “Data on populations in need”.</p> |
| Evidence of inclusive engagement of people who use the service and involvement findings | <p>Yes</p> <p>See “Data on populations in need”.</p> | <p>A consultation and engagement strategy was prepared in association with Choices for City Plan 2030. It was informed by feedback from both participants and non-participants in the current Local Development Plan.</p> <p>Early engagement took place with Community Councils who have a role to represent a full cross-section of the community and encourage the involvement of people regardless of gender, race, age, disability, nationality or sexual orientation. This early engagement shaped the stages which followed.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
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| | | Workshops open to all have taken place in locations across the city and were publicised directly to interested parties and through a number of networks including EaRN. Topic seminars have been held for industry and community representatives. Workshop sessions were held with secondary school pupils in both private and public sector schools. |
| Evidence of unmet need | Yes See “Data on populations in need”. | See “Data on populations in need”. |
| Good practice guidelines | Yes The Planning etc. (Scotland) Act 2006 Scottish Government Circular 6/2013 The Development Plan Forum National Standards for Community Engagement RTPI Good Practice Guidelines | The Local Development Plan is a statutory requirement of Councils. There are a number of general duties which must be complied with relating to sustainable development, climate change and equalities. The Planning (Scotland) Act 2019 sets out the purpose of planning manage land in the long-term public interest, including development which contributes to sustainable development, or achieves the national outcomes (within the meaning of Part 1 of the Community Empowerment (Scotland) Act 2015). Scottish Government Circular 6/2013 Development Planning sets out requirements for local development plans. |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|---|---|---|
| | <p>The Place Standard Tool</p> <p>Gypsy Travellers and the Scottish Planning System – A Guide for Local Authorities 2015</p> | <p>The Development Plan Forum brings together planning authorities and agencies to discuss and share ideas on best practice.</p> <p>The RTPi Good Practice Guidelines provide advise on a range of planning topics and skills.</p> <p>The Place Standard Tool provides a good practice tool for the consideration of place.</p> <p>Gypsy Travellers and the Scottish Planning System – A Guide for Local Authorities 2015 (PAS) aims to raise awareness of Gypsy/Traveller culture and how this impacts upon land use planning for their needs.</p> |
| Carbon emissions generated / reduced data | <p>Yes</p> <p>The City Plan 2030: Environmental Report</p> <p>Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites</p> | <p>The City Plan 2030: Environmental Report identifies, describes and evaluates the likely significant environmental effects of the Choices for City Plan 2030 and considers the environmental effects of potential new development sites.</p> <p>The Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites considers opportunities and constraints for housing development on greenfield</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|--------------------|---|--|
| | | <p>areas across Edinburgh. It forms part of the suite of environmental, social and sustainability information evaluated in the preparation of City Plan 2030.</p> <p>Poor air quality, primarily caused by road transport emissions of gases such as nitrogen oxides (NOx) and particulate matter (PM2.5 and PM10), can have significant impacts on health. Some individuals may be more affected than others.</p> |
| Environmental data | <p>Yes</p> <p>The City Plan 2030: Environmental Report</p> <p>Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites</p> | <p>City Plan 2030 is a qualifying plan in accordance with Section 5(3) of the Environmental Assessment (Scotland) Act 2005. A SEA has been prepared. This identifies significant positive or negative effects that land use change and development, brought about by the options set out in Choices for City Plan 2030 may have on the environment.</p> <p>Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2014.</p> <p>The physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
|------------------------------|--|--|
| Risk from cumulative impacts | <p>Yes</p> <p>The National Performance Framework;</p> <p>The National Planning Framework 3, Scottish Planning Policy relevant circulars</p> <p>The South East Scotland Strategic Development Plan 2013</p> <p>The Edinburgh and South East of Scotland City Region Deal</p> <p>The draft 2030 Climate Strategy</p> <p>The City Housing Strategy</p> <p>The City Mobility Plan and our City Centre Transformation Strategy</p> <p>The Council Business Plan, Adaptation and Renew Programme and Economic Strategy</p> <p>Edinburgh’s Space Strategy</p> | <p>City Plan 2030 has been prepared to align with a number of national and city-wide strategies which have or will be subject of Integrated Impact Assessments. These have been taken into account in the preparation of City Plan 2030.</p> <p>The National Performance Framework sets out 81 outcomes which aim to deliver a more successful country with opportunities for all of Scotland to flourish through increased wellbeing, and sustainable and inclusive economic growth.</p> <p>The National Planning Framework 3, Scottish Planning Policy and relevant circulars set out national planning guidance and key outcomes which development plans should enable on the ground. Preparation of the fourth National Planning Framework which will be approved in 2022 and the need to reflect future Scottish Planning Policy and guidance as set out in the National Planning Framework 4 Position Statement.</p> <p>The South East Scotland Strategic Development Plan 2013 sets the regional context for Edinburgh. Adoption of the replacement SDP2 was rejected by Scottish Ministers in 2019. A new regional spatial strategy for South East Scotland is being prepared in the context of the preparation of NPF4.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
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| | <p>The Vision for Water Management in the City of Edinburgh</p> <p>The Edinburgh Biodiversity Action Plan</p> <p>Low Emissions Zone</p> | <p>The Edinburgh and South East of Scotland City Region Deal which represents the contribution spatial planning for the city will make to deliver the Edinburgh 2050 city vision and achieve these ambitions.</p> <p>The draft 2030 Climate Strategy which is leading the actions for change across Edinburgh by identifying what actions the city needs to take to achieve carbon reduction by 2030. An important part of reducing greenhouse gas emissions is through heat networks and both the Climate Strategy and City Plan support an increased role for these networks to provide clean heat energy to buildings in the city.</p> <p>The City Housing Strategy sets our priorities for delivering housing and related services across all tenures and types of housing, supported by key delivery plans including the Council's Housing Revenue Account (HRA) and the Strategic Housing Investment Plan (SHIP).</p> <p>The City Mobility Plan and our City Centre Transformation Strategy which aims to change the future way we move around our city and our city centre. Proposals for Edinburgh's Low Emission Zone for the City Centre are being progressed and will be an important part of the drive of improving air quality.</p> |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
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| | | <p>The Council Business Plan, Adaptation and Renew Programme and Economic Strategy aim to end poverty and support a green, resilient, and fair economy.</p> <p>Edinburgh’s Open Space Strategy reviews the distribution, quality, types and accessibility of Edinburgh’s open space and play areas as well as identifying opportunities to improve provision and access to these.</p> <p>The Vision for Water Management in the City of Edinburgh sets out key principles of how the city should manage its water environment, considering the increasing severity and complexity of challenges facing Edinburgh arising from the Climate Emergency.</p> <p>The Edinburgh Biodiversity Action Plan raises awareness of the City’s biodiversity and the opportunities for positive actions to protect and enhance this.</p> <p>The Low Emissions Zone would encourage reduce reliance on the private car as a means to address pollution concerns across the city.</p> |
| Other (please specify) | Not applicable. | Not applicable. |

