

**Proposed Edinburgh Local Development Plan Examination
Report to City of Edinburgh Council – 30 June 2016
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ISSUE	REPORTER'S RECOMMENDATION	REPORT PAGE NO
01 - Introduction and Aims and Strategy	Modify the proposed plan as follows: 1. Change all references to National Planning Framework 2 (paragraphs 48, 58 and the glossary) to read National Planning Framework 3. In paragraph 58 third sentence amend to read: Strategic enhancement of Edinburgh Airport has the status of a national development along with associated provision for business space/mixed use and a new National Showground Facility. In this context the plan identifies land for the expansion of Edinburgh Airport, proposals for business and mixed use at the International Business Gateway and a safeguarded site to the south of the A8 for a new National Showground Facility. 2. Amend the glossary definition of sustainable development to read: Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. 3. Amend the map Figures 1 and 14 to include revision to the areas shown in South East Edinburgh in accordance with the recommendations in Issue 14.	3
02 - Green Belt and Special Landscape Areas	Modify the proposed plan as follows: 1. Amend the green belt on the proposals map and as relevant elsewhere in the plan to take account of the recommendations as set out in Issues 14, 15 and 16.	15

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03 - Other Environmental Designations	Modify the proposed plan as follows: 1. <u>Part 1 Section 2 – A Plan to Protect and Enhance the Environment (Page 10)</u> • Amend the heading “The Old and New Towns of Edinburgh World Heritage Site” to “World Heritage Sites”. • Amend paragraph 23 as follows: Two of Edinburgh’s most widely acclaimed assets is are its World Heritage Sites. World Heritage Sites are places of outstanding universal value, recognised under the terms of the 1972 UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage. The ‘Old and New Towns of Edinburgh’ became a World Heritage Site in 1995, and the ‘Forth Bridge’ became a World Heritage Site in 2015. The boundaries are shown in Figure 3 and Figure X. • Edinburgh’s World Heritage Site Management Plans have been prepared by a partnership of the Council, Historic Scotland and Edinburgh World Heritage. They provide a link between the international requirement of World Heritage, the planning process and the wider management issues involved in protecting complex sites in Edinburgh. The Management Plans inform separate Action Plans and may be a material consideration for decisions on planning matters • Include a new numbered figure (X) within the text in the same style as Figure 3 illustrating the extent of the Forth Bridge World Heritage Site in its entirety. 2. <u>Part 2 Section 3 – Caring for the Environment (Page 86)</u> • Amend name of Policy Env 1 ‘Old and New Towns World Heritage Site’ to read:	42

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	World Heritage Sites. • Amend Policy Env 1 to read: Development which would harm the qualities which justified the inscription of the Old and New Towns of Edinburgh and the Forth Bridge as World Heritage Sites or would have a detrimental impact on a Site's setting will not be permitted • Amend first sentence of paragraph 158 to read: This policy requires development to respect and protect the outstanding universal values of the World Heritage Sites and their settings 3. <u>Glossary</u> • Add new sentence at end of entry for World Heritage Site: 'The Forth Bridge was inscribed in 2015.' 4. <u>Proposals Map</u> • Amend the Proposals Map (North West sheet) to show the extent of the Forth Bridge World Heritage Site using the same symbol as per the Old and New Towns World Heritage Site. This is provided as Appendix A. Suggested Proposal Map Extract showing the Forth Bridge World Heritage Site [as supplied by the council in its response to the Further Information Request]. 5. Modify the opening sentence of paragraph 28 of Part 1 of the plan to read as follows: Across Edinburgh there are a number of designated Conservation Areas. 6. Modify paragraph 40 of Part 1 of the plan by adding the following sentence to the end of	

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	it: Opportunities will be taken to deliver the Strategy through greenspace proposals and management of the woodland resource throughout the city. 7. Modify bullet 3 of paragraph 50 of Part 1 of the proposed plan to read: • extending and linking to the existing path and active travel network where opportunities arise. 8. Modify paragraph 22 of Part 1, Section 2 of the plan by adding the following sentence at the end of it: The Edinburgh Built Heritage Strategy aims to ensure an understanding of Edinburgh's heritage assets in order that they can be protected and conserved for existing and future generations, and managed in a co-ordinated and structured manner.' 9. Modify the Glossary of the plan by changing the definition of Green Network there to now read as follows: The linking together of natural, semi-natural and man-made open spaces to create an interconnected network that extends outwith the urban area and provides recreational opportunities, improves accessibility and enhances biodiversity and the character of the landscape and townscape.	

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04 - Economic Development and Shopping/Leisure Proposals	Modify the proposed plan as follows: - Paragraph 56 – amend the final sentence as follows: The LDP supports existing businesses, makes specific provision for a growing student population, continues to promote previously identified economic proposals and highlights new investment opportunities. - Edinburgh BioQuarter Development Principles – add bullet point as follows: The BioQuarter may require to contribute to improvements to the A720 Sheriffhall junction improvements. - Table 2 – Edinburgh BioQuarter – amend the second sentence under main purpose as follows: Its development is being promoted by a partnership of the Council and Scottish Enterprise, University of Edinburgh and NHS Lothian. - Proposals Map – amend the boundary of Policy Emp 5 by excluding the area to the east of Ingliston Road and north of Fairview Road, and exclude the omitted area from the special economic area designation. The area should have no specific designation on the proposals map. - Table 2 – International Business Gateway - add after the first sentence (as amended):	73

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	The International Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development. 6. Table 6 – Chesser Avenue Local Centre Extend the area of the local centre as shown on the proposals map to include the open space area and the new retail development now under construction, the latter in accordance with the layout plans for the relevant proposed retail developments as submitted following the further information request, all as shown on the map submitted with the representation. 7. Table 6 – Mayfield Road and Buckstone Terrace Designate new local centres on the proposals map to include the parades of shops at 55 to 69 Mayfield Road and 2 to 16 Buckstone Terrace, and add these to Table 6 (5). 8. Table 6 – Oxfangs Local Centre Extend the area of the local centre as shown on the proposals map to include the public house and library, and the site of St John's Church and the former Social Work Centre, the latter in accordance with the layout plan for the proposed supermarket for which the council is minded to grant planning permission. 9. Appendix B – Local Centres: Amend the addresses under the Chesser Avenue and Oxfangs Local Centres to include the addresses of the extensions proposed, and omit the word "Broadway" from the title of the Oxfangs Local Centre.	

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	Amend the addresses under Marchmont South to: 126 to 146 Marchmont Road.	
05 - Housing and Community Facilities General	1. For consistency with West Edinburgh and South East Edinburgh add new sentence at the end of paragraph 119: "All proposals will be required to make appropriate contributions to new and improved infrastructure as detailed in Part 2 section 1 of the proposed plan." 2. Delete paragraph 63-65 and replace with: 63. The rate at which housing sites are developed is constrained by a variety of factors including market conditions. SESplan accepts that the required housing targets will be challenging to deliver. It stresses the importance of ensuring growth is accompanied by the appropriate infrastructure. It also requires greenbelt release to be minimised. Current programming assumptions are subject to consultation with the house-building industry and are monitored and updated through an annual housing land audit. 64. Figure 7 shows the current programming assumptions (drawing on the 2015 housing land audit) for existing sites and new sites as identified through this plan. Alternate figures presented by the house-building industry assume a more significant on-going shortfall extending over the plan period and beyond. There has been a recent increase in completions and the council considers it has identified land with sufficient total capacity overall. However, table 7 signals a shortfall in the effective housing supply to 2019 and potential on-going difficulties in maintaining a 5 year land supply. Replace Figure 7 as below:	101

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

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	South Edinburgh SDA	East	756	1396	280	2432																
	Outwith SDA		162	1080	288	1530																
	Total new allocations	LDP	1314	4395	1043	6752																
	Estimated shortfall		7119	-5678	-1033	408																
65. Figure 8 shows additional sites, as included in Table 4, which are also identified for inclusion in the plan to assist in meeting the SESplan housing target. They are not currently accounted for in Table 7 as an assumed programming remains to be established through the annual audit process. Figure 8 Additional capacity from existing and new sites. <table><tr><th>Site</th><th>Approximate Additional Capacity</th></tr><tr><td>Gilmerton Station Road HSG24</td><td>160</td></tr><tr><td>Ravelrig Road Balerno</td><td>120</td></tr><tr><td>Edmonstone</td><td>170</td></tr><tr><td>The Wisp</td><td>71</td></tr><tr><td>Lang Loan</td><td>220</td></tr><tr><td>Total additional potential</td><td>742</td></tr></table>									Site	Approximate Additional Capacity	Gilmerton Station Road HSG24	160	Ravelrig Road Balerno	120	Edmonstone	170	The Wisp	71	Lang Loan	220	Total additional potential	742
Site	Approximate Additional Capacity																					
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	66. The council has a clear role in working with developers and other agencies to ensure that there are no land use planning barriers to an increased take up of its identified stock of housing land. This will be facilitated through Supplementary Guidance to set out a realistic approach to enabling infrastructure provision taking into account financial viability and looking at innovative approaches to forward and gap funding. This will be particularly important if the considerable potential of the water-front is to be realised. 67. It may take time for any increase in the uptake of the identified land supply and this may create pressure for the release of additional land through Policy Hou 1. However any shortfall in the housing land supply, whilst carrying considerable weight, does not over-ride other considerations such as directing development to sustainable locations, securing green belt objectives and the appropriate provision of infrastructure. 68. The current housing target is based on a ten year period and the development plan is to be reviewed every five years. The process of preparing a new SESplan is already underway and the plan will be due for replacement in 2018. An early review of this local development plan is proposed in order to ensure a timeous response to any revised strategic housing target and to secure an ongoing and sufficient supply of housing land. <i>Note: Other relevant recommendations include: a new Policy Hou 1 (Issue 23), revision to the developer contributions policy Del 1 (Issue 21), inclusion of General Principles for transport and schools provisions within specific development areas (Issue 21) and a new policy to address cumulative and cross boundary transport matters Trans X (Issue 19)</i>	

