

City Plan 2030

Integrated Impact Assessment

June 2024

City Plan 2030 Integrated Impact Assessment, June 2024

Introduction

City Plan 2030 is the Local Development Plan for Edinburgh for the period 2024-2034 and replaces the Edinburgh Local Development Plan 2016. City Plan 2030 has evolved through a staged process.

- [Choices for City Plan - 2020](#)
- [Proposed Plan - 2021](#)
- [Plan for adoption-current stage](#)

An [integrated impact assessment](#) (IIA) was carried out and published at Choices and [Proposed Plan Stage](#).

In 2023/24 an examination took place into unresolved representations to the Proposed City Plan 2030. The [Report of Examination](#), published on 5 April 2024, recommended modifications to the plan. The recommended modifications have been made. This report updates the IIA of the Proposed Plan to take account of the recommended modifications.

Modifications

The overall strategy and aims of the plan remain as set out in the proposed plan.

Summary of Modifications

- Allocation of housing site H96 East of Millburn Tower, a site that has already been granted planning permission by Scottish Ministers.
- Deletion of two brownfield housing sites.
- Reallocation of a housing site to business and industry.
- Removal of two policies:
 - Hou 7 loss of housing
 - Hou 4 housing land supply
- Minor revisions to the wording of some policies.
- Changes to some place principles.

Implications of modifications for IIA

The strategy and policies of the plan were subject to IIA at proposed plan stage. The strategy of the plan remains unchanged.

Impacts of H96 have been assessed through the development management process. The deletion of two housing sites and re-allocation one housing site to business industry do not change the outcome of the assessment.

Policy Hou 7 set out to control loss of housing to other uses. This has been removed as a result of the recommendations. National Planning Framework 4 (NPF4) which was not in place at the time of the proposed plan now forms part of the statutory development plan and contains policy to protect against loss of housing to short-term let use. The impacts previously identified in the Proposed Plan IIA have therefore been removed from the assessment tables below as any impact would result from the NPF policy which has been subject to its own IIA.

Policy Hou 7 was wider in its application as it applied to change from housing to any use. There are other policies in the plan to protect against inappropriate uses. These were considered in the proposed plan assessment, and this remains unchanged.

Policy Hou 4 related to the release of land for housing and dealt with circumstances where there is a shortfall in the maintenance of the 5-year housing land supply. Due to national policy changes since the proposed plan this is no longer required and relevant policy is set out in the NPF4 to deal with situations where a development proposal for housing is not on land allocated within the local development plan. NPF4 has been subject to IIA.

Policy Hou 3 supporting text has been modified to state that housing should be provided to meet identified needs in particular, accessible, adaptable and wheelchair housing. The modification addresses representations received to the proposed plan. This included a representation which referred to the Council's responsibilities under the Equalities Act to address the shortage of accessible housing being provided. The matter was considered by the Examination Reporter. While mindful of the need expressed in s.149(3)(a) of the 2010 Act, to "remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic" the Reporter concluded that criteria a of Policy Hou 3, which requires an appropriate range of housing of different types and sizes, should be sufficient to justify the provision of specialist housing. The policy text has been strengthened in this regard to make it clear to developers that they need to include specialist provision within the mix of units being proposed. This policy as a whole could have a positive impact on groups who have such needs. The assessment tables below have been updated to include this.

Minor changes to the wording of other policies recommended by the Report of Examination have not resulted in any changes to the assessment.

The nature of the other modifications do not change the plan in such a way that the outcome of the assessment is altered.

[Representations received at proposed plan stage](#)

In addition to the issue raised above regarding Policy Hou 3, three representations were submitted regarding the proposed Plan IIA. The representations considered that the spatial strategy had not been taken into account. Comments have been assessed as part of the current IIA process and it is considered that the implications of the spatial strategy have been taken into account though the themes of the plan set out in the tables below.

Summary Report

Interim report		Final report	✓
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1. Title of proposal

City Plan 2030

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

City Plan 2030 is the Local Development Plan for Edinburgh for the period 2024-2034 and replaces the Edinburgh Local Development Plan 2016. 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 (EVOG) 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.

Following the Choices consultation the proposed City Plan 2030 was published for a 6 week period of representations. The period for representation was supported by a programme of engagement including:

- Nine online events including four community briefings by local area, a session for business and two drop-in sessions.
- 13,500 Neighbour Notification letters
- The Council's website, blog and social media were used to promote the publication and the opportunity to comment
- A statutory advert was placed in a local newspaper
- Copies of City Plan and a promotional poster sent to each of Edinburgh's Community Councils and libraires and a full set of documents was provided in the Council's central office
- Public online advertisements on external webpages and promotion through podcast adverts
- Physical lamppost wraps adverts to raise awareness.
- A guide to plan and submitting a representation produced to assist communities and members of the public.