| Evidence | Available – detail source | Comments: what does the evidence tell you with regard to different groups who may be affected? |
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| Additional evidence required | Not applicable. | Not applicable. |

8. In summary, what impacts were identified and which groups will they affect?

| Equality, Health and Wellbeing and Human Rights Positive | Affected populations |
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| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • promote more active lifestyles; | All |
| <ul style="list-style-type: none"> • improve the general visual amenity of the city; | All |
| <ul style="list-style-type: none"> • result in less extreme weather events and a reduction in stress from the threat of flooding; | Rural/semi-rural communities Urban communities Coastal communities |
| <ul style="list-style-type: none"> • improve access to opportunity through a wider active travel network | All |
| <ul style="list-style-type: none"> • result in a better integrated green network and more direct and pleasant active travel routes; and | All |
| <ul style="list-style-type: none"> • establishment parks less impacted by background and ambient noise through a greater detachment from sources of disturbance (e.g. traffic). | All |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | . |
| <ul style="list-style-type: none"> • promote more active lifestyles; | All |
| <ul style="list-style-type: none"> • improve the general visual amenity of the city; | All |
| <ul style="list-style-type: none"> • reduce reliance on private car travel and carbon emitting forms of transport; | All |
| <ul style="list-style-type: none"> • improve access to opportunity through a wider active travel network; | All |
| <ul style="list-style-type: none"> • improve access to opportunity through increase in the frequency and availability of public transport; and | All |