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06 - Existing Housing Proposals	Modify the proposed plan as follows: 1. Add footnote to table 3 as recommended through Issue 21- Depending on the current planning status of the site proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles and with Policies Tra X and Del 1. 2. In the table 3 entries for HS4, 5,17 and 18 add the following to : The finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 3. For site HSG 5 in the Table 3 comments column entry for HSG 5, replace the last sentence with the following: Environmental concerns such as the proximity of the site to nearby sources of noise, including aircraft noise, must be addressed through a comprehensive master plan for the site and proposals should accord with the West Edinburgh Strategic Design Framework. 4. In the Table 3 entry for HSG 6, replace the estimated total capacity figure (180) with 204 units (and make any consequential changes to other tables or totals resulting from that update). 5. In the Table 3 comments column entry for HSG 6, replace the text shown with the following: Planning permission granted for housing development on site adjacent to the Forrester's and St Augustine's High Schools.	162

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07 - New Greenfield Housing Proposals – West Edinburgh SDA	Modify the proposed plan as follows: 1. Add the following paragraphs to the section Maybury (HSG 19) Development Principles on page 52: • Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 117-119) • Address appropriate and safe access from Turnhouse Road and Craigs Road, • Proposals should address a new footway/cycleway along the south-west side of Turnhouse Road and upgrading of the bus infrastructure on Turnhouse Road • Address any identified impacts on the safe operation of the local road network • Provision of new bus infrastructure on internal roads and Maybury Road. • High quality pedestrian and cycle routes within the site. • Further investigation/consultation is required to determine the nature of any flood risk on the site and whether further assessment and mitigation measures are required. 2. Add the following paragraphs to the section Cammo (HSG 20) Development Principles on page 52:	180

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	• Address the General Development Principles on transport and education for West Edinburgh (as set out in paragraphs 117-119) • Appropriate access from Maybury Road including the potential for two junctions, with traffic signals, • Safe pedestrian crossing of Maybury Road including the potential for a signal controlled pedestrian crossing • Address any identified impacts on the safe operation of the local road network • The finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 3. In table 9 amend text in relation to T18 Craigs Road Junction to read “and possibly to Cammo (HSG 20).”	
08 - New Greenfield Housing Proposals – South East Edinburgh SDA (1)	Modify the proposed plan by: 1. Adding a sentence in the text relating to Proposal SCH 8 Broomhills in Table 5: This is a preferred option in the revised education appraisal and may not be required. 2. Revising the bullet points within the development principles for HSG 21 (Broomhills) as follows:	226

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	• address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. • vehicular access should be taken from Frogston Road East and Burdiehouse Road with no direct route between the two access points. No vehicular access (including emergency) should be taken from Broomhills Road. • opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create a residential frontage with a reduced speed limit. • a substantial public park should be provided on highest part of the site in line with open space Proposal GS 9 to reflect the landscape constraint of elevated terrain and outward views to the Pentland Hills and the city skyline. • tree belts should be provided to create a strong green belt boundary to the south and west of the site, as shown on the diagram. The width of these tree belts will depend upon the layout and design of housing and open space on the site. The tree belts should incorporate existing tree cover, provide habitat enhancements integrated with sustainable urban drainage provision and include a multi-user path to connect Burdiehouse Burn Valley Park to path networks at Morton Mains and Mortonhall. • a green corridor should be provided incorporating pedestrian and cycleway connections through site from Old Burdiehouse Road.	

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	• proposals for housing (including the finalised site capacity, design and layout), the school (if necessary), and any other uses provided on the site, should be informed by an adequate flood risk assessment. In addition, proposals should in particular avoid development in the area at risk of flooding in the south of the site, adjacent to the burn. Sustainable urban drainage will be required as appropriate, and as referred to in the bullet point relating to tree belts above. 3. Amending the first sentence of the text relating to Proposal HSG 22 (Burdiehouse) in Table 4 as follows: Planning permission has now been granted for development in the western part of the site and development has commenced. 4. Deleting the second sentence from the first bullet point of the development principles for Proposal HSG 22 (Burdiehouse). 5. Adding a bullet point in the development principles for HSG 22 as follows: • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. 6. Amending the second bullet point of the development principles for HSG 22 as follows: • opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges	

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	and trees, upgrade bus stops and create a residential frontage with a reduced speed limit. 7. Amending the word “must” to “should” in the third and fourth bullet points of the development principles for HSG 22. 8. Amending the fifth bullet point of the development principles for HSG 22 as follows: • tree planting to the south west of the site to form a new green belt boundary to the west of Burdiehouse Limekilns 9. Amending the sixth bullet point of the development principles for HSG 22 as follows: • woodland planting along the south east boundary, which should enhance the connectivity of woodland habitat and incorporate a multi-user path link to Burdiehouse Burn Valley Park. 10. Adding a bullet point to the development principles for HSG 22 as follows: • the finalised site capacity, design and layout should be informed by an adequate flood risk assessment.	
09 - New Greenfield Housing Proposals – South East Edinburgh SDA (2)	Modify the proposed plan as follows: <u>Gilmerton Dykes Road HSG 23</u>	259

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	1. Delete the second bullet point of the development principles on tree belts and replace with • Appropriate boundary treatment and landscaping retaining scope for integration with the wider area and for potential pedestrian / cycle connections to potential future adjacent housing areas. 2. Amend development principles to include: • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Address any identified impacts on the safe operation of the local road network • Make appropriate provision for a cycle link from Gilmerton Road to Laswade Road • Upgrade bus stops on Laswade Road/Gilmerton Road • Enable enhanced peak period bus capacity on Gilmerton Road • Make provision for a new footway along Gilmerton Dykes Road. <u>North of Gilmerton Station Road HSG24</u> 3. Amend Table 4 New Housing Proposals to read as follows:	

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	<table><tr><th>Proposal</th><th>Comments</th></tr><tr><td>Reference: HSG 24 Name: Gilmerton Station Road Site area: 36.5 hectares Estimated number of houses: 600 – 650</td><td>Proposals for housing-led development on land to the north of Gilmerton Station Road as detailed in the Gilmerton Site Brief</td></tr></table>	Proposal	Comments	Reference: HSG 24 Name: Gilmerton Station Road Site area: 36.5 hectares Estimated number of houses: 600 – 650	Proposals for housing-led development on land to the north of Gilmerton Station Road as detailed in the Gilmerton Site Brief	4. Amend the Proposals Map to identify the site approved through planning appeal decision PPA-230-2137 which extends the site to 36.5 hectares on the Proposals Map. 5. Amend Figure 14 South East Edinburgh Overview Map to enlarge the Gilmerton Station Road site accordingly 6. Amend the Gilmerton Site Brief diagram on page 63 as shown in Appendix B of the council's response to Further Information Request 11. 7. Amend the text for Gilmerton Station Road (HSG 24) – Development Principles to read as follows: • address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • address any identified impacts on the safe operation of the local road network • opportunity to change character of Gilmerton Station Rd, through street design incorporating trees and verges and addressed by new residential development. • provide green network connections linking the site with existing local paths to the	
Proposal	Comments						
Reference: HSG 24 Name: Gilmerton Station Road Site area: 36.5 hectares Estimated number of houses: 600 – 650	Proposals for housing-led development on land to the north of Gilmerton Station Road as detailed in the Gilmerton Site Brief						

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	north and east. • provision of a new multi-user path link from Gilmerton Dykes Rd to Gilmerton Station Rd (to connect to the transport safeguard along disused Edinburgh, Loanhead and Roslin branch line). • create path connection to proposal site HSG23 • provision of new 2ha public park in accordance with open space strategy standards • connect existing woodland habitat to north and south of site using street trees and design of new park • Appropriate boundary treatment to south-west, retaining scope for potential pedestrian / cycle connections and to allow integration with potential development in the future. • existing industrial/employment land to south east of site could provide additional housing in longer term, subject to enhancement of existing wooded boundary. 8. Amend the text for The Drum HSG 25 – Development Principles to read as follows: • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Address appropriate and safe access from the site onto Drum Street	

