

# PROPOSED PLAN

MARCH 2013



## Edinburgh Local Development Plan

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

The Action Programme sets out actions to deliver the Plan.

The Schedule of Consultation Responses explains how consultation informed the Plan.

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

The Transport Appraisal identifies transport actions to support the Plan.

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

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

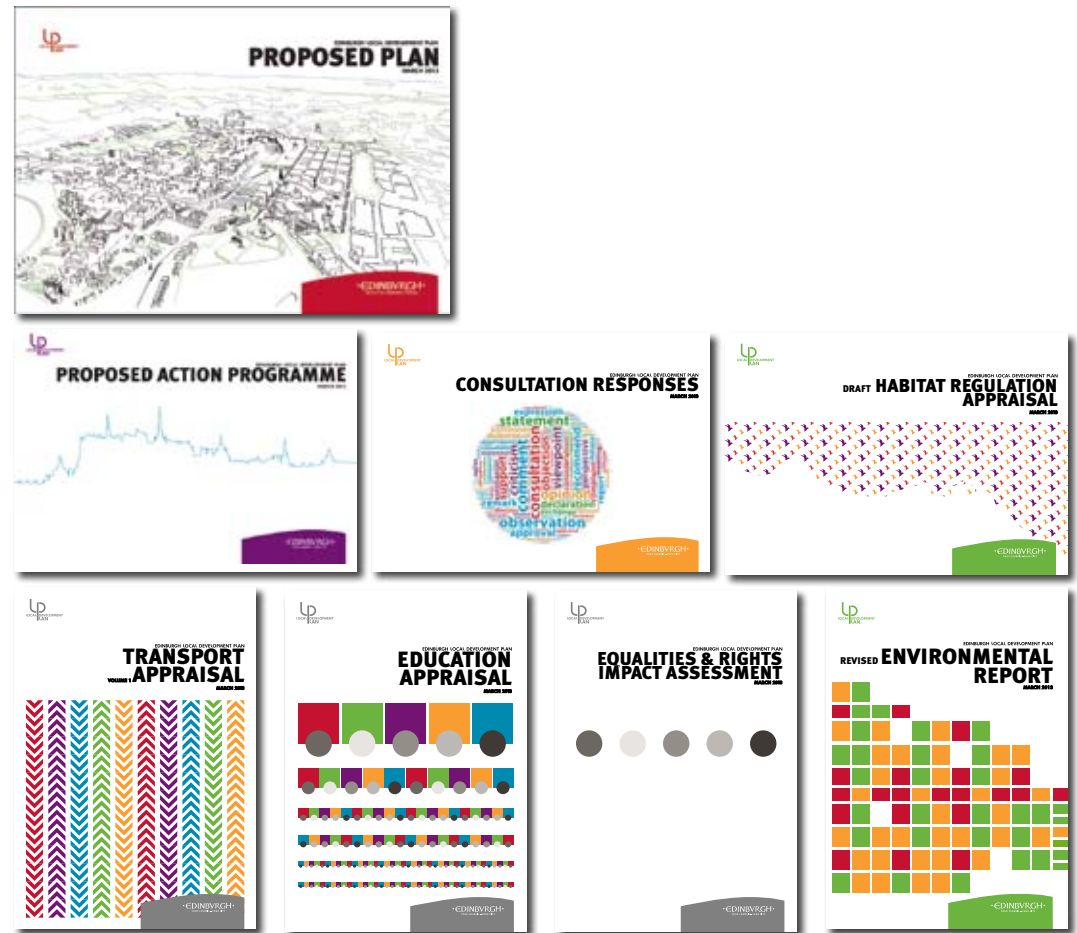
The Revised Environmental Report assesses the impact of the Plan and explains the selection of new housing sites.

See the documents and other information at:

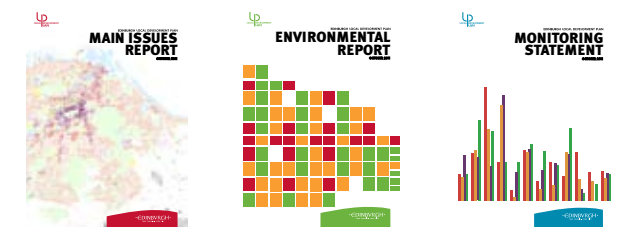
[www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

Period for representations: 1 May - 14 June 2013

See page 136 for details.



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## Foreword

*Edinburgh is a successful, growing city. This growth continues even in this time of economic instability. It is driven by the city's assets, which include its citizens, its centres of employment and learning, and its quality of life. This growth needs to be guided and shaped in order to maintain and promote those assets and to deliver the Council's objectives. That's what this plan is for.*

*We will use this plan to provide a clear and fair basis for planning decisions, which in turn provides a stable framework for investment in Edinburgh. This Proposed LDP has been prepared taking account of the hundreds of comments received during consultation. We wish to thank everyone who provided input at that stage. The Proposed LDP will now be made available for representations, which we will consider carefully before progressing the plan towards its adoption.*



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Committee



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## Introduction

- 1 For the first time in over 30 years, Edinburgh has one plan covering the whole of the Council area. Across Edinburgh's Old and New Towns, from the Waterfront areas of Granton and Leith to the Pentland Hills, from Queensferry and Kirkcaldy to Craigmillar and Newcraighall and many other places in between, the Edinburgh Local Development Plan (LDP) provides a clear and consistent planning framework. Once adopted, the LDP will replace two local plans – Edinburgh City Local Plan and Rural West Edinburgh Local Plan.
- 2 The LDP sets out policies and proposals relating to the development and use of land in the Edinburgh area. The policies in the LDP will be used to determine future planning applications. The planning system rests on the powers which planning authorities have to manage development and to take enforcement action against breaches of planning control. When appropriate, the Council will remove, modify or stop unauthorised developments and changes of use. These powers are used at the discretion of the Council.
- 3 The LDP will also inform decisions on investment opportunities and the provision of infrastructure and community facilities. It is hoped that local residents and community groups use the LDP to better understand and get involved in the planning issues affecting their areas.



#### 4 There are two main parts to the LDP:

##### *Part 1*

### **Strategy and Proposals**

This explains what the LDP means for Edinburgh over the next 5 to 10 years. It sets out the plan's five core aims and anticipated land use changes – the main development proposals and where they are expected to take place. It also includes site briefs and development principles to guide some proposals. Part 1 highlights which areas and features of the city will be protected and, where possible, enhanced.

##### *Part 2*

### **Policies**

This sets out the policies which the Council will use to ensure that development helps meet the core aims of the LDP. Planning applications will be assessed against relevant policies. The policies are presented in 8 sections:

- Delivering the Strategy
- Design Principles for New Development
- Caring for the Environment
- Employment and Economic Development
- Housing and Community Facilities
- Shopping and Leisure
- Transport
- Resources and Services

The LDP also includes a [Proposals Map](#) which illustrates the policies and proposals on an Ordnance Survey base map.

- 5 The LDP itself cannot make development happen. Investment is needed from private sector developers and a range of public sector organisations to bring forward development proposals and supporting infrastructure. The LDP is accompanied by an Action Programme which sets out how the Council intends the plan to be implemented. It includes a list of actions required to deliver the policies and proposals, including who is to carry out the action and the timescales involved.
- 6 In Scotland's four city regions, the development plan is made up of a Strategic Development Plan (SDP) as well as the LDP. The SDP for the Edinburgh city region has been prepared by [SESPlan](#), the Strategic Development Planning Authority for Edinburgh and South East Scotland. SESplan comprises six member authorities – The City of Edinburgh, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian.
- 7 The SDP vision is that:

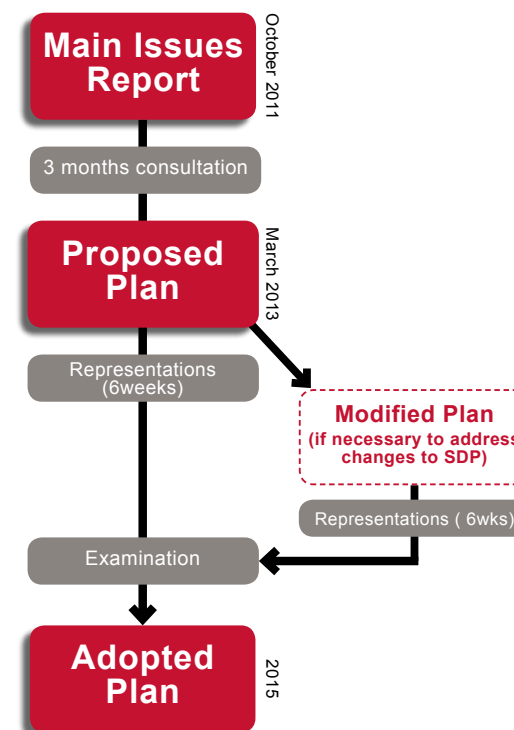
**“By 2032, the Edinburgh City Region is a healthier, more prosperous and sustainable place which continues to be internationally recognised as an outstanding area in which to live, work and do business”**

It includes eight aims and a spatial strategy aimed at meeting three key challenges - climate change, demographic change and sustainable economic growth.

- 8 Edinburgh’s LDP is consistent with the SDP and has a key role in helping to meet its aims and deliver its strategy.
- 9 The Council intends to prepare and adopt supplementary guidance in connection with Policy Emp2 Edinburgh BioQuarter and Policy Ret8, in relation to alternative uses in town centres. This approach allows more detailed consideration of these topics in consultation with all interested parties. Once adopted, this supplementary guidance will form part of the development plan and be treated as such in determining planning applications.
- 10 In addition, the Council will continue to prepare, use and review its non-statutory guidelines (referred to collectively as Council guidance in this plan), development briefs and frameworks to provide detailed advice on a range of planning matters.

The Proposed LDP has been prepared on the basis of the Proposed SDP. At the date of approval (March 2013), the SDP examination was still ongoing and therefore it’s outcomes not yet known. Following publication of the SDP examination report, the Council will assess the implications of any recommended SDP changes for the LDP. If necessary, the proposed LDP will be modified and there will be an opportunity to make representations on any LDP modifications.

The implications of any SDP changes for the LDP programme are summarised below.