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| <ul style="list-style-type: none"> • result in a better integrated green network and more direct and pleasant active travel routes. | All |
| <p>The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:</p> | |
| <ul style="list-style-type: none"> • increase the supply of market and affordable housing; | All |
| <ul style="list-style-type: none"> • promote mixed communities; | All |
| <ul style="list-style-type: none"> • disperse the availability of housing into previous single use and / or underprovided localities; and | All |
| <ul style="list-style-type: none"> • allow residents to stay in their local area if their circumstances change. | Older people and people in their middle years Young people and children Larger Families (3+ children) Refugees and asylum seekers |
| <p>More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:</p> | |
| <ul style="list-style-type: none"> • create new amenities and safeguard potentially fragile existing amenities; | All |
| <ul style="list-style-type: none"> • promote mixed communities; and | All |
| <ul style="list-style-type: none"> • improve access to opportunity by a greater range and variety of services. | All |
| <p>Greater restrictions on private car parking may:</p> | . |
| <ul style="list-style-type: none"> • promote more active lifestyles; | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment; | All |
| <ul style="list-style-type: none"> • encourage investment in the active travel network; | All |
| <ul style="list-style-type: none"> • increase the housing supply by increasing the proportion of developable land; | All |

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| <ul style="list-style-type: none"> increase the levels of and access to open space, particularly in more dense urban areas by increasing the proportion of developable land; and | Urban communities |
| <ul style="list-style-type: none"> promote better street and building design and improve natural surveillance through a reduction in private car parking space. | All |
| Improved protection of the existing housing stock may: | |
| <ul style="list-style-type: none"> provide better long-term security for renters; | Non house owning residents |
| <ul style="list-style-type: none"> safeguard existing homes for long-term residential purposes; | All |
| <ul style="list-style-type: none"> improve residential amenity by reducing the prevalence of uses associated with detrimental amenity impacts; | All |
| <ul style="list-style-type: none"> promote community cohesion through an increased permanent population; and | All |
| <ul style="list-style-type: none"> improve the affordability of housing by a return to residential of currently non-residential properties. | All |
| More stringent locational and design requirements for cycle parking may: | |
| <ul style="list-style-type: none"> promote sustainable travel and less reliance on carbon emitting transportation; | All |
| <ul style="list-style-type: none"> in the case of cycle hire safeguarding, improve access to opportunity where the purchase and storage of a bike is an economic or societal barrier; and | Young people and children Those who have low or no wealth Those on low income |
| <ul style="list-style-type: none"> encourage investment in the active travel network. | All |
| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> result in more efficient buildings and a reduction in energy bills; | All |
| <ul style="list-style-type: none"> result in a reduction in the effects of fuel poverty; and | Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Vulnerable families |
| <ul style="list-style-type: none"> encourage innovative design. | All |

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| A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> • reduce the number of HGVs making deliveries resulting in reduced noise, vibration and congestion for road-side residents; and | Those who live on principle thoroughfares |
| <ul style="list-style-type: none"> • promote community cohesion by being located into established community centres or by safeguarding more fragile existing facilities which are underused. | All |
| The requirement for place briefs could: | |
| <ul style="list-style-type: none"> • provide the opportunity for engagement throughout the lifecycle of City Plan 2030; and | All |
| <ul style="list-style-type: none"> • create new active travel routes to new developments and through existing developments, promoting community cohesion and access to opportunity. | All |
| Extension of support in principle for office and commercial developments to other defined centres has the potential to: | |
| <ul style="list-style-type: none"> • increase access to opportunity and spend in local economies; | All |
| <ul style="list-style-type: none"> • promote mixed communities; and | All |
| <ul style="list-style-type: none"> • reduce the need for travel. | All |
| More inclusive and innovative economic growth has the potential to: | |
| <ul style="list-style-type: none"> • promote access to more diverse employment opportunities and a more vibrant city in terms of access to goods and services. | All |
| <ul style="list-style-type: none"> • ensure more equitable access to buildings and developments; and | Those who live in areas of deprivation |
| <ul style="list-style-type: none"> • allow persons to remain in their local area if their circumstances change. | Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children) |
| A restriction on the proportion of studios in purpose-built student accommodation as well as a requirement for these developments to meet the same internal and | Students |