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	• Address any identified impacts on the safe operation of the local road network • Provide Cycle link – Gilmerton Road to Laswade Road and from Drum Street to the SE Wedge Parkland • Upgrade bus stops and enhance peak capacity on Gilmerton Road	
10 - New Greenfield Housing Proposals – South East Edinburgh SDA (3)	Modify the proposed plan by: 1. Revising the estimated capacity in Table 4 for Newcraighall North (HSG 26) to 220 houses. 2. Adding new bullet points to the development principles for Newcraighall East (HSG 27) as follows: • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraph 118 to 120 above. • new woodland should be provided along the southern boundary of the site as shown on the diagram. • the finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 3. Extending the woodland on the diagram for Newcraighall East (HSG 27) along the whole of the southern boundary of the site.	293

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	4. Revising the bullet points within the development principles for Brunstane (HSG 29) as follows: • address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 118 to 120 above. • transport assessments should identify any appropriate commensurate mitigation which may be required with respect to the A1/Newcraighall Road junction and to the junctions on the A199, taking into account any cumulative impact with traffic from other development sites. Particular attention should be given to the proposed new junction on Milton Road East, and the management of additional traffic generation onto Milton Road East and Newcraighall Road including associated improvements to pedestrian and cycle crossing facilities. • the site layout should allow for the proposed new bus route to be formed linking Milton Road East with Newcraighall Road. Appropriate consultation with service providers should take place in order to identify the bus service improvements which can be undertaken in the plan period, taking into account access, routes and frequency of service, and including the proposed new bus route. Proposals should provide for an appropriate upgrading of existing bus stops and an increase in cycle parking facilities at Brunstane and Newcraighall stations. • vehicular access should be taken from Milton Road East and Newcraighall Road, forming a new vehicular crossing over the East Coast railway line. The potential for a new pedestrian/cycle bridge within the eastern part of the site should be investigated,	

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	together with an investigation as to whether or not a second vehicular crossing of the East Coast railway line should be provided in the interests of safety, as identified within the transport appraisal. Any crossings of the East Coast railway line should be on bridges over the railway line, and not at grade. • no vehicular access should be taken from the Gilberstoun Area. • opportunity to enhance existing core and other paths along the boundaries of the site, and in particular the Brunstane Burn Core Path (John Muir Way) on the northern boundary of the site including pedestrian crossing where vehicular access meets the path. New multi-user path links should be formed to the Innocent Railway Core Path, Brunstane Burn Core Path and the disused railway line to the north of Newcraighall, with path connections also to housing at Gilberstoun, Newcraighall and Brunstane railway station. • the impact on the setting of Brunstane House should be minimised through the appropriate design and layout of housing on the site, including the provision of sufficient open space and landscaping to the north and east as shown on the diagram. The extent of the open space is indicative only and the exact area will depend on the design and layout of housing on the site. Sufficient open space should also be similarly provided in order to retain an open setting for the two scheduled monuments of Brunstane Moated Site and Brunstane Enclosure, also meeting a large greenspace deficiency to the south west of the site. • a landscape framework should be provided to the boundary of the Newhailes House garden and designed landscape inventory site, with a buffer as shown on the diagram	

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	(again indicative and depending on the design and layout of housing on the site) and the detailed siting and design of dwellings should respect views to Arthur's Seat from the grounds of Newhailes House. • management proposals should have regard to the above stated historic environment assets. Historic Environment Scotland should be consulted on these matters when development proposals are being prepared. • establish statutory safeguards to overhead power lines to the north and south of the site. Design principles should seek to integrate overhead power lines with site layout. To the south, allotment provision should complement consented allotments at Newcraighall North. To the north, power line way leave should be designed to provide for semi natural greenspace and habitat connectivity with informal recreation. • expand grassland habitat (under pylons) and provide woodland connectivity across the site. • streets and open spaces should be designed to benefit from views to the coast to the north, Arthur's Seat to the west and Pentland Hills to the south west. • opportunity to create a community focal point including a new primary school and local centre. • proposals for housing (including the finalised site capacity, design and layout), the school, and any other uses provided on the site, should be informed by an adequate flood risk assessment. Enhanced sustainable urban drainage will be required as	

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	appropriate to address current/future water quality pressures and to ensure no detrimental impacts to the recently designated bathing waters at Fishers Row. proposals should fully address any necessary site remediation in relation to mining legacy constraints, and should take account of any need for prior extraction of minerals in the context of Scottish Planning Policy. 5. Including a third arrow on the diagram for Brunstane (HSG 29) showing vehicular access from HSG 26, in accordance with the submission by the prospective developer. 6. Including a landscape buffer on the diagram for Brunstane (HSG 29) (approximately equivalent to half the width of the buffer under the electricity transmission lines) along the boundary of the site with the Newhailes House garden and designed Landscape.	
11 - New Greenfield Housing Proposals – North West	Modify the proposed plan by: 1. Revising the bullet points within the development principles for Builyeon Road (HSG 32) as follows: - address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above. - vehicular access to be taken from Builyeon Road (A904). - a substantial landscaped buffer, with additional tree planting, should be provided along the southern boundary of the site with the new approach road, as shown on the	337

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	diagram. The landscaped buffer should be of sufficient width to soften the visual impact of development on the site from the new approach road, provide a robust green belt boundary and mitigate noise impact. Additional tree planting should constitute native woodland species, and have regard to any ecological mitigation measures specified as part of the replacement crossing and oil pipeline. - the landscaped buffer should integrate with that provided within the western part of HSG 33, with an opportunity to incorporate a footpath/cycleway, including a bridge over the existing A90 carriageway (which is being retained as a public transport link only to the existing Forth Road Bridge) to the retail and housing area to the east of the site. - opportunity to change the character of Builyeon Road (A904), through street design including new development frontage with the road where this is possible, upgrading or providing of new bus stops or shelters, roadside footpaths and traffic calming (including reducing the speed limit through traffic regulation orders). - new pedestrian/cycle routes (taking into account the Forth Replacement Crossing as appropriate) should be provided, particularly forming north-south path connections by linking new pedestrian/cycle routes to the existing network north of the A904, thus allowing the new housing to integrate fully with the existing urban area including the town centre to the north of the site. The use of avenue tree planting and retention/re-use of the existing stone wall is encouraged. - the residential amenity of existing housing should be taken into account in the design of all new pedestrian/cycle routes and links.	

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	• landscape effects of any noise attenuation measures to be considered in terms of site design and appearance. • include a new primary school towards centre of site. • opportunity for commercial and community uses within the site, possibly in the north west and north east parts of the site where they could also form part of the frontage to the main road. There is also a possible redevelopment opportunity with respect to existing commercial uses to the north of the site (which could be incorporated into the development on the site) and with respect to the redundant northbound carriageway to the east of the site. • provision of new local greenspace in accordance with open space strategy standards. 2. Deleting the opportunity for commercial development shown on the diagram for HSG 32. 3. Revising the estimated capacity in Table 4 for South Scotstoun (HSG 33) to a new specified range of 312 to 437 houses. 4. Revising the bullet points within the development principles for South Scotstoun (HSG 33) as follows: • address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above.	

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	• vehicular access to be taken from B800 Queensferry to Kirkliston Road and Provost Milne Grove. However there should be no provision for traffic through the site between the B800 and Scotstoun Avenue, apart from buses in the event that this is considered appropriate using a bus gate. There should be no vehicular access from the eastern end of the site into Dalmeny. Appropriate traffic calming measures may be considered for Scotstoun Avenue. • retain field trees and supplement the existing tree lined track along the southern boundary with new native woodland of minimum 20 metres depth to extend the existing green network along the whole southern boundary of the site as shown on the diagram, thus establishing a new robust green belt boundary along the A90, and connecting woodland habitat. Opportunity to replace coniferous plantation with mixed native woodland, and provide street planting where appropriate. • opportunity to provide a new footpath/cycleway extending from HSG 32, across the A90 and B800, along the western part of the southern boundary within the extended green network, linking to the existing footpath/cycleway (National Cycle Route 1) extending to Dalmeny to the east, and North Queensferry to the north. • opportunity to change the character of the B800 through street design, also enabling path connections across the B800, thus facilitating the new footpath/cycleway referred to above. • new pedestrian/cycle routes should be provided, forming north-south path connections, thus allowing the new housing to integrate fully with the existing urban area including the town centre to the north of the site.	