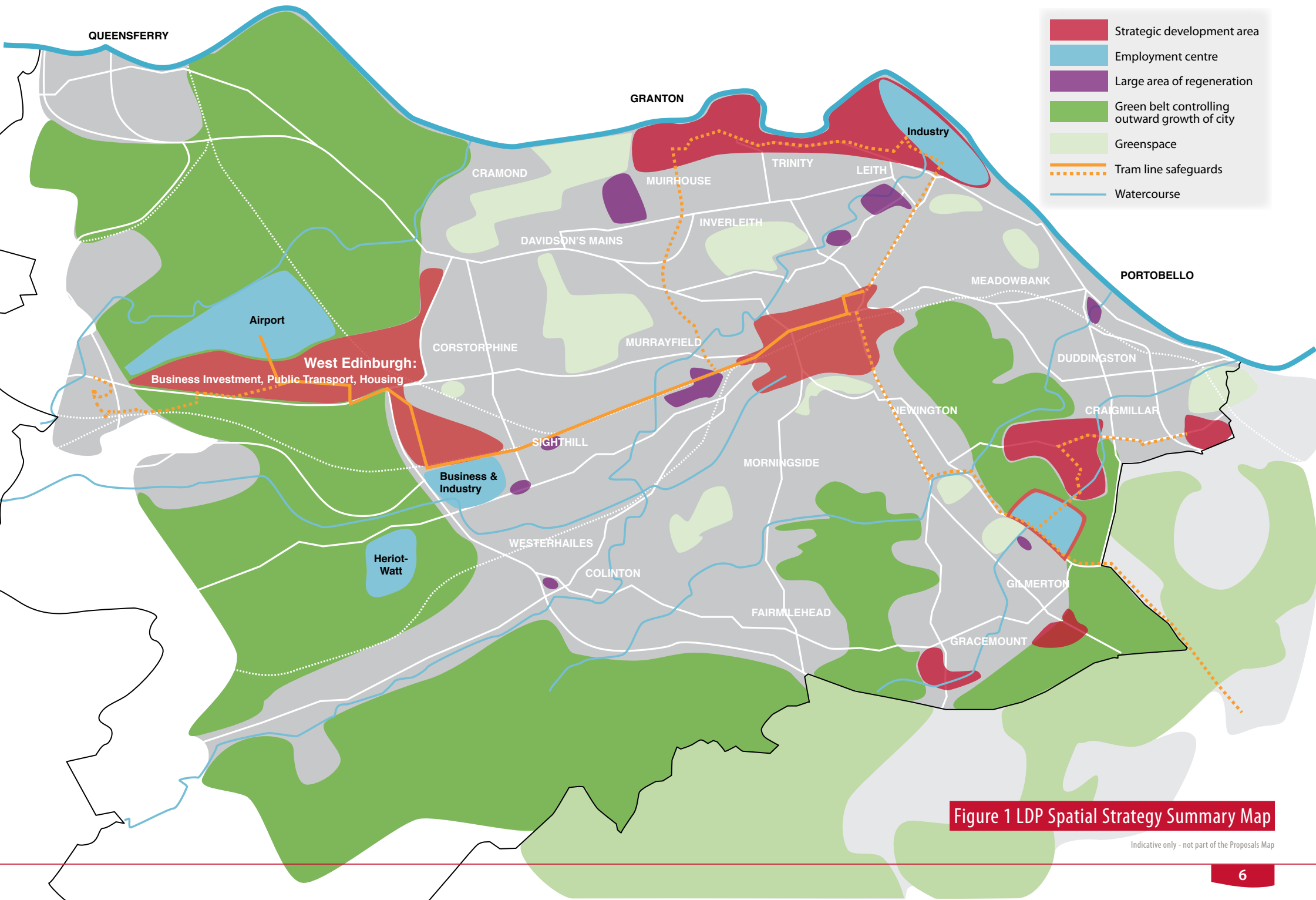


## *Part 1*

# Strategy and Proposals







**Figure 1 LDP Spatial Strategy Summary Map**

Indicative only - not part of the Proposals Map



# 1 Aims and Strategy

- 11 The challenge for this Local Development Plan (LDP) is to help make Edinburgh the best place it can be, for everyone, now and in the future. This is not an easy challenge. We are living in tough economic times when difficult choices have to be made between competing priorities. In facing this challenge, the LDP aims to
1. support the growth of the city economy
  2. help increase the number and improve the quality of new homes being built in Edinburgh
  3. help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes and can access jobs and services by these means
  4. look after and improve our environment for future generations in a changing climate and
  5. help create strong, sustainable communities, enabling all residents to enjoy a high quality of life.
- 12 The Strategic Development Plan for Edinburgh and South East Scotland (SDP) identifies four Strategic Development Areas in Edinburgh. These will be the biggest areas of change over the next 5-10 years, providing a focus for new housing development, investment opportunities and job creation in locations with good accessibility to existing or planned public transport services. The LDP includes significant development proposals in these areas. It also supports change elsewhere in the city, for example, regeneration opportunities, redevelopment of vacant sites, green network improvements, new uses for empty commercial units and increased densities in appropriate locations.
- 13 The LDP supports Edinburgh's role as Scotland's capital city and recognises its importance as a key driver of the Scottish economy. Whilst the LDP promotes change and supports the growth of the city, it also places considerable importance on retaining and where possible enhancing Edinburgh's built and natural assets for future generations. The green belt plays an important role in directing the planned growth of the city and supporting regeneration. The quality of Edinburgh's buildings, streets and spaces influences the wellbeing of people living and working in the city and helps attract investment and create jobs. The LDP policies to protect and enhance the built and natural environment are therefore an integral part of the overall strategy. [Figure 1](#) summarises the LDP's spatial strategy and shows what it means for different parts of the city.

These aims are inter-linked and each can have impacts, both positive and negative, on the other four. The role of the LDP is to balance these aims to maximise the benefits of development for the good of Edinburgh. The LDP aims support the vision and outcomes outlined in the Council's Strategic Plan 2012-2017.

- 14 Edinburgh is a successful and growing city. The LDP strategy directs future growth to four Strategic Development Areas – major redevelopment opportunities in the City Centre, continuing regeneration at Edinburgh Waterfront, urban expansion with new tram and rail infrastructure at West Edinburgh and housing and business development on a range of sites in South East Edinburgh.

## 2 A Plan To Protect And Enhance The Environment

### 1) Climate Change

15 The Climate Change (Scotland) Act 2009 and the Planning etc. (Scotland) Act 2006 place a duty on the Council to act in the best way to reduce emissions, adapt to climate change and prepare development plans to further sustainable development. Scottish Planning Policy (SPP) also requires development plans to ensure that the siting, design and layout of all new development will limit likely greenhouse gas emissions.

16 The Council's commitment to fulfilling these duties is evident throughout the LDP, with policies addressing both the reduction of greenhouse emissions and the ability to adapt to a changing climate. The LDP;

- promotes development in sustainable locations and requires new buildings to include carbon reduction measures
- promotes sustainable and active travel
- supports small to medium scale, decentralised and community based renewables, and the greater use of micro-generation of renewable energy
- supports the adaptation of existing homes to reduce energy use, including listed buildings and those located in conservation areas, provided there is no adverse impact on historic character and appearance
- aims to enhance the city's green network by encouraging land management practices which capture, store and retain carbon, prevent and manage flood risk

- supports the delivery of facilities needed to divert waste away from landfill and promote the prevention, reuse, recycling and recovery of materials (including heat from waste), with disposal to landfill as the final option.

Figure 2 Current national and city sustainability targets

TARGETS	
Carbon dioxide	Reduce carbon emissions by over 40% across the city by 2020 (Sustainable Edinburgh 2020; base year 1990)
Energy use	Reduce energy consumption by at least 12% by 2020 (Sustainable Edinburgh 2020; base year 1990)
Energy generation	More renewable energy, with renewable energy technologies contributing at least 40% of energy consumed in the city by 2020 (Sustainable Edinburgh 2020)  Renewable sources to generate the equivalent of 100% of Scotland's gross annual electricity consumption by 2020 (national target)
Heat	Renewable sources to provide the equivalent of 11% of Scotland's heat demand by 2020 (national target)
Waste	70% of all waste to be recycled by 2025 (Zero Waste Plan). No more than 5% of all waste going to landfill by 2025 (Zero Waste Plan).

### 2) Edinburgh's Environmental Assets

17 Edinburgh's natural and historic environment contributes to its distinctive character, local appeal and world-wide reputation. The City lies between the internationally important habitat of the Firth of Forth and the dramatic backdrop of the Pentland Hills Regional Park. The Old and New Towns of Edinburgh World Heritage Site and Edinburgh's conservation areas comprise architecturally significant neighbourhoods and villages, together with many



individual listed buildings. These interact with the city's open hills and wooded river valleys, to create a unique and diverse townscape. The LDP area supports a range of protected plants and animals and also contains archaeological remains providing valuable evidence of how we used to live.

- 18 Edinburgh's built, cultural and natural heritage are valuable assets which contribute to broader strategic objectives of sustainable economic development, regeneration and community development and provide the context for good urban design. The proper conservation and management of these assets is an integral part of the wider planning function of the Council.
- 19 The detailed policies in [Part 2 Section 3](#) (Caring for the Environment) will be used to ensure development proposals protect and, where possible, enhance the important features of the historic and natural environment.

### Historic Environment

- 20 Edinburgh contains the greatest concentration of built heritage assets in Scotland. There are many elements of Edinburgh's built heritage worthy of protection;

### The Old and New Towns of Edinburgh World Heritage Site

- 21 One of Edinburgh's most widely acclaimed assets is its World Heritage Site. 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. The boundaries are shown

in Figure 3 and on the Proposals Map.

- 22 UNESCO requires every world heritage site to have a management plan which says how the Outstanding Universal Value (OUV) of the Site will be protected. OUV is the collection of attributes which make the area special and give Edinburgh its international importance.
- 23 Edinburgh's World Heritage Site Management Plan has been prepared by a partnership of the Council, Historic Scotland and Edinburgh World Heritage. It provides a link between the international requirements of World Heritage, the planning process and the wider management issues involved in protecting a complex Site like Edinburgh. The Management Plan informs a separate Action Plan and may be a material consideration for decisions on planning matters.