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| external amenity requirements for mainstream housing should reduce social isolation and create better and more diverse living environments. | |
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| Equality, Health and Wellbeing and Human Rights Negative | Affected populations |
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| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • impact on the provision of formal and informal sports areas; | All |
| <ul style="list-style-type: none"> • impact on the proportion of private garden ground for residents if extending their homes and consequently impede their ability to remain in their home in changing circumstances; | Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children) |
| <ul style="list-style-type: none"> • introduce community conflict on the use of new open space within new developments by those who may pay to maintain (associated residents) and those who will not (non-associated residents); and | All |
| <ul style="list-style-type: none"> • introduce security and street level activity concerns in larger parks through more areas of darkness and greater detachment from sources of natural surveillance. | All |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | |
| <ul style="list-style-type: none"> • introduce security and street level activity concerns on active travel routes and in understaffed or no staffed ancillary facilities; | All |
| <ul style="list-style-type: none"> • result in increased localised air quality and noises issues through general use and congestion of park and ride facilities; and | All |
| <ul style="list-style-type: none"> • increase community conflict on shared routes. | All |
| The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to: | |

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| <ul style="list-style-type: none"> introduce conflict between students and residents and residents through noise and contrasting lifestyles as well as permanency of habitation and spill over car parking; and | Students |
| <ul style="list-style-type: none"> introduce noise and conflict between residents and commercial uses. | Business community |
| More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, may: | |
| <ul style="list-style-type: none"> impact on persons who are reliant on the regularity and familiarity of service and who may be distressed by busier environments. | Disabled people Vulnerable families |
| Greater restrictions on private car parking may: | |
| <ul style="list-style-type: none"> impact on where people who work in the night-time economy, work shifts or are tradespeople can live due to infrequent public transport out of hours and an inability to carry essential employment equipment without a vehicle; | Self-employed Shift workers |
| <ul style="list-style-type: none"> increase reliance on the City Car Club which are not fully accessible vehicles and accordingly impact on the ability of persons to move freely around the city; | Disabled People |
| <ul style="list-style-type: none"> restrict access to new developments to a limited numbers of persons where they have mobility concerns; and | Disabled People |
| <ul style="list-style-type: none"> impede access for those who have no option but to drive or be driven and increase competition for existing spaces. | Carers Disabled People |
| Improved protection of the existing housing stock may: | |
| <ul style="list-style-type: none"> restrict smaller scale non-residential uses with no wider community benefits (e.g. nurseries / religious services). | People with different religions or beliefs Lone parents Vulnerable families Families with a child under 1 Larger Families (3+ children) |
| More stringent locational and design for cycle parking may: | |
| <ul style="list-style-type: none"> result in less active building frontages to the detriment of natural surveillance and general visual amenity. | All |

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| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> impede persons to remain in their homes should this add significant expense. | Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children) |
| A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> increase consumer delivery costs; and | All |
| <ul style="list-style-type: none"> preclude persons without cars from fully benefiting from this service as their ability to order bulkier items will be restricted by their means of travel. | Those who have low or no wealth Those on low income Those experiencing material deprivation |
| More inclusive and innovative economic growth could lead to conflict with residents in respect of support in principle for Edinburgh's festivals. | Business community |

| Environment and Sustainability including climate change emissions and impacts Positive | Affected populations |
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| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment; | Urban communities |
| <ul style="list-style-type: none"> • encourage biodiversity; | All |
| <ul style="list-style-type: none"> • through enhanced flood prevention, the safeguarding of communities and industries that are on and / or are reliant on being on or near water courses or bodies of water. | Rural/semi-rural communities Coastal communities |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | |
| <ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment; | Urban communities |
| <ul style="list-style-type: none"> • encourage biodiversity; and | All |
| <ul style="list-style-type: none"> • result in less carbon emitting transportation in poor air quality areas. | All |
| The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to: | |
| <ul style="list-style-type: none"> • ensure the more sustainable use of land by reducing mono-use developments; and | All |
| <ul style="list-style-type: none"> • reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation. | All |