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	• the need to respect the residential amenity of existing housing should be taken into account in the design of all new pedestrian/cycle routes and links. • bus stops should be upgraded as appropriate on Kirkliston Road, Scotstoun Avenue and in Dalmeny. • careful consideration should be given to the layout and design of the proposed new housing and associated open space, in order to protect the residential amenity of the houses directly overlooking the site along the northern boundary and along the proposed access at Provost Milne Grove. • landscape effects of any noise attenuation measures to be considered in terms of site design and appearance from A90. • new development to front onto the green network and provide natural surveillance. • provision of new local greenspace in accordance with open space strategy standards. • proposals should take into account the restrictions resulting from the safeguarding zone for the oil storage installation shown on the diagram, where it may not be possible to build houses, or there may be a restriction on the number and location of houses. Any areas not developed for housing should be retained as informal open space. 5. Including the safeguarding zone for the oil storage installation on the diagram for South	

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	Scotstoun (HSG 33) in terms of the information provided by the council. 6. Adding bullet points to the development principles for Dalmeny (HSG 34) as follows: • address the General Development Principles on transport and education for South Queensferry set out in paragraphs 123 to 125 above. • upgrading of bus stops in Bankhead Road/Main Street.	
12 - New Greenfield Housing Proposals – South West Edinburgh	Modify the proposed plan as follows: 1. Add the following development principles to Curriehill Road (HSG36) • Address the General Development Principles for South-West Edinburgh (as set out in paragraphs 123-125) • Address any identified impacts on the safe operation of the local road network • Provide a new footway along the east boundary frontage (Curriehill Road) to link with existing footway network. • Improve high quality pedestrian/cycle link to Curriehill Station (may involve upgrading existing link). • Help provide additional cycle parking at Curriehill Station. • Upgrade existing bus stop facilities in Riccarton Avenue. • The finalised site capacity design and layout should be informed by an adequate flood risk assessment. 2. Add the following development principles to Newmills (HSG 37)	389

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	• Address the General Development Principles for South-West Edinburgh (as set out in paragraphs 123-125). • Provide a new footway along the east frontage boundary • Address any identified impacts on the safe operation of the local road network • Improve pedestrian/cycle crossing facilities on A70, in vicinity of Newmills Road junction – may be requirement for signal control. • Upgrade cycle routes between Newmills Road and Curriehill Station. • Provide additional cycle parking at Curriehill Station • Provide a new bus stop facilities on A70, in vicinity of Newmills Road. • Possible contribution to extended car park at Curriehill Station.	
13 - New Urban Area Housing Proposals	Modify the proposed plan as follows: 1. HSG 28 Ellen's Glen Road Site Brief Development Principles add or amend the bullet points as follows: • Add a new first bullet point to state that no houses on the site to be occupied unless and until a direct vehicular access from Lasswade Road has been provided across the Liberton Hospital site • Add the word 'additional' to what becomes the second bullet point (formerly the first bullet point) so that it would now read: "additional vehicular access to be taken from Ellen's Glen Road and Malbet Wynd • New bullet point: Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Remove the existing penultimate bullet point referring to direct vehicular access	419

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	across the Liberton Hospital site and leave the wording of the last bullet point without the bullet. Accordingly the Development Principles ends with the sentence: If the site currently occupied by Liberton Hospital becomes available in future proposals would be expected to provide not only for a direct vehicular access from Lasswade Road to the HSG 28 site but also to ensure appropriate retention of trees along Lasswade Road and elsewhere across the site as informed by a tree survey. • Remove the word cottage from what becomes the fourth bullet point (formerly the second bullet point). 2. HSG 30 Moredunvale Development Principles add: • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120) • The finalised site capacity, design and layout should be informed by an adequate flood risk assessment. 3. HSG31 Curriemuirend Development Principles • Address the General Development Principles on transport and education for South-West Edinburgh (as set out in paragraphs 123-125). 4. Change GS10 title to remove Curriemuirend and replace with Clovenstone Drive.	
14 - Suggested Housing Sites Outwith Urban	1. Add the following to table 4 New Housing Proposals	468

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Area – West and South East SDA	Under the heading South- East Edinburgh (the text in italics is for reference only and not for inclusion in the plan) South East Wedge South: Edmonstone (<i>PPA-230-2131</i>) Site Area (council to insert) Estimated capacity 170- 370 units South-East Wedge North: The Wisp (<i>PPA-230-2129</i>) Site Area 2.29 hectares Estimated Capacity 71 units North of Lang Loan (<i>PPA-230-2152</i>) Site Area 14.1 hectares Estimated capacity 220 houses. 2. Amend paragraph 117 to reference the additional sites in South East Edinburgh. 3. Amend the proposals map and the Broomhills and Burdiehouse site Brief and accompanying map to include North of Lang Loan. The boundaries for North of Lang Loan are as shown through PPA-230-2152. 4. Amend the proposals map and the Gilmerton Site Brief to include the expanded HSG 24 (From Issue 9) and the additional site referenced above as Edmonstone (<i>PPA-230-2131</i>) with consequent changes to the proposals map. The site boundaries should reflect those in the relevant appeals. 5. Amend the proposals map and either the Newcraighall and Brunstane Site Brief or the	

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	Gilmerton Site Brief to include the Wisp with the boundaries as shown through PPA-230-2129 with a consequential change to this map and the proposals map to remove the green belt designation in the area to the north of the Wisp. 6. Include new site briefs/development principles as follows: 7. In Part 1 Section 5- Edinburgh South-East: Rename the Broomhills, Burdiehouse site briefs as the Broomhills, Burdiehouse and Lang Loan Site Briefs 8. Include the following new site development principles: Lang Loan (HSG X): Development Principles • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Pedestrian and cycle links with the housing areas to the west and north of the site and along Lang Loan. • Lasswade Road/ Gilmerton Dykes Street/Captain's Road Junction Improvement • Upgrading of bus stops on Lasswade Road; • Secure any required archaeological works • Landscaping to achieve integration with adjacent housing areas and establishment of new green belt boundary along Lang Loan The council should illustrate these development principles in map form as a part of a revised Broomhills, Burdiehouse and Lang Loan Site Brief.	

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	9. Rename the Gilmerton site brief as Gilmerton and South-East and include the following site development principles: Edmonstone (HSG X) – Development Principles • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Traffic signals at the Wisp/Old Dalkeith Road • Speed limit restrictions on the Wisp • Create a development layout that retains and enhances any elements of historic landscape structure • Incorporate sizeable areas of open space and parkland and retain views and open aspects to the south and east; • Ensure the visual separation from Danderhall through sensitive design and screen planting; • Integrate a network of footpaths, cycleways and open space to be part of the wider Green network • Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development. • Achieve additional boundary planting along both road boundaries • Address required local road and footway improvements and mitigation measures • Secure any required archaeological works The council should illustrate these development principles in map form as a part of a revised Gilmerton and South-East Site Brief.	

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	The Wisp (HSG X) – Development Principles • Address the General Development Principles on transport and education for South-East Edinburgh (as set out in paragraphs 118-120). • Ensure appropriate grouting and mine entry treatment works are carried out prior to commencement of development. • Secure any required archaeological works • Design and maintenance schedule to secure the green-space link on the western boundary of the site • Pathways and cycle routes both internally and connected to the proposed development. Note : The council should illustrate these development principles for the Wisp in map form either as part of a revised Gilmerton and South-East Site Brief or alternatively as part of the Newcraighall and Brunstane Site Brief. <u>Green Belt</u> 10. The boundary of the Green Belt should be extended along Lang Loan to include the site referenced above as Lang Loan and to follow the western boundary of the site referenced above as East of Burdiehouse (boundaries as shown on council map 2279). This new green belt boundary should follow the existing access track (referenced as T8 on the proposals map) then wrap around the north of the woodland associated with the Lime Kilms before following the southern boundary of HSG 22 through to Burdiehouse Road. With the exception of inclusion of the housing site at Lang Loan the remaining area between the urban edge and the green belt should not be identified for development at this stage but	

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	should be included in the settlement boundary. 11. The boundary of the green belt currently shown to the south west of HSG 24 and to the south-east and south-west of HSG 23 should be extended so that the land associated with the site referenced above as Lasswade Road is deleted from the green belt (boundaries as shown on council map 2281). The land on the urban edge within the new boundary should not be identified for development at this stage but included within the settlement boundary. 12. The new green belt boundary should also reflect changes at Edmonstone and the Wisp as referenced above. Note : A recommendation on expanded HSG 24 North of Gilmerton Station Road with a net increase of 160 units is included in Issue 9	
15 - Suggested Housing Sites Outwith the Urban Area – North West	Kirkliston Factory Field Modify the proposed plan by: 1. Amending the proposals map to redefine the green belt boundary to run eastwards along the south side of the unclassified road to the north of the site, southwards along the west side of the access road to the Foxhall Estate and North Lodge, and then westwards along the path defining the southern boundary of the site as far as the edge of the existing built up area. The resulting area between the green belt and the urban edge would then be included in the settlement boundary but not allocated for development at this stage.	519

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16 - Suggested Housing Sites Outwith the Urban Area – South West	Modify the proposed plan as follows: 1. Allocate the site at Ravelrig Road for residential development (as defined in planning appeal reference PPA-230-2140) with an indicative capacity of 120 houses and show this site on the Proposals Map and in Table 4 as HSG 38 with the following description (following the format used for other sites listed in Table 4): Reference: HSG38. Name: Ravelrig Road, Balerno Site Area: 14 hectares Estimated total capacity: 120 Comments: Planning permission in principle was granted in December 2015 for housing development on the site. Proposals must accord with the Development Principles set out in Section 5 of the plan and the planning conditions attached to the decision notice granting planning permission in principle (reference PPA-230-2140). 2. In Section 5 of the plan insert the following development principles to Ravelrig Road (HSG 38) In Part 1 Section 5 Edinburgh West: <u>Ravelrig Road (HSG 38) – Development Principles</u>	539