Following the publication of the Examination Report the Council's website, blog and social media were used to advise of this stage of the plan and the future process for adoption. Subscribers to the City Plan mailing list were also notified. The plan is a statutory document. A statutory notice will be placed in a local newspaper prior to adoption.

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

Yes.

5. Date of IIA

17 May 2024

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
Lindsay Robertson (Facilitator, Report Writer)	Senior Planning Officer, City of Edinburgh Council	6 December 2023
Jackie McInnes	Senior Planning Officer, City of Edinburgh Council	14 December 2023
Lynne Mcmenemy (Lead Officer)	Development Planning Programme Manager	
Alex Laidler	Senior Planning Officer, City of Edinburgh Council	
Keith Miller	Senior 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>HNDA 3</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 Assessments 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> <p>In the ten years to 2021, Edinburgh’s population grew by 10.2% from an estimated 477,940 to an estimated 526,470 people. Edinburgh’s population shows growth in each age group.</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>Edinburgh saw large increases in the older population.</p> <p>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 e.g. low income, low wealth, material deprivation, area deprivation.	Yes See “Data on populations in need”.	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?
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 2/3 Choices for City Plan 2030: Financial Resources Appraisal Edinburgh Strategic Sustainable Transport Study - Phase 1 Equalities and Rights Assessment in respect of SESPlan and the current Local Development Plan	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 Assessments. 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. The Edinburgh Strategic Sustainable Transport Study - Phase 1 examines strategic transport corridors and identifies those most suited for sustainable and active travel interventions. An Equalities and Rights Assessment prepared for the Strategic Development Plan and current Local Development Plan provide further evidence. No negative impacts were identified.
Public / patient / client	Yes	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?
experience information	See “Data on populations in need”.	
Evidence of inclusive engagement of people who use the service and involvement findings	Yes See “Data on populations in need”.	<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> <p>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.</p>
Evidence of unmet need	Yes See “Data on populations in need”.	See “Data on populations in need”.
Good practice guidelines	Yes	The Local Development Plan is a statutory requirement of Councils. There are a number of general duties which must be

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>The Planning etc. (Scotland) Act 2006</p> <p>Scottish Government Circular 6/2013</p> <p>The Development Plan Forum</p> <p>National Standards for Community Engagement</p> <p>RTPI Good Practice Guidelines</p> <p>The Place Standard Tool</p> <p>Gypsy Travellers and the Scottish Planning System – A Guide for Local Authorities 2015</p>	<p>complied with relating to sustainable development, climate change and equalities.</p> <p>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).</p> <p>Scottish Government Circular 6/2013 Development Planning sets out requirements for local development plans.</p> <p>The Development 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>The City Plan 2030: Environmental Report identifies, describes and evaluates the likely significant environmental effects of the Choices for City Plan 2030 and</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	Edinburgh City Plan 2030: Landscape and Visual Assessment of Greenfield Sites	<p>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 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</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.
Risk from cumulative impacts	<p>Yes</p> <p>The National Performance Framework;</p> <p>The National Planning Framework 4, Scottish Planning Policy relevant circulars</p> <p>The Edinburgh and South East of Scotland City Region Deal</p> <p>The 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 Open Space Strategy</p> <p>The Vision for Water Management in the City of Edinburgh</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 4, 4 and relevant circulars set out national planning policy and guidance and key outcomes which development plans should enable on the ground.</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 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</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
	<p>The Edinburgh Biodiversity Action Plan</p> <p>Low Emissions Zone</p>	<p>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> <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</p>

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected?
		<p>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 reduced reliance on the private car as a means to address pollution concerns across the city.</p>
Other (please specify)	Not applicable.	Not applicable.
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	Affected populations
Positive	
<p>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:</p>	
<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
<p>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:</p>	.
<ul style="list-style-type: none"> • promote more active lifestyles; 	All
<ul style="list-style-type: none"> • improve the general visual amenity of the city; 	All
<ul style="list-style-type: none"> • reduce reliance on private car travel and carbon emitting forms of transport; 	All
<ul style="list-style-type: none"> • improve access to opportunity through a wider active travel network; 	All
<ul style="list-style-type: none"> • improve access to opportunity through increase in the frequency and availability of public transport; and 	All
<ul style="list-style-type: none"> • result in a better integrated green network and more direct and pleasant active travel routes. 	All
<p>The requirement for more affordable housing, and housing that meets identified needs, in particular accessible, adaptable and wheelchair housing, and the requirement to provide housing on sites alongside</p>	

purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> increase the supply of market and affordable housing; 	All
<ul style="list-style-type: none"> promote mixed communities; 	All
<ul style="list-style-type: none"> increase provision and choice of homes that meet people's needs; 	Disabled people Older people
<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 Disabled people Young people and children Larger Families (3+ children) Refugees and asylum seekers
More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:	
<ul style="list-style-type: none"> create new amenities and safeguard potentially fragile existing amenities; 	All
<ul style="list-style-type: none"> promote mixed communities; and 	All
<ul style="list-style-type: none"> improve access to opportunity by a greater range and variety of services. 	All
Greater restrictions on private car parking may:	.
<ul style="list-style-type: none"> promote more active lifestyles; 	All
<ul style="list-style-type: none"> result in a greener and cleaner urban environment; 	All
<ul style="list-style-type: none"> encourage investment in the active travel network; 	All
<ul style="list-style-type: none"> increase the housing supply by increasing the proportion of developable land; 	All
<ul style="list-style-type: none"> increase the levels of and access to open space, particularly in more dense urban areas by increasing the proportion of developable land; and 	Urban communities
<ul style="list-style-type: none"> promote better street and building design and improve natural surveillance through a reduction in private car parking space. 	All
More stringent locational and design requirements for cycle parking may:	

<ul style="list-style-type: none"> • promote sustainable travel and less reliance on carbon emitting transportation; 	All
<ul style="list-style-type: none"> • in the case of cycle hire safeguarding, improve access to opportunity where the purchase and storage of a bike is an economic or societal barrier; and 	Young people and children Those who have low or no wealth Those on low income
<ul style="list-style-type: none"> • encourage investment in the active travel network. 	All
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> • result in more efficient buildings and a reduction in energy bills; 	All
<ul style="list-style-type: none"> • result in a reduction in the effects of fuel poverty; and 	Those who have low or no wealth Those on low income People in receipt of benefits People in receipt of pensions Vulnerable families
<ul style="list-style-type: none"> • encourage innovative design. 	All
A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> • reduce the number of HGVs making deliveries resulting in reduced noise, vibration and congestion for road-side residents; and 	Those who live on principle thoroughfares
<ul style="list-style-type: none"> • promote community cohesion by being located into established community centres or by safeguarding more fragile existing facilities which are underused. 	All
The requirement for place briefs could:	
<ul style="list-style-type: none"> • provide the opportunity for engagement throughout the lifecycle of City Plan 2030; and 	All
<ul style="list-style-type: none"> • create new active travel routes to new developments and through existing developments, promoting community cohesion and access to opportunity. 	All
Extension of support in principle for office and commercial developments to other defined centres has the potential to:	
<ul style="list-style-type: none"> • increase access to opportunity and spend in local economies; 	All
<ul style="list-style-type: none"> • promote mixed communities; and 	All
<ul style="list-style-type: none"> • reduce the need for travel. 	All

More inclusive and innovative economic growth has the potential to:	
<ul style="list-style-type: none"> • promote access to more diverse employment opportunities and a more vibrant city in terms of access to goods and services. 	All
<ul style="list-style-type: none"> • ensure more equitable access to buildings and developments; and 	Those who live in areas of deprivation
<ul style="list-style-type: none"> • allow persons to remain in their local area if their circumstances change. 	Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children)
A restriction on the proportion of studios in purpose-built student accommodation as well as a requirement for these developments to meet the same internal and external amenity requirements for mainstream housing should reduce social isolation and create better and more diverse living environments.	Students
Negative	
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 	All

greater detachment from sources of natural surveillance.	
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, and housing that meets identified needs, in particular accessible, adaptable and wheelchair housing, and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> introduce conflict between students and residents and residents through noise and contrasting lifestyles as well as permanency of habitation and spill over car parking; and 	All 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
More stringent locational and design for cycle parking may:	
<ul style="list-style-type: none"> result in less active building frontages to the detriment of natural surveillance and general visual amenity. 	All
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> impede persons to remain in their homes should this add significant expense. 	Disabled people Older people and people in their middle years Families with a child under 1 Larger Families (3+ children)
A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> increase consumer delivery costs; and 	All
<ul style="list-style-type: none"> preclude persons without cars from fully benefiting from this service as their ability to order bulkier items will be restricted by their means of travel. 	Those who have low or no wealth Those on low income Those experiencing material deprivation
More inclusive and innovative economic growth could lead to conflict with residents in respect of support in principle for Edinburgh's festivals.	Business community

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

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

Negative	
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	Affected populations
Positive	