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| More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to: | |
| <ul style="list-style-type: none"> • reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation; | All |
| <ul style="list-style-type: none"> • reduce energy use in underused premises; and | All |
| <ul style="list-style-type: none"> • safeguard potentially fragile existing amenities rather than the carbon cost of establishing new facilities. | All |
| Greater restrictions on private car parking may: | |
| <ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment; and | Urban communities |
| <ul style="list-style-type: none"> • encourage investment in the active travel network. | All |
| Improved protection of the existing housing stock may: | |
| <ul style="list-style-type: none"> • reduce the demand for new housing, particularly on greenfield sites. | Rural/semi-rural communities |
| More stringent locational and design requirements for cycle parking may: | |
| <ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment; | Urban communities |
| <ul style="list-style-type: none"> • encourage biodiversity; | All |
| <ul style="list-style-type: none"> • result in less carbon emitting transportation in poor air quality areas; | Urban communities |
| <ul style="list-style-type: none"> • in the case of cycle hire safeguarding, allow wider access to active travel where the purchase and storage of a bike is an economic or societal barrier; and | Those who have low or no wealth Those on low income People in receipt of benefits |
| <ul style="list-style-type: none"> • encourage investment in the active travel network. | All |
| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> • result in more efficient buildings and a reduction in carbon emissions. | All |

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|---|--|
| A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> • reduce the level of carbon emissions from HGV traffic; | All |
| <ul style="list-style-type: none"> • encourage sustainable travel for the completion of deliveries; | All |
| <ul style="list-style-type: none"> • reduce the frequency and journey time of trips and need for multiple trips by carbon emitting transportation; and | All |
| <ul style="list-style-type: none"> • result in a greener and cleaner urban environment. | Urban communities |
| Extension of support in principle for office and commercial developments to other defined centres has the potential to: | |
| <ul style="list-style-type: none"> • encourage the sustainable development of declining defined centres; | Those who live in areas of deprivation |
| <ul style="list-style-type: none"> • reduce the need for travel; and | All |
| <ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation. | All |

| Environment and Sustainability including climate change emissions and impacts Negative | Affected populations |
|--|------------------------------|
| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • reduce the proportion of developable land and result in greater pressure for more development sites; and | Business community |
| <ul style="list-style-type: none"> • create open space which is poorly or infrequently maintained. | All |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | |
| <ul style="list-style-type: none"> • result in increased localised air quality issues through general use and congestion of park and ride facilities; | All |
| <ul style="list-style-type: none"> • increase pressure on greenfield land for expansion; and | Rural/semi-rural communities |
| <ul style="list-style-type: none"> • increased pressure on greenfield land for new active travel routes. | Rural/semi-rural communities |
| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> • result in an increased reliance on imported materials and resulting effect on carbon emissions. | All |
| .A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> • result in increased localised air quality issues through general use and congestion; and | All |
| <ul style="list-style-type: none"> • increase pressure on greenfield land for expansion. | Rural/semi-rural communities |
| A requirement for place briefs could: | |
| <ul style="list-style-type: none"> • on the reuse of existing sites, push commercial developments to out of centre locations and result in more frequent and longer trips by carbon emitting transportation. | All |

| Economic including socio-economic disadvantage Positive | Affected populations |
|--|---|
| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • improve equality of access in respect of the quantity and variety of open space; | Those who live in areas of deprivation |
| <ul style="list-style-type: none"> • result in less extreme weather events and less need for repairs post flooding; and | All |
| <ul style="list-style-type: none"> • generate employment through the creation of ancillary park amenities (cafes, public toilets, water based activities etc). | Unemployed |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | |
| <ul style="list-style-type: none"> • reduce the cost of travel; | All |
| <ul style="list-style-type: none"> • improve equality of access in respect of the quantity and variety of open space; | Those who live in areas of deprivation |
| <ul style="list-style-type: none"> • result in less extreme weather events and less need for repairs post flooding; and | All |
| <ul style="list-style-type: none"> • generate employment through the creation of ancillary active travel and park and ride amenities (cafes, public toilets, water based activities etc). | Unemployed |
| The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to: | |
| <ul style="list-style-type: none"> • provide a more regular stream of affordable housing, reducing the need to seek more expensive accommodation. | Disabled people Those who have low or no wealth Those on low income Those who live in areas of deprivation Those experiencing material deprivation People in receipt of benefits |