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	• Address the General Principles on education and transport infrastructure as recommended through Issue 21 (as set out in paragraphs 123-125). • Address any required local road/junction improvements • Provide green network connections and a landscape framework with the layout and landscaping achieving integration with neighbouring housing sites • Create pedestrian and cycle connections to adjoining housing areas, particularly to the south and east. • Substantial woodland edge to be retained with recreational access to form a new green belt boundary along the northern boundary of the site. • A Bird Hazard Management assessment and associated plan will be required to ensure the proposals address any required mitigation measures emerging • Secure any required archaeological works. <i>The council should illustrate these development principles in map form as a part of a revised Balerno and Currie Site Brief.</i>	
17 - Suggested Sites Outwith the Urban Area – Elsewhere	No modifications to the proposed plan.	592
18 - Suggested Housing Sites – Urban Area	No modifications to the proposed plan.	617

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19 - Transport Proposals and Resources and Services Proposals	Modify the proposed plan as follows: 1. Paragraph 268 – add the following text after the existing sentence: These proposals relate to the significant known transport infrastructure which is required to accommodate new development (and in particular housing development) proposed in the local development plan, and where land needs to be safeguarded by the plan in order to allow the transport interventions to take place. In addition, other more local potential transport interventions relating to specific development proposals are set out within the development principles and site briefs for these proposals, and these are generally intended to inform the masterplan process for the particular development proposals concerned. Policy Tra 8 below ensures that development proposals address these transport interventions. 2. New policy Tra 8 (then renumbering subsequent policies) after paragraph 268: Policy Tra 8 Provision of transport infrastructure Development proposals relating to major housing or other development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that: Identified local and city wide individual and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal.	632

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	- Any required transport infrastructure in Table 9 and in the general and site specific development principles has been addressed as relevant to the proposal. - The overall cumulative impact of development proposals throughout the SESplan area (including development proposals in West Lothian, East Lothian and Midlothian) has been taken into account in so far as relevant to the proposal. Assessment should draw on the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group once these become available. The approach to the delivery of the required transport infrastructure is set out in Policy Del 1 (Developer Contributions and Infrastructure Delivery), and will be detailed within the Supplementary Guidance required through that policy. 3. New supporting paragraphs after the above new policy: Policy 8 of SESplan requires local development plans to take into account the cross boundary transport implications of all policies and proposals. Policy 9 of SESplan requires local development plans to provide policy guidance that will require sufficient infrastructure to be available, or its provision to be committed, before development can proceed, and pursue the delivery of infrastructure through developer contributions, funding from infrastructure providers or other appropriate means. The proposals in Table 9 and transport interventions in the development principles and site briefs take into account the cumulative impact of development proposals within the City of Edinburgh Local Development Plan as far as known at this time. However, further assessment is required to inform the detail of the necessary transport proposals and other interventions. In addition, the effects of development elsewhere within the city region are	

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	being considered within the study by the Cumulative Impact Transport and Land Use Appraisal Working Group, which is led by Transport Scotland and involves the constituent authorities within the SESplan area. The outcome of this study will inform local development plans about the cumulative effect of development on major roads within the city region, including the M9, M8/A8, A720 (city bypass) and A1. Transport Scotland has identified potential transport improvements to the trunk road network which are detailed in the plan through the general development principles. The Supplementary Guidance proposed through Policy Del 1 will address the delivery of the infrastructure required for the strategy of the plan in accordance with SESplan. The council will update its action programme annually in order to detail the actions required, those responsible and the relevant timescales. It will also detail the need for further transport assessment to address cumulative impacts and the suitability of any proposed mitigation setting out a robust framework for assessment of development on sites allocated in the plan, and development which may separately come forward, including housing development on windfall sites progressed through Policy Hou 1. The guidance will take into account the findings of the cross boundary Cumulative Impact Transport and Land Use Appraisal Working Group. In the event that the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group are not available when the guidance is being prepared, the guidance will set out an interim approach to ensure these matters are taken into account pending further consideration in the next review of the local development plan. 4. Proposal T6 – delete this proposal from Table 9 and the proposals map.	

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	5. Proposal T12 – change the second sentence to read: Improvements to provide public transport priority and capacity improvements on the approach roads. 6. Proposal T8 – delete the proposed cycleway/footpath at Gilmerton Road from the proposals map. 7. Paragraph 85 – insert a new sentence after ... both as a means of transport and pleasure in line 4: This takes into account the need to provide for people with limited mobility. 8. Proposal T5 – insert an additional sentence at the end of the existing text as follows: The environmental effects of the proposed orbital bus route, including the loss of any green belt, will be fully considered through the development management process. 9. Proposal T1 – amend the text as follows: The first phase of the tram line has now been completed and is operational. The plan safeguards long term extensions to the network connecting with the waterfront, to the south east and Newbridge. 10. Proposals map:	

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	Show the existing line of the tram route on the proposals map with a different notation, referred to in the key as "existing tram route". 11. Policy RS 3 – add Craigiehill Quarry to the operational quarries shown in Figure 10 of the local development plan, and to the minerals sites shown on the proposals map.	
20 - Strategic Development Areas – Other Matters	Modify the proposed plan as follows: City Centre 1. Table 10 – Development Principles – under Proposal CC 1 change the location from "St James Quarter" to "Edinburgh St James". A similar change is required to the aerial photograph on page 41, and in paragraphs 76, 133 and 190. 2. Table 10 – Development Principles – under Proposal CC 3 amend the diagram provided for Fountainbridge in accordance with Appendix A of the council's response to further information request 16. 3. Table 10 – Development Principles – under Proposal CC 3, add the following sentence to the fifth bullet point: Proposals should also take the opportunity, where appropriate, to enhance the use, physical appearance and condition of the canal, where this would be of benefit to development implemented through Proposal CC 3.	668

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	4. Policy Del 3 – amend line 1 to state: Development which lies within the area of the city centre as shown on the proposals map will be permitted which retains ... Edinburgh Waterfront 5. Table 3 – amend capacity of Edinburgh Waterfront, inserting the final figures for the capacity of each component part from the latest approved housing land audit. 6. New paragraph after paragraph 113: The council recognises that only part of the housing capacity within the Edinburgh Waterfront will be delivered within the plan period, but considers that the local development plan should retain the proposals in full, because the longer term strategic importance of the waterfront outweighs the limited deliverability of the housing within the plan period. 7. Proposals EW 1a to EW 1e – insert an additional bullet point as follows: review the flood risk assessment that has already been provided for this site 8. Proposals EW 2a to EW 2d – insert an additional bullet point as follows: provide a strategic flood risk assessment 9. Proposal EW 1b – delete the text after the first sentence of the description and insert new text as follows:	

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	Forth Ports Ltd has decided to retain land at the Britannia Quay and south of Edinburgh Dock in port related use, and therefore a modified approach to the development of this area from what is included in the Leith Docks Development Framework (2005) is required. The bullet points below within the development principles remain applicable, but the development framework will be reviewed in order to provide a revised approach to the development of the area, including a revised diagram representing this approach. The feasibility and route of the east-west cycle path shown on the proposals map will be further considered within the review of the development framework. 10. Proposal EW 1b – delete the first bullet point of the development principles. 11. Proposal EW 1b – diagram – delete the notation of housing led mixed use development from the land within the ownership of Forth Ports Ltd, constituting 5 blocks in the Britannia Quay and 3 blocks south of Edinburgh Dock, except for the western part of the westernmost block which is outwith the ownership of Forth Ports Ltd. 12. Proposals map – delete the area of Proposal GS 3 extending into the business premises on the south side of Salamander Street. The southern boundary of these properties should be the northern boundary of Proposal GS 3. 13. Proposals EW 2a, EW 2b and EW 2c – amend the third bullet point of the first two proposals and the second bullet point of the third proposal within the development principles as follows: provide a housing mix that is appropriate to the site in terms of placemaking and would maximise completions within this urban regeneration proposal within the plan period	

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	14. Proposal EW 2b – identify housing led mixed use development on the diagram, to the north of the proposed school site, as shown within Appendix A of the council's response to further information request 20. 15. Proposals EW 2b and EW 2d – provide corrected boundaries on the proposals map and the aerial photograph of the Edinburgh Waterfront as shown within Appendices B and C of the council's response to further information request 20, with the exception that the area to the north of the proposed school (as shown within Appendix A) should be included within Proposal EW 2b rather than Proposal EW 2d, to accord with the existing diagrams in Table 11. The boundary between proposals EW 2b and EW 2d on the existing proposals map should therefore be retained, with the added inclusion within EW 2b of the additional area of housing led mixed use development shown in Appendix A. 16. Proposal EW 2d – amend the notation for the diagram from “Business and Industry area” to “Temporary Light Industrial Uses and Housing”. 17. Proposal EW 2b – amend the diagram to show the 5 blocks of housing led mixed use development to the south of the new street (east to west) referred to in the representation on behalf of the National Galleries of Scotland, Royal Commission on the Ancient and Historical Monuments of Scotland and Historic Environment Scotland, with a new colour, and being identified as “cultural use or housing led regeneration” within the key. 18. Proposal EW 2b – amend the final bullet point of the development principles as follows: expressly encourage the enhancement of employment and a ‘destination’ through existing and new commercial, cultural, tourist and retail opportunities	