Figure 3 – The Old and New Towns of Edinburgh World Heritage Site



### Listed Buildings

- 24 Listed Buildings are buildings of special architectural or historic interest. Edinburgh has the greatest concentration of listed buildings in Scotland - around 5000 listed items comprising 31,500 individual buildings. 75% of buildings in the World Heritage Site are listed.
- 25 Listed buildings have statutory protection which means that listed building consent is required for the demolition of a listed building, or its alteration or extension in any manner which would affect its character. Some proposals may also require planning permission. Development plan policies have a role to play in helping to protect listed buildings, their setting and features of special interest.

### Conservation Areas

- 26 There are currently 49 Conservation Areas (in March 2013) across Edinburgh. These are areas of special architectural or historic interest, the character or appearance of which should be conserved or enhanced. A quarter of Edinburgh's urban area lies within a conservation area. Each conservation area has its own unique character and appearance that is identified in a character appraisal. The underlying principle behind the designation of the conservation areas is to maintain the variety of character that illustrates the history of Edinburgh. In conservation areas, consent is required for changes such as demolitions and window alterations, which elsewhere in the city wouldn't require permission. This additional level of control helps to ensure that small scale incremental changes do not damage the character of the conservation areas. The Proposals Map and Appendix A show which parts of the city are covered by conservation areas.

### Inventory of Gardens and Designed Landscapes

- 27 The national Inventory of Gardens and Designed Landscapes is compiled by Historic Scotland and includes 21 sites in Edinburgh. The Inventory sites are identified on the Proposals Map and the Council is required to consult Historic Scotland on proposals affecting these. The Council will protect Inventory sites and consider whether restoration or improvement of historic landscape features can be achieved through development proposals.

### Archaeology

- 28 Edinburgh has a wealth of archaeological resources, from buildings to buried remains and marine wrecks, dating from earliest prehistory to the 20th century. This archaeological resource is finite and non-renewable. It contains unique information about how the city's historic and natural environment developed over time. In addition to providing a valuable insight into the past, archaeological remains also contribute to a sense of place and bring leisure and tourism benefits. Care must be taken to ensure that these are not needlessly destroyed by development.
- 29 The Council maintains a Historic Environment Record of known designated and non-designated archaeological remains which in 2013 contains 63 nationally important scheduled monuments protected by the Ancient Monuments and Archaeological Areas Act 1979.
- 30 There may also be many potentially important archaeological features which have not yet been discovered. These are therefore not included in national or local records. Scottish Planning Policy sets out the Government's approach to protecting archaeological remains and the weight to be given

to archaeological considerations when assessing against the benefits of development. Detailed advice is provided in Planning Advice Note 2/2011 Planning and Archaeology.

### Natural Environment

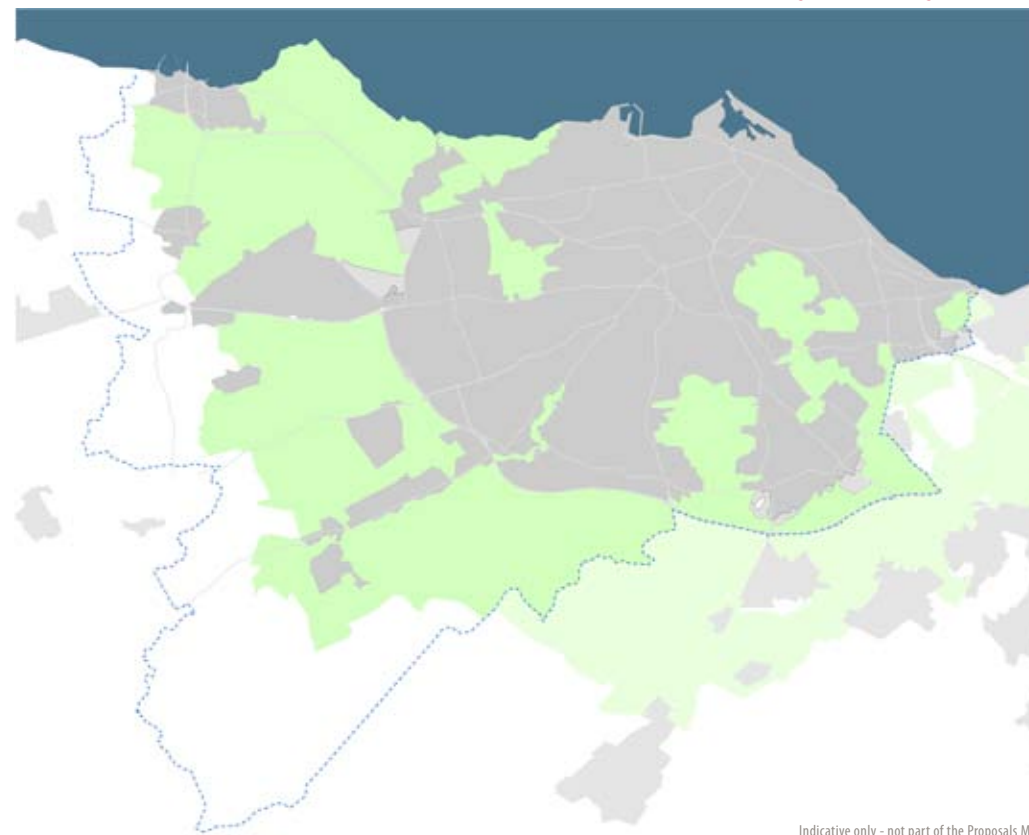
- 31 Edinburgh's open spaces and landscape features contribute to the structure and identity of the city, enhance the quality of life of residents and the city's appeal as a place for tourism and investment. The city's natural environment also supports a diversity of habitats, flora and fauna.

### Green Belt

- 32 The Edinburgh Green Belt extends beyond the City of Edinburgh Council area, into East Lothian and Midlothian. Its purpose is to
- direct planned growth to the most appropriate locations and support regeneration
  - protect and enhance the quality, character, landscape setting and identity the city and neighbouring towns
  - protect and give access to open space within and around the city and neighbouring towns.

Green belt designation can also be used to prevent the coalescence of settlements.

Figure 4 Edinburgh Green Belt



Indicative only - not part of the Proposals Map

- 33 The LDP defines green belt boundaries to meet these purposes, ensuring that the strategic growth requirements of the SDP can be accommodated. The boundaries of the green belt shown on the Proposals Map are largely unchanged from previous local plans. However, some areas have been taken out of the green belt for the following reasons
- land to meet SDP strategic housing requirements in West and South East Edinburgh



- a small housing site at Currie consistent with Proposed SDP policy 7.
- Edinburgh Airport, Royal Highland Centre, International Business Gateway, Heriot–Watt Campus and Hermiston Village to accord with Scottish Planning Policy.

34 To ensure the Edinburgh Green Belt continues to meet its objectives in terms of directing planned growth, protecting landscape setting and providing access to open space, the LDP controls the types of development that will be allowed in the green belt. The LDP also promotes opportunities to enhance the appearance of the green belt and to increase countryside access.

### Landscape

35 The Council's Natural Heritage Strategy sets out how planning can help meet the objectives of national landscape policy and the commitments of the European Landscape Convention and Scotland's Landscape Charter.

36 Special Landscape Areas (SLAs) are designated to protect locally important landscapes from development which would harm their character and appearance. 22 SLAs are identified on the Proposals Map due to their distinctive characteristics and qualities, which contribute to the city's unique setting and sense of place. These include examples of Edinburgh's coastal margin, hills, valleys and designed landscapes, which are described in the "Statements of Importance" prepared for each SLA.

37 Outwith the SLAs, a range of design and environmental policies and guidance highlight the value and potential of all landscapes. The LDP recognises that development can bring benefits through conserving and

enhancing landscape character and important topographical features and creating future landscapes of quality and character in the provision of new green infrastructure.

### Trees and Woodland

38 Trees and woodland make an important contribution to the character and quality of the urban area and countryside providing biodiversity, landscape and cultural benefits. Specific legislation protects trees in conservation areas and those covered by a Tree Preservation Order. The Edinburgh and Lothians Forestry and Woodland Strategy provides a long term vision for woodland creation and management to increase woodland cover and create better links.

### Biodiversity Designations

39 The Council's Natural Heritage Strategy sets out how planning can meet the objectives of national policy on biodiversity and fulfil the commitments of the Biodiversity Duty and the Scottish Geodiversity Charter. Planning decisions must comply with environmental legislation on international and national protected sites and species. In addition, Local Nature Reserves and Local Nature Conservation Sites are identified to protect biodiversity at the local level and are shown on the proposals map. The plan includes policies relating to a range of biodiversity designations.

40 LDP policies and Council guidance also recognise the value and potential of biodiversity outwith designated areas and set out key principles for enhancing habitat and ecosystems.

### Water and Air

- 41 The water environment is a key natural resource which requires stringent protection from the potentially harmful effects of new development, both on water quality and in addition to flood risk. Within the urban area, some built and some unbuilt areas have experienced flooding in extreme weather conditions. The Council has completed a flood prevention scheme for the Braid Burn and is implementing one for the Water of Leith. It has also identified unbuilt areas of land which fulfil an important flood function, and which should be allowed to flood in order to protect other, built-up areas from floodwater. These are shown on the Proposals Map as areas of importance for flood management. An indicative flood map published by the Scottish Environment Protection Agency shows some areas on Edinburgh's waterfront potentially at medium to high risk of coastal flooding, taking into account climate change. The LDP does not prevent development in such locations but will require all proposals to consider and address any potential risk of flooding.
- 42 The planning system has a role to play in the protection of air quality, by ensuring that development does not adversely affect air quality in Air Quality Management Areas (AQMAs) or, by cumulative impacts, lead to the creation of further AQMAs in the city. These are areas where air quality standards are not being met, and for which remedial measures should therefore be taken. AQMAs have been declared for five areas in Edinburgh - the city centre, St John's Road, Corstorphine, Great Junction Street in Leith, Glasgow Road (A8) at Ratho Station and Inverleith Row/Ferry Road junction. Poor air quality in these locations is largely due to traffic congestion. The Council has prepared an action plan setting out measures intended to help reduce

vehicle emissions within these areas. The Council monitors air quality in other locations and may need to declare further AQMAs.