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| | Homeless people |
| More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to: | |
| <ul style="list-style-type: none"> • reduce the cost of travel for multiple trips to multiple facilities; | Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Larger Families (3+ children) |
| <ul style="list-style-type: none"> • reduce the cost to the public sector in both service delivery and running costs; and | All |
| <ul style="list-style-type: none"> • allow underused and vacant buildings to be sold for development. | All |
| Greater restrictions on private car parking may: | . |
| <ul style="list-style-type: none"> • allow greater returns on investment by increasing the proportion of developable land. | Business community |
| Improved protection of the existing housing stock may: | |
| <ul style="list-style-type: none"> • result in lower house prices or rent through an increase in the housing supply; and | Those who have low or no wealth Those on low income People in receipt of benefits Vulnerable families |
| <ul style="list-style-type: none"> • increase visitor and employment demand for 'traditional' tourist accommodation (hotels, B&B). | Business community |
| More stringent locational and design requirements for cycle parking may: | |
| <ul style="list-style-type: none"> • promote sustainable travel and a reduction in travel costs; | Those who have low or no wealth Those on low income People in receipt of benefits |
| <ul style="list-style-type: none"> • result in lower insurance costs for cyclists through more secure non-residential storage; | All |

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| <ul style="list-style-type: none"> • in the case of cycle hire safeguarding, allow access to active travel where the purchase and storage of a bike is an economic or societal barrier; and | Those who have low or no wealth Those on low income People in receipt of benefits |
| <ul style="list-style-type: none"> • encourage investment in the active travel network. | All |
| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> • result in more efficient buildings and a reduction in energy bills; and | All |
| <ul style="list-style-type: none"> • result in a reduction in the effects of fuel poverty. | Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Vulnerable families |
| A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> • promote more inclusive economic growth by allowing smaller in scale industries to compete with larger organisations with established supply lines; and | Business community |
| <ul style="list-style-type: none"> • generate employment. | Unemployed |
| A requirement for place briefs could; | |
| <ul style="list-style-type: none"> • improve the efficiency and timescale for completion of development. | Business community |
| Extension of support in principle for office and commercial developments to other defined centres has the potential to: | |
| <ul style="list-style-type: none"> • generate employment and reduce the cost of travel to employment; | Unemployed People in receipt of benefits |
| <ul style="list-style-type: none"> • regenerate declining defined centres; and | All |
| <ul style="list-style-type: none"> • spread the economic benefits of these sectors to previously under utilised areas of the city. | Those who live in areas of deprivation |
| More inclusive and innovative economic growth may: | |
| <ul style="list-style-type: none"> • allow for a more equitable distribution of the benefits of a strong city economy; | Those who live in areas of deprivation |

| Economic including socio-economic disadvantage Negative | Affected populations |
|---|--|
| The greater requirement for and protection of open space, which will be required to be within a defined proximity to new development, and an increase in the provision of green and blue infrastructure has the potential to: | |
| <ul style="list-style-type: none"> • impact on developmental viability through less developable land; | Business community |
| <ul style="list-style-type: none"> • result in increased maintenance costs for residents and the public sector; | All |
| <ul style="list-style-type: none"> • increase home insurance for persons residing closer to sustainable drainage measures; and | Those who have low or no wealth Those on low income People in receipt of benefits |
| <ul style="list-style-type: none"> • impact the long-term viability of communities and industries that are on and / or are reliant on being on or near water courses or bodies of water through stronger restriction of development. | Rural/semi-rural communities Urban communities Coastal communities Business community |
| The greater requirement for, and protection of, active travel routes which are better integrated with existing built and public transport infrastructure as well as enhanced park and ride facilities has the potential to: | |
| <ul style="list-style-type: none"> • increase public sector expense in respect of provision, maintenance and staffing. | All |
| The requirement for more affordable housing within housing developments and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to: | |
| <ul style="list-style-type: none"> • impact on developmental viability through less provision of purpose-built student accommodation or commercial land; and | Business community |
| <ul style="list-style-type: none"> • result in pressure for more development sites for purpose-built student accommodation. | Rural/semi-rural communities Urban communities Business community |