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	19. Proposal EW 2c – amend the third bullet point as follows: meet the convenience shopping needs of new and future residents by implementing the proposed local centre (Proposal S2) 20. Proposal EW 2c – amend the fifth bullet point as follows: provide for retained and improved mooring facilities and boat storage and retain Middle Pier as a 'working pier' 21. Policy Del 4 – add a new criterion after criterion c): the provision of open space in order to meet the needs of the local community, create local identity and a sense of place West Edinburgh 22. Policy Emp 4 – amend the first sentence as follows: The development and enhancement of Edinburgh Airport will be supported within the airport boundary defined on the proposals map. The approved masterplan will inform this process. 23. Paragraph 196 – amend the first sentence as follows: The purpose of this policy is to guide proposals for airport expansion in accordance with National Planning Framework 3. Further planning guidance is set out in the West Edinburgh	

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	Strategic Design Framework (WESDF). 24. Policy Emp 5 – amend the first sentence of the second paragraph as follows: All development proposals within the RHC boundary must accord with other relevant local development plan policies, and the West Edinburgh Strategic Design Framework (WESDF) provides further guidance for such development proposals. 25. Policy Emp 5 – add new paragraph after the second paragraph: The site of the Royal Highland Centre may be required for airport uses in the long term to meet air passenger growth forecasts. Therefore, development which would prejudice the long-term expansion of Edinburgh Airport will not be supported, except where it is compatible with the current use of the site by the Royal Highland Centre, in the context of this policy. 26. Paragraph 197 – replace the second sentence with the following 2 sentences: The policy also safeguards the site for the long term expansion of Edinburgh Airport, and in turn safeguards land at Norton Park to the south of the A8 for the long term relocation of the RHC, in accordance with National Planning Framework 3. Further planning guidance on the long term expansion of Edinburgh Airport is set out within the Edinburgh Airport Masterplan. 27. Table 2 – Special Economic Areas – amend the text relating to the International Business Gateway as follows: National Planning Framework 3 identifies West Edinburgh, including the International Business Gateway, as being a significant location for investment. The International	

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	Business Gateway is a key location to attract international markets and secure appropriate business led mixed use development. It will come forward in a series of phases incorporating business development and supporting uses. The supporting uses include an opportunity for housing development as identified in Table 4. The Development Principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process, indicating how business development and other uses can be accommodated together. 28. Table 4 – add the following to the estimated number of houses: to be confirmed through the masterplan process. Amend the comments as follows: An opportunity for housing development as a component of business-led mixed use proposals is identified. However this is subject to further consideration through the masterplan process in terms of the extent that this would contribute to place making and sustainable development objectives and to the primary role of the site in supporting strategic airport enhancement and international business development. The continuing masterplan process for the IBG will demonstrate the relative balance of uses that would be appropriate. The development principles in Part 1 Section 5 identify the requirements for the consideration of proposals for the IBG through the development management process. Proposals must also accord with the provisions of Policy Emp 6. 29. Policy Emp 6 – amend the final bullet point as follows: Housing as a component of a business led mixed use proposal subject to further consideration through the masterplan process, appropriate infrastructure provision and where consistent with the objectives of the National Planning Framework.	

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	30. Policy Emp 6 – amend the final paragraph of the policy as follows: All IBG proposals must accord with the IBG development principles and other relevant local development plan policies. The West Edinburgh Strategic Design Framework (WESDF), supported by masterplans where appropriate, provides further guidance for development proposals, including guidance about the required contributions towards meeting the mode share targets. 31. Paragraph 198 – amend the first sentence as follows: The purpose of this policy is to support the development of this nationally important economic development opportunity and ensure proposals accord with National Planning Framework 3. Further planning guidance is set out in the West Edinburgh Strategic Design Framework (WESDF). 32. Paragraph 198 – add new sentence after the third sentence as follows: New housing will support placemaking and sustainability objectives. 33. Development principles page 54 – amend the description as follows: International business development and ancillary uses, hotel and conference facilities and potentially housing and education. A more detailed vision for the area is set out in the West Edinburgh Strategic Design Framework, approved in May 2010. Policy Emp 6 applies. 34. Development principles page 54 – insert additional bullet points as follows:	

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	• any necessary road infrastructure improvements should be identified, taking into account the general development principles for West Edinburgh and the relevant transport proposals listed in Table 9. Car parking provision for all uses should be set at levels which help achieve sustainable transport objectives in the context of Policy Tra 2. • the central parkland area of open space will be of particular importance in meeting the council's large greenspace standard and should be designed and maintained accordingly. • a flood risk assessment shall be carried out in order to inform the capacity, design and layout of development proposals. 35. After development principles page 54 – delete diagram. 36. Development principles page 56 – insert an additional bullet point under the heading "General" as follows: • A flood risk assessment shall be carried out in order to inform the design and layout of development proposals. Consideration should be given to any culverted watercourses within the site and pluvial flooding. 37. Table 2 – RBS headquarters, Gogarburn – remove the words "single user" from the first line. 38. Policy Emp 7 – remove the word "headquarters" from the second line.	

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21 - Developer Contributions Policies	1. Amend Paragraph 9, first sentence to read as follows : The Council is preparing Supplementary Guidance in connection with: • Policy Emp 2 Edinburgh BioQuarter • Policy Ret 8, in relation to alternative uses in town centres • Policies Del 1 in relation to developer contributions. West Edinburgh 2. In Part 1 Section 5 of the Plan on page 50 delete all the text after the second sentence in paragraph 116 and add the following new paragraphs: <u>West Edinburgh: General Development Principles.</u> 117. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for West Edinburgh. 118. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further	749

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

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	119. The following sections indicate the main infrastructure requirements which were identified following initial assessment and should be considered in the context of Policy Del 1. Scope of Transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • Eastfield Road and Dumbells junction (T9) • Gogar Link Road (T20) • A8 additional junction (T11) • Improvements to Newbridge Roundabout (T12) • Bus Priority Measures on M8 and A89 • Improvements to Gogar Roundabout (T13) • Maybury Junction (T17) • Barnton Junction (T19) • Craigs Road Junction (T18) Scope of Education mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • New Maybury (ND) primary school (SCH6) • Extension to Gylemuir (ND) Primary School • Extension to Hillwood (ND) Primary School • Extension to Fox Covert (RC) Primary • Extension at St Cuthbert's RC Primary School	

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	• High School Extension (ND)- Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at The Royal High School, Craigmount High School or Forrester High School or a combination across some, or all, of these schools and or • Extension to St Augustines (RC) High School South East Edinburgh 3. In Part one Section 5 of the Plan in the section on South East Edinburgh delete the text in paragraph 117 after Principles for the Bioquarter and replace with the following new paragraphs: <u>South East Edinburgh General Development Principles</u> 118. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for South-East Edinburgh. 119. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation.	

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	<u>Transport Assessment</u> • Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the action programme. The council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance. • Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the council's transport appraisal and further work being carried out to assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met. <u>Education Appraisal</u> Contributions to the required education provision, as set out below and as detailed through Supplementary Guidance, will be applied where appropriate through a cumulative contribution zone drawing on the conclusions of the council's education appraisal. The council's approach to secure timeous delivery of the required schools capacity is to be detailed through Supplementary Guidance. Delivery will be monitored and managed through the action programme. 120. The following sections indicate the anticipated infrastructure requirements which as identified following initial assessment:	

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	<u>South East Edinburgh(South)</u> Scope of Transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • Straiton junction on the A720 • T14 Sheriffhall Junction • Gimerton junction (A720) • Burdiehouse junction (proposal T21) • Gilmerton Crossroads (T20) junction capacity upgrade • Access and parking strategy for Drum Street • Improved capacity and other enhancements to bus services. Scope of Education mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • A new Gilmerton primary school (SCH7) and new Broomhill primary school (SCH8) And/or • Extension to Gilmerton (ND) primary school, Gracemount (ND) primary school and Liberton and Craigour Park if required due to catchment changes • Extension to St John's Vianney (RC) Primary School and St Catherine's (RC) Primary School And • Extension to South East Edinburgh High Schools- subject to further detailed assessment as to whether the additional capacity would be best provided; either at	

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	Liberton High School or Gracemount High School. <u>South East Edinburgh (North)</u> Scope of Transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • Sheriffhall roundabout (T14) • West of Fort Kinnaird Road to the Wisp (T16) • Gilberstoun link (T8) • Old Craighall Junction Scope of Education mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • Option 1 - New Brunstane Primary School (SCH 9) • Option 2 – As option 1, but additional extension to Newcraighall Primary School • New Greendykes Primary School (SCH 3) • Extension to Castlebrae High School or Replacement Castlebrae High School (SCH2) <u>Elsewhere across the LDP Area</u> 4. In Part 1 Section 5 of the Plan on page 69 add the following new paragraphs after paragraph 122:	

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	<u>South West Edinburgh and South Queensferry General Development Principles</u> 123. All proposals will be required to make appropriate contributions to the delivery of the infrastructure necessary to support the development strategy. The general development principles below outline the anticipated main transport and education actions for South West Edinburgh and South Queensferry. 124. The council's approach to infrastructure delivery is set out in Policy Del 1 and its associated Supplementary Guidance. Policy Tra X is also relevant in requiring cumulative and cross boundary transport impacts to be addressed. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. Further assessment of individual and cumulative impacts may be required to further detail the required mitigation. <u>Transport Assessment</u> • Contributions to address the area wide transport interventions, detailed below and as specified through Supplementary Guidance, will be applied through a cumulative contribution zone. Delivery will be monitored and managed through the action programme. The council's approach to secure timeous delivery of the required infrastructure is to be detailed through its Supplementary Guidance. • Detailed Transport Assessments, where required, should include modelling of the cumulative effect of increased traffic flows on the trunk and local road networks (taking into account all known proposed development and any potential cross-boundary impacts). This should draw on the conclusions of the council's transport appraisal and	