## 3) Creating Successful Places

### Place-making and Design

- 43 Edinburgh's distinct geography and rich and varied heritage of buildings and urban design combine to create a cityscape of excellence. New development, through its design and contribution to place-making, should enhance not detract from the city's overall character and quality of environment. Good design can help achieve a wide range of social, economic and environmental goals, creating places that are successful and sustainable. The design of a place can define how people live, how much energy they use, how efficient transport systems are and whether businesses succeed. The LDP's design related policies aim to raise design quality and create successful places. Council guidance supports these policies and provides more detailed information and advice.
- 44 This LDP is also supported by a wide range of area and site specific design guidance aimed at promoting high quality place-making and design. These frameworks, development briefs and master plans can be viewed at [www.edinburgh.gov.uk/info/207/planning-policies](http://www.edinburgh.gov.uk/info/207/planning-policies). Their role is to guide and control development, taking account of the particular characteristics of a site or area and addressing matters such as mix of uses, form and height of buildings, streets and public spaces. In creating high quality places, the spaces between buildings i.e. streets, civic squares and public realm, should be given as much consideration as the design of buildings.

45 The site briefs and development principles included in Part 1 Section 5 set out key design requirements to guide the development of new housing sites and other major development opportunities. Master plans should be prepared by developers as part of the planning application process to demonstrate how their proposals meet the LDP's design and place-making objectives and any site specific requirements. Master Plans should also provide information on the mix of uses, how a development relates to the surrounding area and, where relevant, proposals on an adjacent site and development phasing.

### Green Network

46 The green network is the linking together of natural, semi-natural and man-made open spaces to create an interconnected network that provides recreational opportunities, improves accessibility within the urban area and to the surrounding countryside and enhances biodiversity and the character of the landscape and townscape, including the setting of new development. Edinburgh's green network forms part of a wider Central Scotland Green Network (CSGN), which is identified as a national development in National Planning Framework 2. The Council is a signatory to the CSGN declaration and is working in partnership with neighbouring authorities and other stakeholders to support and deliver a range of projects.

47 Some parts of the green belt contribute to Edinburgh's green network. Key elements include the Pentlands Hill Regional Park, Bonaly Country Park, Cammo estate, the Water of Leith, the Union Canal, Waterfront Promenade and the proposed South East Wedge parkland.

48 Through various policies, the LDP aims to protect, promote and enhance the wildlife, recreational, landscape and access value of the green network. Developments are expected to incorporate elements that positively contribute to the green network through, for example:

- providing new open space and/or improving the quality of, or access to existing public open space, thus, reducing areas of deficiency
- incorporating existing landscape features in new development and providing new landscape planting and other green infrastructure along water courses, coast and urban edge
- extending and linking to the existing path network where opportunities arise
- providing for a range of different recreational uses which promote healthy living
- providing new and/or enhancing existing wildlife habitats through building and landscape design, thus, preventing habitat fragmentation where possible
- managing surface water drainage, treatment and flood risk through sustainable urban drainage, providing amenity and biodiversity benefits e.g. green roofs, swales and ponds
- mitigating and adapting to the impacts of climate change e.g. resource efficient design, planting trees to capture carbon, intercept and absorb rainfall.



- 49 Enhancements of the green network will be required to mitigate any impacts from development on existing wildlife habitats or potential connections between them, or other features of value to natural heritage, green space, landscape and recreation. Developers must ensure that green networks are considered in the preparation of future planning applications. Figure 5 is an indicative map of Edinburgh's green network illustrating existing provision and opportunities to improve and/or extend the network.
- 50 The growth areas in West and South East Edinburgh provide opportunities to extend existing green corridors into the wider countryside. Green network enhancement should be an integral part of the new LDP housing proposals. Green network opportunities are highlighted in the housing site briefs in [Part 1 Section 5](#).
- 51 In 2010, the Council prepared an Open Space Strategy based on an audit of open space resources across Edinburgh. Its purpose is to ensure a co-ordinated and consistent approach to meeting Edinburgh's open space needs and protecting and developing the city's network of open spaces. The Strategy sets standards for the provision of different types of open space and identifies where these standards are not currently met. The Strategy, together with 12 accompanying action plans, identifies opportunities to improve the quantity and quality of open space provision in Edinburgh.
- 52 The LDP includes 10 greenspace proposals ([Table 1](#)).

The majority of these relate to the creation of major new greenspace in conjunction with wider redevelopment proposals. These will play an important role in meeting the open space needs of new residents and will also bring benefits for neighbouring existing communities. Where possible, these proposals will be incorporated into Edinburgh's green network by creating and improving connections to other spaces.

Figure 5 Green Network

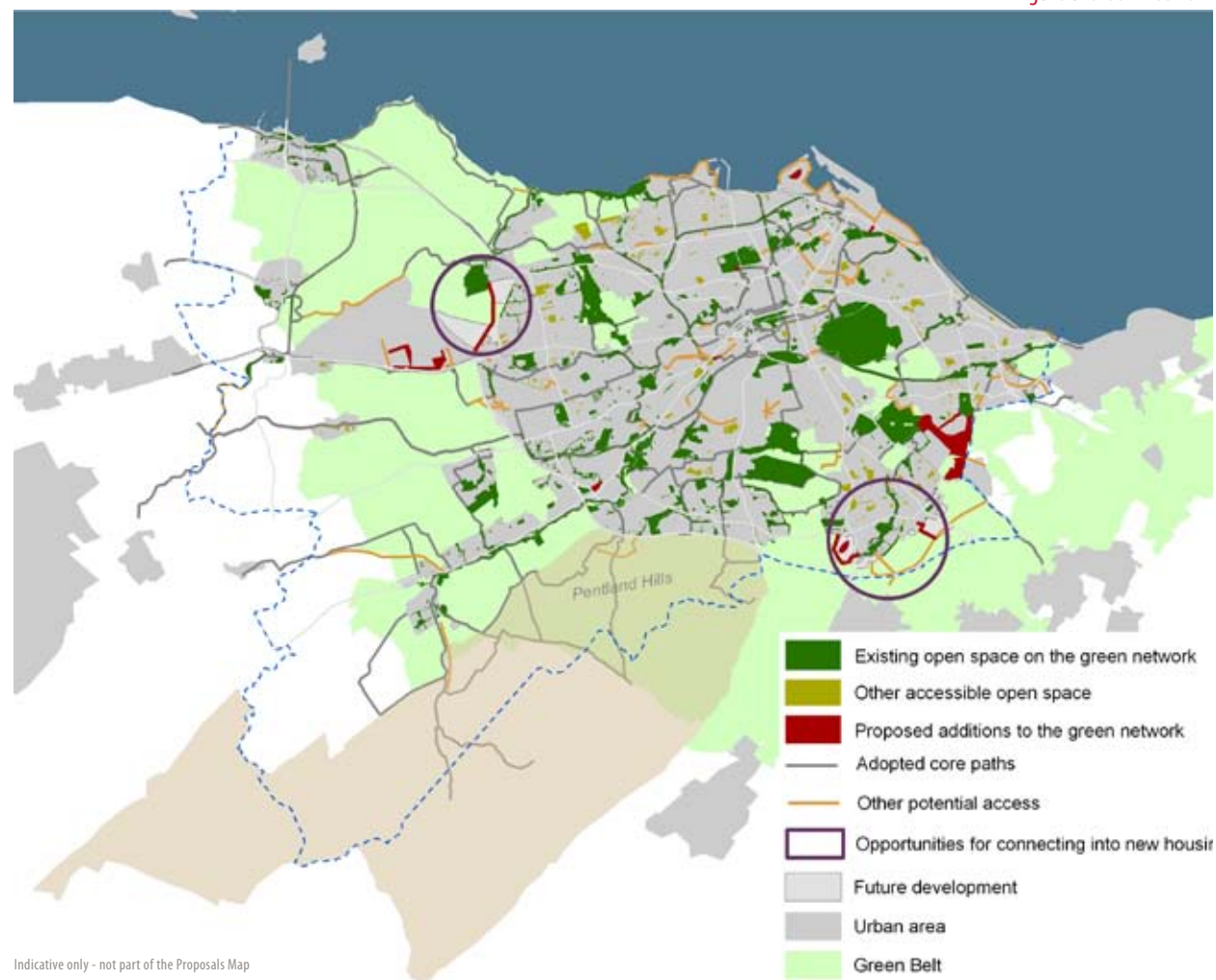


Table 1: Greenspace Proposals

Reference: <b>GS1</b> Name: <b>Dalry Community Park</b> Proposal: <b>Extension and enhancement of public park</b>	Opportunity to enhance and extend an existing park to meet existing deficiencies in provision and as part of public open space requirements associated with the redevelopment of Fountainbridge.
Reference: <b>GS2</b> Name: <b>Leith Western Harbour Central Park</b> Proposal: <b>Provision of 5.2 hectare publicly accessible park</b>	The approved proposals for Western Harbour include a new park with formal and informal recreational facilities for all ages.
Reference: <b>GS3</b> Name : <b>Leith Links Seaward Extension</b> Proposal: <b>Sports pitches, allotments and other recreational uses laid out in a linear greenspace.</b>	The housing-led redevelopment of former industrial land east of Salamander Place is centred on a linear extension of Leith Links. A landscape design study approved in 2008 shows how the extension can connect with the Links by reshaping and enlarging the existing allotments. This proposal extends to Salamander Street and connects with a cycle/footpath safeguard to the coast.
Reference: <b>GS4</b> Name: <b>South East Wedge Parkland</b> Proposal: <b>Parkland, open land and structure planting</b>	Land around Craigmillar/Greendykes retained in the green belt will be landscaped to provide multi-functional parkland, woodland and country paths linking with parallel developments in Midlothian.
Reference: <b>GS5</b> Name: <b>Niddrie Burn Parkland</b> Proposal: <b>New park</b>	The Council has carried out work to remove culverts and form a new channel for the Niddrie Burn as part of the urban expansion proposals at Greendykes. This is the first phase in creating a new park.