<p>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:</p>	
<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
<p>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:</p>	
<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
<p>The requirement for more affordable housing, and housing that meets identified needs, in particular accessible, adaptable and wheelchair housing, 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"> • provide a more regular stream of affordable housing, reducing the need to seek more expensive accommodation. 	Disabled people Those who have low or no wealth Those on low income Those who live in areas of deprivation Those experiencing material deprivation People in receipt of benefits Homeless people

More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, has the potential to:	
<ul style="list-style-type: none"> • reduce the cost of travel for multiple trips to multiple facilities; 	<p>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)</p>
<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
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; 	<p>Those who have low or no wealth Those on low income People in receipt of benefits</p>
<ul style="list-style-type: none"> • result in lower insurance costs for cyclists through more secure non-residential storage; 	All
<ul style="list-style-type: none"> • in the case of cycle hire safeguarding, allow access to active travel where the purchase and storage of a bike is an economic or societal barrier; and 	<p>Those who have low or no wealth Those on low income People in receipt of benefits</p>
<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. 	<p>Those who have low or no wealth Those on low income</p>

	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
Negative	
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, and housing that meets identified needs, in particular accessible, adaptable and wheelchair housing, and the requirement to provide housing on sites alongside purpose-built student accommodation developments and larger commercial developments has the potential to:	
<ul style="list-style-type: none"> impact on developmental viability through less provision of purpose-built student accommodation or commercial land; and 	Business community
<ul style="list-style-type: none"> result in pressure for more development sites for purpose-built student accommodation. 	Rural/semi-rural communities Urban communities Business community
More stringent locational and provisional requirements relating to the access to and protection of community facilities, including the potential for consolidation of services, may:	
<ul style="list-style-type: none"> impact on developmental viability through increase costs for more specialist amenities (GPs). 	Business community
Greater restrictions on private car parking may:	
<ul style="list-style-type: none"> impact on developmental viability through less developable land; 	Business community
<ul style="list-style-type: none"> increase reliance on the City Car Club which can be costly if used frequently and for significant periods of time 	Those on low income
<ul style="list-style-type: none"> increase reliance on the City Car Club which has no direct competition and result in fee increases; 	Those on low income

<ul style="list-style-type: none"> • reduce the economic attractiveness of defined centres as places to live, work, shop and visit; and 	All
<ul style="list-style-type: none"> • impact the viability of rural developments where such a location is necessary. 	Business community Rural/semi-rural communities
More stringent locational and design requirements for cycle parking may:	
<ul style="list-style-type: none"> • impact on developmental viability by reducing internal floorspace. 	Business community
More sustainable buildings and developments may:	
<ul style="list-style-type: none"> • impact on developmental viability by increasing upfront cost; and 	Business community
<ul style="list-style-type: none"> • increase long-term maintenance costs. 	All
A network of goods distribution hubs have the potential to:	
<ul style="list-style-type: none"> • increase business delivery costs; 	Business community
<ul style="list-style-type: none"> • increase consumer delivery costs; and 	All
<ul style="list-style-type: none"> • result in greater employment in the unsustainable 'gig' economy. 	Those on low income People in receipt of benefits Students Shift workers

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

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

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

Statutory notification of plan adoption will be provided in a local newspaper. The City Plan mailing list and planning blog will be used to update subscribers. Social media will be utilised.

The City of Edinburgh Council can offer an audio, Braille, large print and various computer formats on request through Happy to Translate.

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.

No further evidence required.

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
Consideration of City Plan 2030 for adoption by Planning Committee and Full Council	Iain McFarlane, Development Planning Operations Manager	Summer 2024	
Submission of City Plan 2030 to Scottish Ministers to notify of intention to adopt	Iain McFarlane, Development Planning Operations Manager	Summer 2024	
Adoption of City Plan 2030	Iain McFarlane, Development Planning Operations Manager	Autumn 2024	By March 2028. Plan will be reviewed through preparation of City Plan 2040 which will include monitoring of impacts of City Plan 2030
Prepare Guidance to support City Plan 2030 policy implementation	Iain McFarlane, Development Planning Operations Manager	Following adoption of City Plan 2030	Annual review of guidance

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. A new plan is required to be prepared by March 2028. Monitoring of the current plan will be a key part of the preparation process.

16. Sign off by Service Director/ NHS Project Lead

Name Peter Watton, Service Director - Sustainable Development

Date 3 June 2024

17. Publication

Completed and signed IIAs should be sent to:
integratedimpactassessments@edinburgh.gov.uk to be published 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 at [www.edinburghhsc.scot/the-
ijb/integrated-impact-assessments/](http://www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/)

City Plan 2030

June 2024



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