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	further work being carried out to assess the wider cumulative and cross-boundary impacts on the trunk road network and should show how mode share targets are to be met. <u>Education Appraisal</u> Contributions to the required education provision, as set out below and as detailed through Supplementary Guidance, will be applied where appropriate through a cumulative contribution zone drawing on the conclusions of the council's education appraisal. The council's approach to secure timeous delivery of the required schools capacity is to be detailed through Supplementary Guidance. Delivery will be monitored and managed through the action programme. 125. The following sections indicate the anticipated infrastructure requirements which as identified following initial assessment: <u>South West Edinburgh</u> Scope of Transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • Gillespie Crossroads • Hermiston Park & Ride Scope of Education mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1):	

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	• Extension to Currie (ND) Primary School (SCH10). <u>South Queensferry</u> Scope of Transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • The Queensferry and Scotstoun junctions on the A90 • Bus and rail service improvements (routes and frequency) which can be undertaken in the plan period. • Provision of additional parking facilities for cars and cycles at Dalmeny Station Scope of Education mitigation subject to further assessment and the detail to be included in Supplementary Guidance(Del 1): • New Builyeon Road (ND) Primary School (SCH 10) • Extension to Queensferry (ND) High School • Extension to St Margaret's (RC) Primary School • Extension to St Augustines (RC) High School Existing sites in table 3 5. Add footnote to table 3 to read: Depending on the current planning status of the site proposals should address the required delivery of infrastructure in accordance with the relevant General Development Principles in part 1 section 5 of the plan and with Policies Tra X and Del 1.	

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	6. Replace paragraphs 100-101 as follows: 100. The timeous delivery of this infrastructure to address the individual and cumulative impacts of development is an important consideration. Policy Del 1 sets out a policy requirement to ensure that appropriate developer contributions are sought to enable this delivery at the appropriate time. Part of this approach will include the establishment of cumulative contribution zones. 101. In these zones contributions will be sought to address the impact of a number of sites within areas defined relative to schools, transport infrastructure, public realm and green space requirements. These will be based on the transport and education appraisals and the Open Space Strategy carried out by the Council during the plan preparation process. The relative zones will be mapped and defined through Supplementary Guidance. The geographical extent of a contribution zones relates to the type and nature of the action in relation to transport, education, public realm and green space. 102. Developer contributions must be proportionate and attributable to the impacts of the development. They also have to be realistic in light of current economic circumstances otherwise they may impede development. This is particularly important given the emphasis placed on securing the required uplift in housing completions. In this context mechanisms for forward and gap funding may also have to be considered. 103. To address the detail of these matters within the development plan statutory Supplementary Guidance is to be prepared. This should enable a clear	

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	understanding of what is required at the outset, provide the required basis for the council's approach to developer contributions, define cumulative contribution zones in map form and address community concerns about the timeous provision of the required infrastructure. This should set a clear foundation for future action programmes which will be updated annually to provide a framework for the implementation of the specific actions required to ensure delivery. 7. Replace Policy Del 1 as follows : Del 1 Developer Contributions and Infrastructure Delivery 1. Proposals will be required to contribute to the following infrastructure provision where relevant and necessary to mitigate* any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of the proposed development: • The strategic infrastructure from SESplan Fig2, the transport proposals and safeguards from table 9 including the existing and proposed tram network, other transport interventions as specified in Part 1 Section 5 of the Plan and to accord with Policy TRAX. Contribution zones will apply to address cumulative impacts. • Education provision including the new school proposals from Table 5 and the potential school extensions as indicated in Part 1 Section 5 of the Plan. Contribution zones will apply to address cumulative impact. • Green space actions if required by Policy Hou 3, Env 18,19 or 20. Contribution zones may be established where provision is relevant to more than one site.	

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	• Public realm and other pedestrian and cycle actions where identified in the Council's public realm strategy, or as a site specific action. Contribution zones may be established where provision is relevant to more than one site. 2. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time. In order to provide further detail on the approach to implementation of this policy and to provide the basis for future action programmes Supplementary Guidance** will be prepared to provide guidance including on: • The required infrastructure in relation to specific sites and/or areas • Approach to the timely delivery of the required infrastructure • Assessment of developer contributions and arrangements for the efficient conclusion of legal agreements • The thresholds that may apply • Mapping of the cumulative contribution zones relative to specific transport, education, public realm and green space actions. • The council's approach should the required contributions raise demonstrable commercial viability constraints and/or where forward or gap funding may be required. * Further assessments may be required to detail the required mitigation	

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	** This guidance should be submitted to Ministers within one year from the date of adoption of this plan. In the event that timing of the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group would delay inclusion of details on cross boundary issues an interim approach will be detailed through the Supplementary Guidance to be confirmed through the replacement development plan. 8. Rename the section on Action Programme Contributions as Developer Contributions, amend paragraphs 127-130 as follows and delete the separate heading of "Other Contributions" 127. Anticipated transport and schools requirements relative to specific areas (General Development Principles) and sites (Development Principles) are set out in Part 1 section 5 of the plan. Appendix Y details the provisions for which contributions would be sought. These include: • School capacity increases including new schools • Traffic management and other transport improvements to address the individual and cumulative impact of proposed development including on the Trunk Road Network. • Green Space Actions 128. The council has already forward funded the completed section of the tram network and contributions will continue to be sought from future development which impacts on or creates a need for this infrastructure. This approach to developer contributions may apply to other items of required infrastructure such as schools	

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	where advance provision is necessary to enable the development strategy. 129. Further detail of anticipated requirements and the approach to delivery including the use of cumulative contributions zones, a framework for consideration of financial viability issues and possible approaches to forward and gap funding will be set out through the Supplementary Guidance as referenced in Policy Del 1. 130. An action programme will then be rolled forward annually to monitor timescales and identify the need for further action and the parties responsible. 131. The council recognises that the scale of proposed development may also impact on other infrastructure including health and community facilities. Policy Hou 10 is relevant in this respect. However there is a current lack of information on the scale of such requirements and how they should be addressed. Whilst it may be appropriate to seek contributions for such provision any requirement would need to be considered on a case by case basis where a clear justification can be provided in the context of Circular 3/2012. The feasibility of including such additional contributions and the impact on development viability would also have to be assessed. 9. Delete Policy Del 2 and supporting text in paragraph 131. 10. Add an additional table, Appendix Y, as follows: Appendix Y Infrastructure Items for which financial or other contributions may be sought	

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	ITEM	CIRCUMSTANCES - Types of Development - Location	
	School capacity, including new schools	- Housing developments - City-wide, including in defined Contribution Zones and other locations required by policies Del 1.	
	Traffic management, including junction improvements	- Local, major & national developments (specific thresholds may be set in Supplementary Guidance) - City-wide, including in defined Contribution Zones and other locations required by policy Del 1.	
	Edinburgh Tram Project	- Local, major & national developments (specific thresholds may be set in Supplementary Guidance) - In defined Contribution Zones	
	Public realm – including pedestrian and cycle actions	- Local, major & national developments (specific thresholds may be set in Supplementary Guidance) - City-wide, including in defined Contribution Zones and other locations required by policy Del 1 or where identified in council's public realm strategy – or as site-specific action.	
	Other transport improvements	Local, major & national developments (specific thresholds may be set in Supplementary	

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	<table><tr><td></td><td> Guidance) - City-wide, including in defined Contribution Zones and other locations required by policy Del 1. </td></tr><tr><td>Green space actions</td><td> - Housing developments if required by Policy Hou 3. Other local, major or national development if required by policies Env 18, 19 or 20 - City-wide, including in defined Contribution Zones </td></tr></table>		Guidance) City-wide, including in defined Contribution Zones and other locations required by policy Del 1.	Green space actions	- Housing developments if required by Policy Hou 3. Other local, major or national development if required by policies Env 18, 19 or 20 - City-wide, including in defined Contribution Zones	
	Guidance) City-wide, including in defined Contribution Zones and other locations required by policy Del 1.					
Green space actions	- Housing developments if required by Policy Hou 3. Other local, major or national development if required by policies Env 18, 19 or 20 - City-wide, including in defined Contribution Zones					
22 - Design and Environment Policies	Modify the proposed plan as follows: 1. Modify paragraph 136 of the plan by adding at the end of it the phrase "... including in the Edinburgh Design Guidance document." 2. Modify policy Des 6 of the plan by changing section a) to read: a) the current carbon dioxide emissions reduction target has been met, with at least half of this target met through the uses of low and zero-carbon generating technologies. 3. Modify policy Des 10 of the proposed plan by changing part (c) to read: c) maintains and enhances the quality of the water environment, its nature conservation or landscape interest, including its margins and river valley"		777			