Table 1: Greenspace Proposals

Reference: <b>GS6</b> Name: <b>IBG Open Space</b> Proposal: <b>Three areas of parkland 1) along A8 corridor; 2) central parkland and 3) archaeology park</b>	The West Edinburgh Landscape Framework (approved in December 2011) identifies strategic landscape design and open space requirements. Three main areas of open space are proposed as key elements of the International Business Gateway.
Reference: <b>GS7</b> Name: <b>Gogar Burn</b> Proposal: <b>Diversion of Gogar Burn</b>	Proposed diversion of the Gogar Burn as shown on the Proposals Map. This will bring benefits in terms of reducing flood risk, improving water quality and enhancing biodiversity
Reference: <b>GS8</b> Name: <b>Inverleith Depot</b> Proposal: <b>Conversion of service depot into greenspace</b>	The Council is keeping the operational role of its service depots under review. If that process determines that the depot at Inverleith Park is no longer required for depot functions or other services, it can be converted into green space. The type(s) of greenspace should be identified at that stage in consultation with the local community and should take account of local and citywide needs.
Reference: <b>GS9</b> Name : <b>Broomhills Park</b> Proposal: <b>New large park in housing-led development site</b>	The centre of the Broomhills housing site ( <a href="#">Proposal HSG 21</a> ) is a raised knoll which must remain undeveloped to reduce impact on the landscape setting of the city. This is an opportunity to create a new community park which benefits from attractive views. It should be landscaped and maintained to meet the Council's large greenspace standard.
Reference: <b>GS10</b> Name : <b>Curriemuirend</b> Proposal: <b>Greenspace enhancement</b>	Proposals to enhance existing greenspace in conjunction with housing development on adjacent site ( <a href="#">Proposal HSG29</a> ). Will include provision of play space and upgrading of football pitch.

## 3 A Plan to Provide Jobs, Homes and Services in the Right Locations

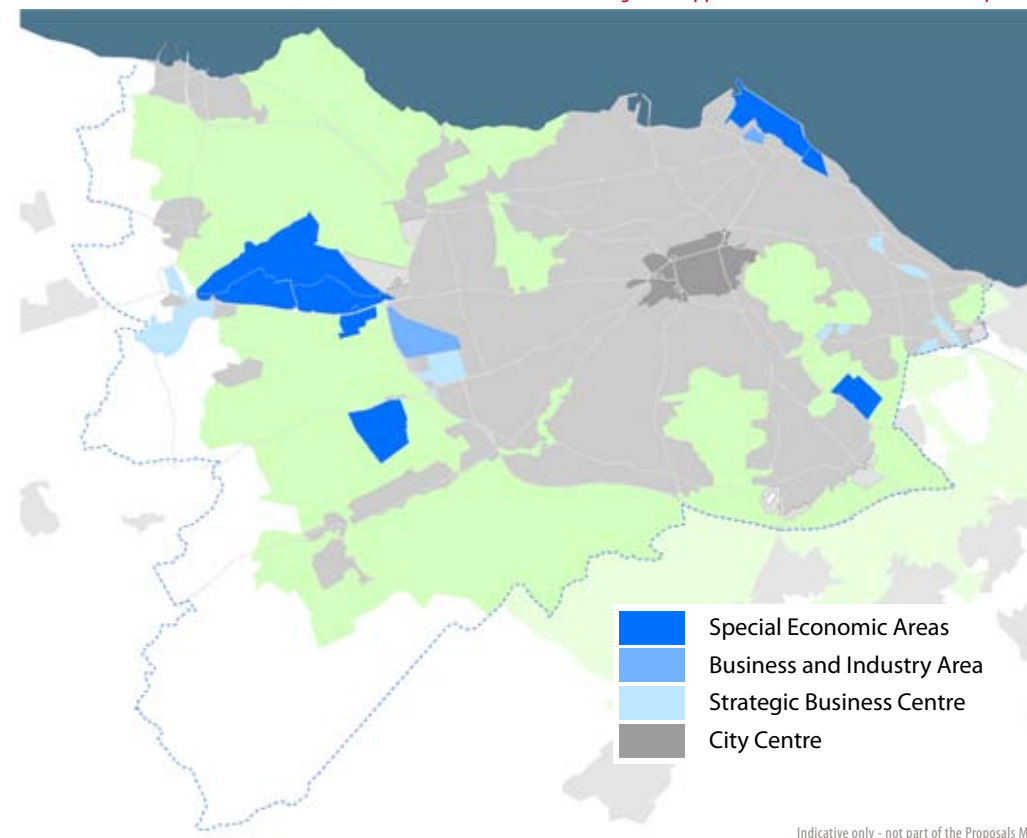
### 1) Economic Development

53 The Council's economic strategy seeks sustainable growth through investment in jobs – focussing on development and regeneration, inward investment, support for businesses and helping unemployed people into work or learning. A successful Edinburgh economy will have wider implications across the city region and for Scotland as a whole. The LDP has a key role in helping to deliver this strategy.

54 The strength of Edinburgh's economy is based on a range of key sectors, for example tourism, financial services, life sciences and higher education. Edinburgh also has a wide range of cultural, arts and sports venues which bring economic benefits as well as enhancing the wellbeing of residents and visitors. The LDP supports existing businesses, continues to promote previously identified economic proposals and highlights new investment opportunities.

55 There are many economic development opportunities across the city, available to accommodate businesses of varying types and sizes (see Figure 6). These include seven special economic areas, strategic office locations in the city centre, Leith and Edinburgh Park, and planned industrial estates and areas such as Newbridge.

Figure 6 Opportunities for Economic Development



56 Economic growth is a key aim of the Strategic Development Plan. The SDP requires the LDP to retain existing levels of strategic employment land and provide a generous range and choice of employment sites in accessible locations. It also recognises the important role of the Edinburgh city region as a key driver of the Scottish economy. In Edinburgh, proposals for Edinburgh

Airport, the Royal Highland Centre and International Business Gateway have national development status in National Planning Framework 2 and the Edinburgh International Partnership has been set up to implement these proposals. The Scottish Government has also identified two enterprise locations in Edinburgh in recognition of their importance to the national economy - Leith Docks (low carbon/renewables) and Edinburgh BioQuarter (life sciences).

### Edinburgh's Special Economic Areas

- 57 The LDP identifies seven “special economic areas” (see Table 2), all of which are of national or strategic economic importance, providing or with the potential to provide a significant number of jobs. The plan includes individual policies for six of these sites (Emp2 – Emp7) to ensure development proposals realise their economic potential. A slightly different approach is taken for Leith Docks where economic proposals will be assessed using the general [policy Emp8](#) and the area based policy [DtS 4](#).

Table 2 Special Economic Areas

Area	Purpose
Name: <b>Edinburgh BioQuarter</b> Location: <b>East of A7, South East Edinburgh</b> Site area: <b>72 ha</b> Relevant LDP policy - <b>Emp 2</b>	The main purpose of the BioQuarter is to provide a world class cluster of manufacturing, research and development focussed on the Edinburgh Royal Infirmary.  The aim is for it to become the flagship Life Sciences site in Scotland. Its development is being promoted by a partnership of the Council and Scottish Enterprise, University of Edinburgh, NHS Lothian and an international developer specialising in this sector.

Table 2 Special Economic Areas

Area	Purpose
Name: <b>Riccarton University Campus and Business Park</b> Location: <b>South of A71, South West Edinburgh</b> Site area: <b>153 ha</b> Relevant LDP policy - <b>Emp3</b>	The campus comprises Heriot-Watt University and the adjacent business park. A Master Plan was approved in January 2001.  Its main purpose is academic teaching and research and business uses with a functional link to the University.  There is currently 20.28 hectares of undeveloped land available within Riccarton Research Park.
Name: <b>Edinburgh Airport</b> Location: <b>North of A8, West Edinburgh</b> Site area: <b>380 ha</b> Relevant LDP policy - <b>Emp4</b>	The connectivity provided by Edinburgh Airport supports and enhances Scotland's economy. The most recent Airport Master Plan was prepared by the former owner in July 2011 and agreed by the Council in March 2012. The Master Plan sets out development intentions for airport and related uses up to 2020 with more indicative proposals from 2020-2040.
Name: <b>Royal Highland Centre</b> Location: <b>North of A8, West Edinburgh</b> Site area: <b>132 ha</b> Relevant LDP policy - <b>Emp5</b>	The main purpose of the RHC site is for showground uses. Its owners, the Royal Highland and Agricultural Society of Scotland, intend to bring forward major proposals to expand and enhance facilities on their current site. A Master Plan has been prepared as part of a planning application. Proposals include a new exhibition hall, rural centre, hotel, improved internal circulation and a new entrance boulevard onto Eastfield Road.  The RHC may need to relocate to the south of the A8 in the longer term to allow for airport expansion.



Table 2 Special Economic Areas

Area	Purpose
Name: <b>International Business Gateway</b> Location: <b>North of A8, West Edinburgh</b> Site area: <b>136 ha</b> Relevant LDP policy - <b>Emp6</b>	This area was identified for international business development and ancillary uses in the West Edinburgh Planning Framework, a Scottish Government document. It will come forward in a series of phases which may take longer to deliver than previously envisaged because of the global economic downturn. The Edinburgh International Partnership, involving relevant landowners and public sector organisations are working together on proposals for an initial phase of development next to the Eastfield Road tram stop.
Name: <b>RBS Headquarters, Gogarburn</b> Location: <b>South of A8, West Edinburgh</b> Site area: <b>45 ha</b> Relevant LDP policy - <b>Emp7</b>	The main purpose of the site is for single user office development in a high quality landscape setting. A tram stop is to be provided to the north east of the site, increasing accessibility by public transport. Part of the site remains undeveloped and provides the opportunity for additional office and ancillary development.
Name: <b>Leith Docks</b> Location: <b>Northern and eastern part of Leith Waterfront</b> Site area: <b>128 hectares</b> Relevant LDP policy - <b>Emp8 and DtS4</b>	The main purpose of this area is for business and industry. The National Renewables Infrastructure Plan highlights the potential of Leith Docks as a suitable location for the manufacturing and servicing of wind turbines and other equipment to support the off-shore renewables industry.