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| More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, may: | |
| <ul style="list-style-type: none"> • impact on developmental viability through increase costs for more specialist amenities (GPs). | Business community |
| Greater restrictions on private car parking may: | |
| <ul style="list-style-type: none"> • impact on developmental viability through less developable land; | Business community |
| <ul style="list-style-type: none"> • increase reliance on the City Car Club which can be costly if used frequently and for significant periods of time | Those on low income |
| <ul style="list-style-type: none"> • increase reliance on the City Car Club which has no direct competition and result in fee increases; | Those on low income |
| <ul style="list-style-type: none"> • reduce the economic attractiveness of defined centres as places to live, work, shop and visit; and | All |
| <ul style="list-style-type: none"> • impact the viability of rural developments where such a location is necessary. | Business community Rural/semi-rural communities |
| Improved protection of the existing housing stock has the potential to: | |
| <ul style="list-style-type: none"> • reduce the availability of tourist accommodation; and | Business community Tourists / visitors. |
| <ul style="list-style-type: none"> • impact on employment which is reliant on the servicing and maintenance of these properties. | Business community Those on low income Student; Shift workers |
| More stringent locational and design requirements for cycle parking may: | |
| <ul style="list-style-type: none"> • impact on developmental viability by reducing internal floorspace. | Business community |
| More sustainable buildings and developments may: | |
| <ul style="list-style-type: none"> • impact on developmental viability by increasing upfront cost; and | Business community |
| <ul style="list-style-type: none"> • increase long-term maintenance costs. | All |

| | |
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| A network of goods distribution hubs have the potential to: | |
| <ul style="list-style-type: none"> • increase business delivery costs; | Business community |
| <ul style="list-style-type: none"> • increase consumer delivery costs; and | All |
| <ul style="list-style-type: none"> • result in greater employment in the unsustainable 'gig' economy. | Those on low income People in receipt of benefits Students Shift workers |

9. Is any part of this policy/ service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?

Yes - the private sector will be responsible for delivering the majority of new development. Equality, human rights, environmental and sustainability issues will be assessed and addressed under planning applications to the Council who will have the ability to refuse consent should it be considered that the aforementioned matters have not been adequately considered.

10. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.

The City Plan 2030 participation statement sets out plans for proposed engagement. It sets out that the following activities will be maximised to raise awareness and encourage people to have their say on the proposed plan:

- launch of proposed plan;
- publicity to raise awareness of proposed plan;
- statutory neighbour notification;
- notification to those groups and individuals on the project mailing list telling them how to make representations;
- staffed exhibitions in public places to raise awareness, if possible;
- drop-in sessions to allow opportunity to find out more about consultation proposals, if possible;
- best practice online/digital engagement (as guided by the Scottish Government's digital planning programme) which could include virtual exhibitions, a planning engagement hub, webinars and online events; and
- non-digital engagement - including opportunities to ask informal questions, telephone surgeries, printed newsletters, hard copies of documents, paper letters and engagement via other council services.

11. Is the policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a [Strategic Environmental Assessment](#) (SEA) will be required and the impacts identified in the IIA should be included in this.

Yes - City Plan 2030 relates to land use and a Strategic Environmental Assessment (SEA) is required and has been carried out.

12. Additional Information and Evidence Required

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

N/A

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

| Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts) | Who will take them forward (name and job title) | Deadline for progressing | Review date |
|---|--|---------------------------------|--------------------|
| Finalising City Plan 2030 | Iain McFarlane, City Plan Director | January 2022 | January 2022 |
| Consideration by Planning Committee | Iain McFarlane, City Plan Director | Summer 2023 | Summer 2023 |

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No.

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

City Plan 2030 will be the Local Development Plan. There is currently a statutory requirement to review a local development plan every five years. At review stage, a Monitoring Statement will be required to be published which will consider the effectiveness of City Plan 2030.

16. Sign off by Head of Service/ NHS Project Lead



Name:

Peter Watton, Service Director – Sustainable Development

Date 25 October 2021

17. Publication

Completed and signed IIAs should be sent to strategyandbusinessplanning@edinburgh.gov.uk to be published on the IIA directory on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published on the <https://www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/>

City Plan 2030

September 2021



www.edinburgh.gov.uk/its

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