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	4. Modify policy Env 4 by replacing the word 'diminish' in bullet b) with the words 'diminution of' 5. Modify policy Env 7 by changing the wording of the first sentence to read as follows: Development will only be permitted where there is no detrimental impact on the character of a site recorded in the Inventory of Gardens and Designed Landscapes, adverse effects on its setting or upon component features which contributed to its value. [the remainder of the policy wording would remain unchanged] 6. Modify paragraph 122 of the plan (on page 69) by removing the word 'Major' from the beginning of the last sentence. 7. Modify paragraph 172 of the plan by changing the wording of the second sentence to read as follows: "In assessing proposals affecting trees the council will consider their value, taking into account current Scottish Government guidance – presently contained in its Policy on Control of Woodland Removal and UK Forest Standard – and their status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland, along with information from tree surveys." 8. Modify policy Env 12 by changing the first sentence to read: "Development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or on any other tree or woodland worthy of retention unless necessary for good arboricultural reasons." [the second sentence of the policy wording would	

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	remain unaltered]. 9. Modify policy Env 13 by adding at the end of it an additional bullet b) iii to read as follows: b) iii compensatory measures are provided to ensure that the overall coherence of the Natura network is protected. 10. Modify policy Env 19, firstly, by changing its title to read “The Protection of Outdoor Sports Facilities and then change all subsequent references to ‘playing fields’ in the policy wording and in the supporting text of paragraph 181 to read instead ‘outdoor sports facilities’. 11. Modify paragraph 183 of the proposed plan by changing the penultimate sentence of to now read: ‘Proposals will only be favourably considered if accompanied by a flood risk assessment demonstrating how compensating measures are to be carried out, both on and off the site, and that any loss of flood storage capacity is mitigated to achieve a neutral or better outcome.’ 12. Modify policy Env 22 of the plan by changing criterion (b) to read as follows: b) ‘there will be no significant adverse effects on: air and soil quality; the quality of the water environment; or on ground stability’. 13. Modify paragraph 186 of the plan by changing the penultimate sentence to read “ ... and land can present a potential pollution or safety threat if it has been contaminated or destabilised by previous activities.”	

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23 - Employment, Housing and Retail Policies	Modify the proposed plan as follows 1. Delete Policy Emp 1 and replace as follows: High Quality office development including major developments will be supported: a) In the City Centre as identified on the Proposals Map b) In other strategic business centres identified on the proposals map at Edinburgh Park South Gyle, the International Business Gateway and Leith preferably as part of business led mixed use proposals c) in town or local centres as identified in Table 6 and on the Proposals Map (where of an appropriate scale). Where it is demonstrated that sites in locations a-c above are unavailable or unsuitable other accessible mixed use locations may be considered where: In proximity to public transport nodes, compatible with the accessibility of the location by public transport and with the character of the local environment, and For any development exceeding 2500 square metres an assessment of impact has been prepared which demonstrates that the impact on existing town centres is acceptable. 2. Delete the text in bold in Policy Emp2 Edinburgh Bioquarter and replace with: Development within the boundary of Edinburgh Bioquarter as defined on the Proposals Map	818

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	will be granted provided it accords with the Bioquarter Development Principles (Part one section 5) to be further detailed through Supplementary Guidance. 3. After the second sentence in paragraph 195 insert: This policy also supports the development of the National Performance Centre for Sport and directly related development. 4. Replace paragraph 208 in support of revised Policy Hou 1 208. Policy Hou 1 reflects the emphasis on delivery of the identified land supply. However, it also sets out a mechanism through which to bring forward additional land if a 5 year supply is not maintained. The criteria which apply reflect the considerations already established through SESplan(Policy 7) as well as the Scottish Planning Policy presumption in favour of sustainable development. Whilst the green belt is established by the plan this should not automatically preclude housing development where the relevant balance of considerations points to approval and the objectives of the city wide designation of green belt are maintained. 5. Delete Policy Hou 1 and replace as follows: 1. Priority will be given to the delivery of the housing land supply and the relevant infrastructure* as detailed in Part 1 Section 5 of the Plan including: • sites allocated in this plan through tables 3 and 4 and as shown on the proposals map • as part of business led mixed use proposal at Edinburgh Park/South Gyle	

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	• as part of the mixed use regeneration proposals at Edinburgh Waterfront (Proposals EW1a-EW1c and EW2a-2d and in the City Centre). • On other suitable sites in the urban area, provided proposals are compatible with other policies in the plan 2. Where a deficit in the maintenance of the five year housing land supply is identified (as evidenced through the housing land audit) greenfield/greenbelt housing proposals may be granted planning permission where: a) The development will be in keeping with the character of the settlement and the local area b) The development will not undermine green belt objectives c) Any additional infrastructure required* as a result of the development and to take account of its cumulative impact, including cross boundary impacts, is either available or can be provided at the appropriate time. d) The site is effective or capable of becoming effective in the relevant timeframe. e) The proposal contributes to the principles of sustainable development. * This should be addressed in the context of Policy Del 1, Trans X and the associated supplementary guidance.	

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	6. Amend Policy Hou 4 c) to read: The accessibility of the site including access to public transport. 7. Amend the supporting text to Policy Hou 5 by adding the following at the end of paragraph 215: However, conversions to residential use could be supported where the shop unit has been vacant for a significant period of time and been actively marketed, where there is local need and demand for a range of housing types and for town centre living. 8. Add the following to the end of paragraph 218: Where planning permission is sought for specialist housing an affordable housing contribution may not always be required depending on the nature of the specialist housing being proposed and economic viability considerations. 9. Replace Policy Hou 8 Student Accommodation criteria a) and b) to read: a) The location is appropriate in terms of access to university and college facilities by walking, cycling or public transport b) The proposal will not result in an excessive concentration of student accommodation(including that in the private rented sector) to an extent that would be detrimental to the maintenance of balanced communities or to the established character and residential amenity of the locality. 10. Replace the final sentence in paragraph 221 with:	

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	In general such provision can take place at relatively high densities. Open space and car parking provision can be tailored to reflect the nature of the proposed use. However these considerations should not compromise design quality. 11. Add the following sentence to paragraph 223 following Policy Hou 9: There is a commitment to working in consultation with the gypsy and travelling community to identify an appropriate site(s) in the context of this policy. 12. Add the following at the end of the first sentence of policy Hou 10 “relative to the impact and scale of development proposed”. 13. Add the following new Policy at the end of paragraph 226 and delete paragraph 227 with consequent renumbering of the remaining retail policies: <u>Policy Ret 1: Town centres first policy</u> Planning permission will be granted for retail and other uses which generate a significant footfall including commercial leisure use, offices, community and cultural facilities and where appropriate libraries, education and healthcare facilities following a town centre first sequential approach in the following order of preference: • Town centres(including city and local centres) • Edge of town centre • Other commercial centres as identified in the plan • Out of centre locations that are or can be made accessible by a choice of transport	

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	modes Where a retail or leisure development with a gross floorspace over 2500sqm or occasionally for smaller proposals, if proposed outwith a town centre and contrary to the development plan, a retail impact analysis will be required sufficient to demonstrate that there is no significant adverse effect on the vitality and viability of existing town centres. Town and local centres within adjoining Council areas will also be considered when assessing retail impact if they fall within the intended catchment area of the proposal. 14. In the final paragraph of Policy Ret 2 following criteria e) amend to state “or can form an effective extension to the centre by promoting linked trips with safe and easy access to the town centre, where it is clear -----”. 15. In Policy Ret 8 under criteria b) Supplementary Guidance will detail an approach tailored to different parts of the city centre retail core and each town centre to be informed by town centre health checks which will assess the centres strengths, vitality and viability, weaknesses and resiliencies.	
24 - Transport Policies and Resources and Services Policies	Modify the proposed plan as follows: 1. Modify Policy Tra 1 (on page 112) by amending the last sentence to read ‘...with regard to access by walking, cycling and public transport and that... 2. Modify paragraph 258 by changing the final sentence to read ‘...catchment area by walking, cycling or frequent public transport services.’	865

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	3. Modify paragraph 276 by adding at its end the words ... and policy Env 10. 4. Modify paragraph 276 by amending the second sentence to read as follows: "...All wind turbine proposals will be assessed for their individual and cumulative effect on the landscape and biodiversity, taking account of other turbine proposals approved or proposed in the surrounding area. ..." 5. Modify paragraph 278 of the plan by inserting an additional sentence at the end to read as follows; Supplementary Guidance will be prepared regarding heat mapping and consideration of the potential to establish district heating and/or cooling networks and associated opportunities for heat storage and energy centres - as well as regarding how implementation of such initiatives could best be supported. 6. Modify policy RS 3 by amending the opening phrase of the last paragraph to now read "Seafield is designated (EW 1d on the Proposals Map) for a waste management facility ..." 7. Modify policy RS 5 by amending the wording of the last part of the first sentence to read "...Bonnington Mains, Ravelrig and Craigiehall Quarry" – and show Craigiehall Quarry appropriately labelled on the Proposals Map. 8. Modify policy RS 5 by amending the wording of the second sentence to read: "Development which would prevent or significantly constrain the potential to extract minerals from these or other sites with economically viable mineral deposits will not be allowed."	