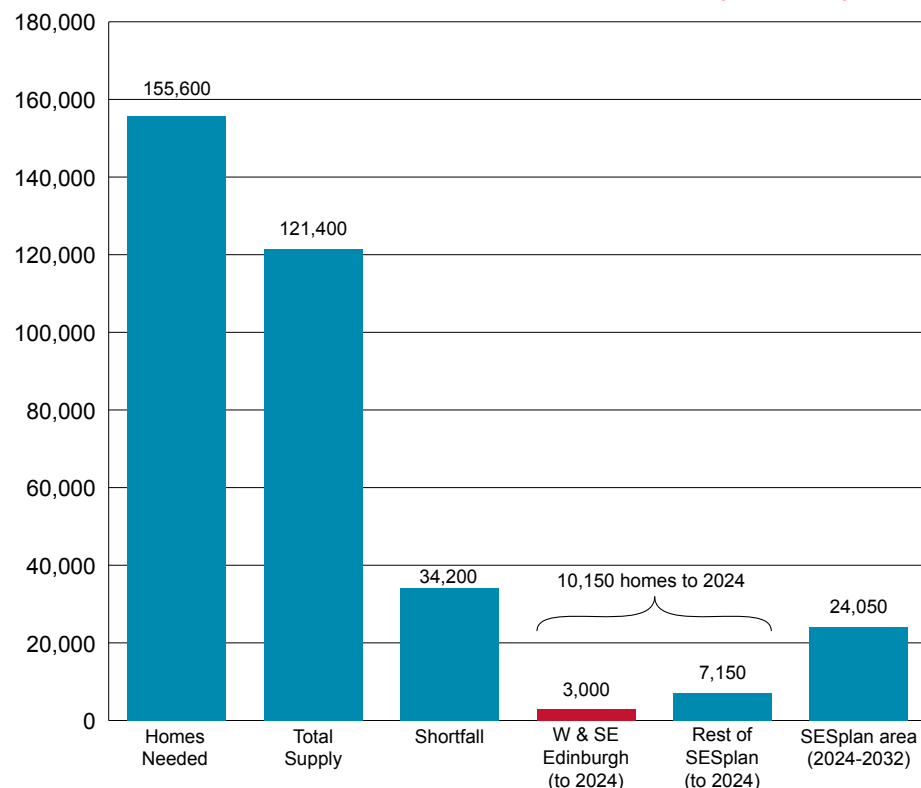
## 2) Housing and Community Facilities

58 Edinburgh is a growing city as a result of increased birth rates, residents living longer and people moving into the area for work or study. Its population is now 477,000 (National Records of Scotland, 2011 Census). Population

and household changes have implications for housing need which in turn influences the amount of housing land to be identified in LDPs. Providing more and better homes for people is one of the overall aims of the plan, to help meet housing need and support economic growth. The LDP also recognises that a growing population increases the need for local shops and community facilities such as schools, health care services and community centres.

- 59 A housing needs and demand assessment (HNDA) for South East Scotland was undertaken as part of the preparation of the Strategic Development Plan and local housing strategies across the SESplan area. The SESplan area, which covers Edinburgh, the Lothians, Scottish Borders and part of Fife, functions as one housing market area. This means that some of the housing demand generated by the city can and will be met in the wider city region.
- 60 The SDP indicates that land for a total of 155,600 new homes will be required across the SESPlan area in the period up to 2032. The SDP assumes 121,400 homes are already provided for, on sites with planning permission or already identified through previous local plans and windfall sites (see definition in glossary). This leaves a regional housing land requirement of 34,200 new homes with land for 10,150 homes to be identified in the period up to 2024, and the remainder to be provided in the period 2024-2032 subject to review through preparation of the next SDP.
- 61 The SDP strategy focuses growth and investment on 13 strategic development areas across the city region. In Edinburgh, major new housing development (over and above existing commitments) is directed to West and South East Edinburgh. This LDP must identify sites for 2000 houses in West Edinburgh and 1000 houses in South East Edinburgh.

Figure 7 Housing Land Needed



62 Edinburgh’s contribution to meeting the overall strategic housing land requirement is 26,900 houses in the period 2009 - 2024. This means that around 1793 additional homes should be built each year and 8,965 homes over five years. Scottish Planning Policy indicates that LDPs should ensure there is enough housing land to provide a minimum five year effective supply at all times. Edinburgh’s supply of housing land will be monitored through the annual housing audit and will comprise LDP housing proposals, sites already under construction and sites with planning permission.

63 The economic downturn has had a significant effect on the rate that housing sites are being developed. In recent years, this has hampered efforts to maintain an effective five year housing land supply. Recent housing completion figures show that building rates are increasing and the Council is confident that the policies and proposals in this plan will provide the recommended minimum 5 year effective supply. However, if from 2017 (i.e. 2 years after adoption of the plan), annual monitoring shows that an effective five year supply is not being maintained, the Council will prepare city-wide supplementary guidance to indicate how and where additional effective sites can be brought forward.

64 The City Housing Strategy 2012 -2017 was approved in December 2011. It aims to deliver three outcomes:

- People live in a home they can afford
- People live in a warm, safe home in a well-managed neighbourhood; and
- People can move if they need to.

This LDP can help meet these outcomes through the identification of sites to increase the housing supply and the inclusion of policies on affordable housing, sustainable building and design and place-making.

65 The proposals listed in Tables 3 and 4 provide a generous supply of land for housing development on a range of sites across the city. Together these sites could deliver around 27,000 new homes, with the majority being built on brownfield sites, i.e. land within the urban area which has been built on previously. Proposals HSG 1 – HSG 18, EW 1a-c, EW 2a-d, CC 2 – CC 4 relate to sites which already have planning permission for housing development

or were identified as housing proposals in previous local plans. Sites HSG 19 – HSG 30, DtS 5 and Emp 6 are new housing opportunities, including proposals being brought forward in South East and West Edinburgh to meet strategic housing requirements. Detailed information on these proposals is provided in [Part 1 Section 5](#). Apart from sites identified for development in this plan to deliver the planned growth of the city, housing on greenfield land is unlikely to be supported.

- 66 The plan aims to ensure that housing development on the sites listed in Tables 3 and 4 and any other site that emerges during the period of the plan, provides for a range of housing needs, meets climate change and sustainable development objectives and is of a high quality in terms of site layout and design. It also includes policies to ensure development doesn't detract from the appearance of or cause nuisance or disturbance in existing housing areas.
- 67 Since its introduction in 2001, the Council's affordable housing policy has delivered nearly 700 new affordable homes. The availability of affordable housing continues to be a major issue in Edinburgh and the Council and its partners are using a range of innovative and flexible approaches to increase the supply of new affordable homes. More information is available in the Council's housing strategy [www.edinburgh.gov.uk/downloads/file/6360/city\\_housing\\_strategy\\_2012-17](http://www.edinburgh.gov.uk/downloads/file/6360/city_housing_strategy_2012-17). One element is the LDP requirement for all private development of 12 or more homes to include 25% affordable housing (Policy Hou 6).
- 68 In addition to providing affordable housing, the LDP also recognises the housing needs of particular groups such as students, gypsies, travellers and travelling showpeople.

**Table 3 – Existing Housing Proposals**

Reference: <b>HSG 1</b> Name : <b>Springfield, Queensferry</b> Site area: <b>13 hectares</b> Estimated total capacity: <b>150</b>	The site lies on the western edge of the town between existing housing at Springfield and the line of the replacement Forth Crossing. Proposals should include playing fields, changing facilities and amenity open space. Opportunity to create a link road from Bo'ness Road to Society Road should be investigated.
Reference: <b>HSG 2</b> Name: <b>Agilent, South Queensferry</b> Site area: <b>14 hectares</b> Estimated total capacity: <b>400</b>	Planning permission granted for a housing-led mixed use development on the site of former Agilent plant.
Reference: <b>HSG 3</b> Name: <b>North Kirkliston</b> Site area: <b>44 hectares</b> Estimated total capacity: <b>680 (503*)</b>	Site identified in previous local plan to meet strategic housing need. Planning permission granted and development underway.
Reference: <b>HSG 4</b> Name : <b>West Newbridge</b> Site area: <b>20 hectares</b> Estimated total capacity: <b>500</b>	Opportunity for housing-led regeneration in heart of Newbridge. Environmental concerns such as the proximity of the site to industrial uses and impact of aircraft noise must be addressed through a comprehensive master plan for the whole site. Proposals should accord with the West Edinburgh Strategic Design Framework.
Reference: <b>HSG 5</b> Name : <b>Hillwood Road, Ratho Station</b> Site area: <b>5 hectares</b> Estimated total capacity: <b>50-100</b>	Opportunity for housing development and community facilities (either provided on site or elsewhere in Ratho Station). Proposals should accord with the West Edinburgh Strategic Design Framework.

Table 3 – Existing Housing Proposals

Reference: <b>HSG 6</b> Name : <b>South Gyle Wynd</b> Site area: <b>3 hectares</b> Estimated total capacity: <b>180</b>	Housing opportunity on site adjacent to Forrester's and St Augustine's High Schools.
Reference: <b>HSG 7</b> Name : <b>Edinburgh Zoo</b> Site area: <b>4 hectares</b> Estimated total capacity: <b>80</b>	Land on the western edge of the zoo which is no longer required for zoo purposes. Opportunity for high quality housing development within a mature landscape setting.
Reference: <b>HSG 8</b> Name: <b>Telford College (North Campus)</b> Site area: <b>3 hectares</b> Estimated total capacity: <b>300 (284*)</b>	Redevelopment of former college site. Planning permission granted and development underway.
Reference: <b>HSG 9</b> Name: <b>City Park</b> Site area: <b>2 hectares</b> Estimated total capacity: <b>200</b>	A Statement of Urban Design Principles has been prepared by the Council to guide housing development.
Reference: <b>HSG 10</b> Name: <b>Fairmilehead Water Treatment Works</b> Site area: <b>11 hectares</b> Estimated total capacity: <b>275</b>	Planning permission granted for the redevelopment of the former Scottish Water treatment works. The existing tanks have been decommissioned to make the site suitable for housing use.

\* homes still to be built (calculated from the 2012 Housing Land Audit).

Table 3 – Existing Housing Proposals

Reference: <b>HSG 11</b> Name: <b>Shrub Place</b> Site area: <b>2 hectares</b> Estimated total capacity: <b>400</b>	Redevelopment of former transport depot and Masonic hall. A Statement of Urban Design Principles has been prepared by the Council to guide development.
Reference: <b>HSG 12</b> Name: <b>Lochend Butterfly</b> Site area: <b>5 hectares</b> Estimated total capacity: <b>556 (484*)</b>	Major redevelopment opportunity on land located in the east of the city. Planning permission granted and development underway.
Reference: <b>HSG 13</b> Name: <b>Eastern General Hospital</b> Site area: <b>4 hectares</b> Estimated total capacity : <b>270 (206*)</b>	Redevelopment on former hospital site. Proposals to retain three existing buildings (two of which are listed). Planning permission granted for housing including 64 affordable units and a care home. The affordable housing is complete and comprises a mix of tenures.
Reference: <b>HSG 14</b> Name: <b>Niddrie Mains</b> Site area: <b>21 hectares</b> Estimated total capacity: <b>900-1100 (700-900*)</b>	This proposal forms part of the wider regeneration of Craigmillar led by PARC. Development which has already taken place includes housing, two new primary schools, a new neighbourhood office and public library and refurbishment of the White House. Future housing proposals should accord with the Craigmillar Urban Design Framework.
Reference: <b>HSG 15</b> Name: <b>Greendykes Road</b> Site area: <b>3 hectares</b> Estimated total capacity: <b>145</b>	The site is expected to become available for housing once a decision is made on the future of Castlebrae High School. Proposals should accord with the Craigmillar Urban Design Framework.



Table 3 – Existing Housing Proposals

Reference: <b>HSG 16</b> Name: <b>Thistle Foundation</b> Site area: <b>8 hectares</b> Estimated total capacity: <b>170 (136*)</b>	Redevelopment opportunity in heart of Craigmillar. Planning permission granted and development underway.
Reference: <b>HSG 17</b> Name: <b>Greendykes</b> Site area: <b>12 hectares</b> Estimated total capacity: <b>900-1000 (800-1000*)</b>	A vacant site within an established residential area. Its redevelopment forms part of the wider regeneration of Craigmillar. Planning permission granted on part of the site and development underway.
Reference: <b>HSG 18</b> Name: <b>New Greendykes</b> Site area: <b>26 hectares</b> Estimated total capacity: <b>1000</b>	Longstanding proposal for new housing on greenfield land to south of Greendykes. Outline planning permission granted in 2010 for 1000 houses. The proposal includes a mix of unit sizes and types, 200 of which are affordable.

## City Centre

Reference: <b>CC 2</b> Name: <b>New Street</b> Site area: <b>3 hectares</b> Estimated total capacity: <b>250</b>	Housing as part of a major mixed use redevelopment opportunity. Proposals should accord with the New Street Development Principles (set out in <a href="#">Table 10</a> ).
Reference: <b>CC 3</b> Name: <b>Fountainbridge</b> Site area: <b>37 hectares</b> Estimated total capacity: <b>1200 (1036*)</b>	Housing as part of mixed use redevelopment of former brewery site. Development underway with nearly 200 new homes provided. Proposals should accord with the Fountainbridge Development Principles (set out in <a href="#">Table 10</a> ).

Table 3 – Existing Housing Proposals

Reference: <b>CC 4</b> Name : <b>Quartermile</b> Site area: <b>8 hectares</b> Estimated total capacity: <b>1000 (627*)</b>	Regeneration of the historic Edinburgh Royal Infirmary site creating a sustainable, mixed-use urban community. Nearly 400 homes already built. Further details provided in <a href="#">Table 10</a> .
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## Edinburgh Waterfront

Reference: <b>EW 1a</b> Name: <b>Leith Waterfront (Western Harbour)</b> Site area: <b>49 hectares</b> Estimated total capacity: <b>3000 (2000*)</b>	Major housing-led mixed use regeneration opportunity on land to west of Ocean Terminal shopping centre next to recently built flatted development. Proposals should accord with the Leith Waterfront Development Principles (set out in <a href="#">Table 11</a> ).
Reference: <b>EW 1b</b> Name: <b>Central Leith Waterfront</b> Site area: <b>61 hectares</b> Estimated total capacity: <b>5600</b>	The mixed use regeneration of Central Leith Waterfront will provide a significant number of new homes. Proposals should accord with the Leith Waterfront Development Principles (set out in <a href="#">Table 11</a> ).
Reference: <b>EW 1c</b> Name: <b>Leith Waterfront (Salamander Place)</b> Site area: <b>13 hectares</b> Estimated total capacity: <b>1500</b>	Housing led regeneration on former industrial land. Planning permission granted on western part of site for 781 units incorporating a wide range of house types. Proposals should accord with the Leith Waterfront Development Principles (set out in <a href="#">Table 11</a> ).
Reference: <b>EW 2a</b> Name: <b>Forth Quarter</b> Site area: <b>45 hectares</b> Estimated total capacity: <b>1800 (1073*)</b>	Major housing-led mixed use regeneration opportunity. Nearly 800 homes already built along with offices, superstore and a new park. Proposals should accord with the Granton Waterfront Development Principles (set out in <a href="#">Table 11</a> ).

Table 3 – Existing Housing Proposals

## Edinburgh Waterfront (continued)

Reference: <b>EW 2b</b> Name: <b>Central Development Area</b> Site area: <b>41 hectares</b> Estimated total capacity: <b>2050 (1800*)</b>	Housing –led mixed use development. Some housing completed along a new avenue. Proposals should accord with the Granton Waterfront Development Principles (set out in <a href="#">Table 11</a> ).
Reference: <b>EW 2c</b> Name: <b>Granton Harbour</b> Site area: <b>38 hectares</b> Estimated total capacity: <b>3400 (3114*)</b>	Housing –led mixed use development. Some housing development in accordance with an approved master plan. Proposals should accord with the Granton Waterfront Development Principles (set out in <a href="#">Table 11</a> ).
Reference: <b>EW 2d</b> Name: <b>North Shore</b> Site area: <b>16 hectares</b> Estimated total capacity: <b>850</b>	Opportunity for housing-led mixed use development. Implementation of this proposal unlikely to come forward in the short term. Proposals should accord with the Granton Waterfront Development Principles (set out in <a href="#">Table 11</a> ).

\* homes still to be built (calculated from the 2012 Housing Land Audit).

Table 4 New Housing Proposals

## West Edinburgh

Reference: <b>HSG 19</b> Name: <b>Maybury</b> Site area: <b>75 hectares</b> Estimated number of houses $\Delta$ : <b>1,000-1,400</b>	Proposal for housing-led development on land to the north and south of Turnhouse Road. Development must accord with the Maybury and Cammo Site Brief ( <a href="#">pages 50 - 51</a> ).
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Table 4 New Housing Proposals

Reference: <b>HSG 20</b> Name: <b>Cammo</b> Site area: <b>28 hectares</b> Estimated total capacity: <b>500-700</b>	New housing site on land to the west of Maybury Road. Development must accord with the Maybury and Cammo Site Brief ( <a href="#">pages 50 - 51</a> ).
Reference: <b>Policy Emp 6</b> Name: <b>International Business Gateway (IBG)</b> Site area: <b>n/a</b> Estimated number of houses $\Delta$ : <b>300-400</b>	Housing as a component of business-led mixed use proposals in the IBG will contribute to place making and sustainable development objectives. Housing proposals should form an integrated component of a business-led master plan. Housing only proposals would undermine the main purpose of the IBG and are therefore not acceptable. Proposals must accord with Policy Emp6 and the IBG Development Principles ( <a href="#">pages 52 - 53</a> ).
Reference: <b>Policy DtS 5</b> Name: <b>Edinburgh Park/South Gyle</b> Site area: <b>n/a</b> Estimated number of houses $\Delta$ : <b>450-700</b>	Policy DtS 5 supports the introduction of housing and other uses into an area currently dominated by employment uses. This new approach represents the first step in changing the character of the Edinburgh Park/ South Gyle area in line with place making and sustainable development objectives. Proposals must accord with the Edinburgh Park and South Gyle Development Principles ( <a href="#">pages 54- 55</a> ).

## South East Edinburgh

Reference: <b>HSG 21</b> Name: <b>Broomhills</b> Site area: <b>30 hectares</b> Estimated total capacity: <b>425-595</b>	A site to the West of Burdiehouse Road, incorporating a public park (proposal GS 9). Development must accord with the Broomhills and Burdiehouse Site Brief ( <a href="#">pages 58 - 59</a> )
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$\Delta$  The estimated number of houses expected to be built in the period of this plan i.e. up to 2025. These sites may provide additional housing beyond 2025.

Table 4 New Housing Proposals

## South East Edinburgh (continued)

Reference: <b>HSG 22</b> Name: <b>Burdiehouse</b> Site area: <b>14 hectares</b> Estimated total capacity: <b>250-350</b>	Planning permission in principle was granted for housing on the eastern part of the site in 2012. This proposal incorporates additional land to north and east. Development must accord with the Broomhills and Burdiehouse Site Brief ( <a href="#">pages 58 - 59</a> )
Reference: <b>HSG 23</b> Name: <b>Gilmerton Dykes Road</b> Site area: <b>2.5 hectares</b> Estimated total capacity: <b>50-70</b>	Small site located to the south of Gilmerton Dykes Road. Development must accord with the Gilmerton Site Brief ( <a href="#">pages 60 - 61</a> )
Reference: <b>HSG 24</b> Name: <b>Gilmerton Station Road</b> Site area: <b>20 hectares</b> Estimated total capacity: <b>350-490</b>	Proposals for housing-led development on land to the north of Gilmerton Station Road. Development must accord with the Gilmerton Site Brief ( <a href="#">pages 60 - 61</a> )
Reference: <b>HSG 25</b> Name: <b>The Drum</b> Site area: <b>6 hectares</b> Estimated total capacity: <b>125-175</b>	Housing proposal on land to the north of Drum Street Development must accord with the Gilmerton Site Brief ( <a href="#">pages 60 - 61</a> )
Reference: <b>HSG 26</b> Name: <b>Newcraighall North</b> Site area: <b>9 hectares</b> Estimated total capacity: <b>150- 210</b>	Planning permission was granted for 160 houses on the site in 2012. The site may provide the opportunity for a greater number of houses. Development must accord with the Newcraighall Site Brief ( <a href="#">pages 62 - 63</a> ).
Reference: <b>HSG 27</b> Name: <b>Newcraighall East</b> Site area: <b>17 hectares</b> Estimated total capacity: <b>275-385</b>	Planning permission was granted for housing on the majority of the site in 2012. This site is larger with a higher estimated capacity. Development must accord with the Newcraighall site brief ( <a href="#">pages 62 - 63</a> )

Table 4 New Housing Proposals

## Other New Housing Proposals

Reference: <b>HSG 28</b> Name: <b>Riccarton Mains Road</b> Site area: <b>1 hectare</b> Estimated total capacity: <b>50</b>	Well contained site on the edge of Currie, located to the west of Riccarton Mains Road. Opportunity to provide additional housing on land within walking distance of schools and local services.
Reference: <b>HSG 29</b> Name: <b>Curriemuirend</b> Site area: <b>6 hectares</b> Estimated total capacity: <b>100</b>	Proposal for housing and allotments with opportunity to improve the quality of green space at Clovenstone Drive (Proposal GS10). Proposals must accord with the Curriemuirend Development Principles ( <a href="#">page 66</a> )
Reference: <b>HSG 30</b> Name: <b>Moredunvale Road</b> Site area: <b>5 hectares</b> Estimated total capacity: <b>50</b>	Proposal for housing development and open space improvements. Proposals must accord with Moredunvale Development Principles ( <a href="#">page 66</a> )

### Schools

- 69 Table 5 and Proposals SCH1 – SCH8 on the Proposals Map identify school proposals which involve development on new sites. An education assessment was undertaken as part of the preparation of the LDP. This sets out the implications of the proposed housing growth on existing schools and identifies what is needed in terms of new and expanded educational facilities. New primary schools are required in West Edinburgh (SCH6) and South East Edinburgh (SCH7 and SCH8). The LDP Action Programme sets out the mechanisms for delivering new and expanded education facilities where required in conjunction with LDP housing proposals.

Table 5 School Proposals

## Existing School Proposals

Reference: **SCH 1**  
 Name : **Portobello High School**  
 Site area: **7.4 hectares**

Planning permission has been granted for a replacement school on a site at Portobello Park. Proposal is for a three storey building and two sports pitches.

Reference: **SCH 2**  
 Name: **High School, Craigmillar**  
 Site area: **Not yet determined**

A new high school is to be built as part of the ongoing regeneration of Craigmillar. It is anticipated to open in 2020 and to occupy a central location near other local services. The site for the new school has not yet been identified. Proposals should accord with the Craigmillar Urban Design Framework.

Reference: **SCH 3**  
 Name : **New Greendykes**  
 Site area: **Not yet determined**

Indicative proposal for new two-stream primary school if required in association with new Greendykes housing proposal HSG 5. Exact location of the site for the new school has not yet been determined.

Reference: **SCH 4**  
 Name : **North of Waterfront Avenue, Granton**  
 Site area: **1.2 hectares**

New primary school to be provided as part of major housing-led regeneration proposals at Granton Waterfront.

Reference : **SCH5**  
 Name : **Western Harbour, Leith**  
 Site area: **1.1 hectares**

New primary school to be provided as part of major housing-led regeneration proposals at Leith Waterfront.

Table 5 School Proposals

## New School Proposals

Reference: **SCH 6**  
 Name : **Maybury**  
 Site area: **Not yet determined**

New primary school to provide educational facilities in conjunction with housing growth in West Edinburgh.

Reference: **SCH 7**  
 Name : **Gilmerton**  
 Site area: **Not yet determined**

New primary school to provide educational facilities in conjunction with housing growth in South East Edinburgh.

Reference: **SCH 8**  
 Name : **Broomhills**  
 Site area: **Not yet determined**

New primary school to provide educational facilities in conjunction with housing growth in South East Edinburgh.

### 3) Shopping and Leisure

70 Shopping and leisure uses are major providers of jobs, especially for young people, and have strong links with other economic activities, particularly tourism. In Edinburgh, shopping and leisure uses are mainly provided in a network of centres distributed across the city.

- City Centre: The retail core of the city centre is the largest shopping centre in the Edinburgh City Region with a wide range of shops and other entertainment, leisure and cultural uses and excellent public transport services.
- Town Centres: The other eight town centres serve as a focal point for their local communities providing a diverse mix of shopping facilities and other commercial and community services. Each of the town centres is characterised by traditional shop units under tenements located on main roads with good bus services.



- Commercial Centres: Seven shopping malls and retail parks of varying size and character. The individual characteristics of each centre are described in Table 7.
- Local Centres: There are 59 local centres (with three more proposed) located across the city. These contribute to the quality of life and sense of identity of neighbourhoods by providing local shops and other services within walking distance. Sizes vary from larger local centres such as Wester Hailes, Easter Road and Davidson’s Mains to smaller parades of shops in the villages of Currie and Queensferry.

Figure 8 Shopping Centres

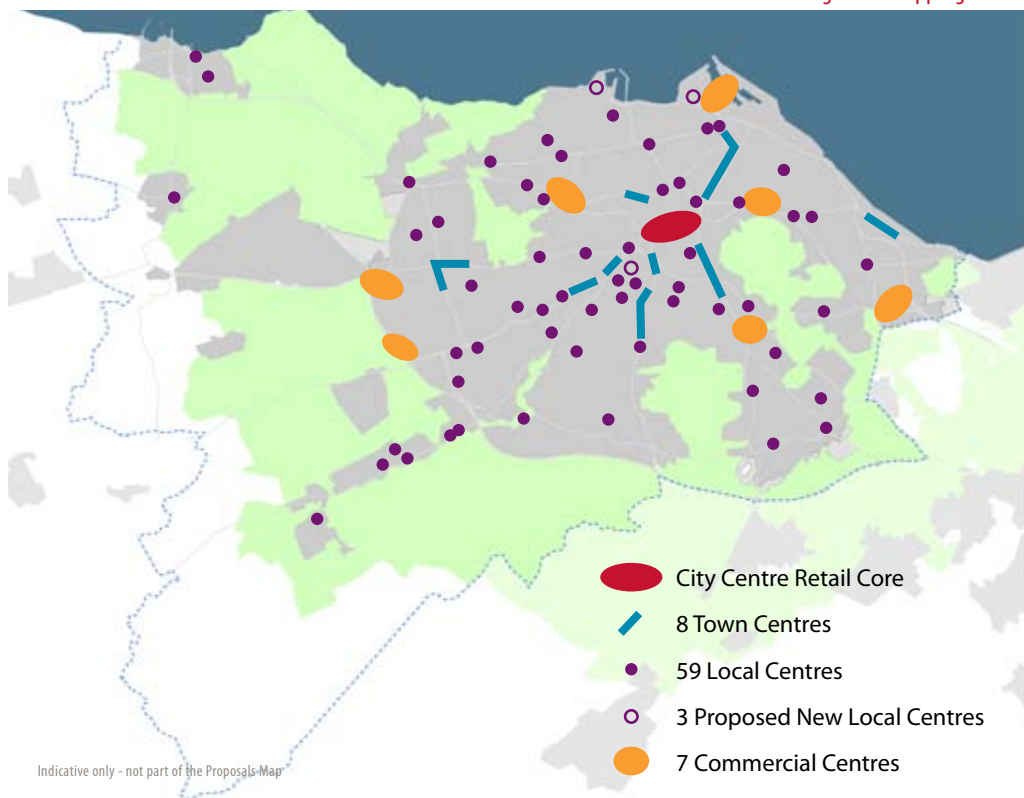


Table 6 Network of Shopping Centres		
<b>1 : City Centre</b>		
Edinburgh City Centre Retail Core		
<b>2 : Other Town Centres</b>		
Corstorphine	Gorgie / Dalry	Leith/Leith Walk
Morningside / Bruntsfield	Nicolson St / Clerk Street	Portobello
Stockbridge	Tollcross	
<b>3 : Commercial Centres</b>		
Cameron Toll	Craigleith	Hermiston Gait
Meadowbank	Newcraighall / The Jewel	Ocean Terminal
The Gyle		
<b>4 : Existing Local Centres</b>		
Ashley Terrace	Balgreen Road	Blackhall
Boswall Parkway	Broughton Street	Bryce Road, Currie
Chesser	Chesser Avenue	Colinton
Comiston Road	Corslet Place, Currie	Craiglockhart
Craigmillar	Dalkeith Road	Davidsons Mains
Drylaw	Drumrae	Dundas Street
Dundee Street	East Craigs	Easter Road
Ferry Road (East)	Ferry Road (West)	Forrest Road
Gilmerton	Goldenacre	Gracemount
Hillhouse Rd/Telford Rd	Jocks Lodge	Juniper Green
Liberton Brae	Main Street, Balerno	Main Street, Kirkliston
Marchmont North	Marchmont South	Milton Road West
Moredun Park Road	Muirhouse / Pennywell	Oxgangs Broadway
Parkhead	Pentland View Court, Currie	Piershill

Table 6 Network of Shopping Centres

## 4 : Existing Local Centres (continued)

Polwarth Gardens	Queensferry (Centre)	Ratcliffe Terrace
Restalrig Road	Rodney Street	Roseburn Terrace
Saughton Road North	Scotstoun Grove, Queensferry	Sighthill
Stenhouse Cross	Viewforth	Walter Scott Avenue
Waterfront Broadway	West Maitland Street	Western Corner
Whitehouse Road	Wester Hailes	

## 5 : Proposed new Local Centres

Fountainbridge	Granton Waterfront	Western Harbour
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- 71 The LDP continues to support the existing network of city, town and local centres. These are important focal points for people who live and work in Edinburgh, providing shopping, leisure and community facilities in locations which can be easily accessed by walking, cycling or public transport. It also recognises the valuable role of commercial centres as popular destinations for shopping and leisure activities.
- 72 The recession has had a significant adverse impact on many conventional retail businesses. Growth in consumer spending has slowed and it is unlikely that spending rates will increase again in the next 5 years. Some high street brands have gone into administration, leaving empty units. Others are considering cutting floorspace targets or reducing their number of stores. How customers make purchases is also changing, with more on-line spending, which also has implications for how we plan for retail uses.
- 73 Prioritising the city centre remains a key objective of the LDP. The Council aims to strengthen the position of the city to maintain its shopping role within

the region and to attract more investment. The planned redevelopment of the St James Quarter will bring major benefits to the city centre providing additional retailing floorspace, significant environmental improvements and a more vibrant mix of uses (Proposal CC 1). A change in policy from previous plans aims to improve the overall shopping experience in the city centre by allowing uses other than shops in ground floor units in the retail core. Supplementary Guidance will set out how this change of policy will be applied.

- 74 Policies will continue to direct new development to existing centres, with town centres being given priority over commercial centres. The impact of the recession and changes in consumer spending suggest there will be limited demand for additional retail floorspace over the next five to seven years. Further expansion of commercial centres (over and above that which already has planning permission) is unlikely to be supported as there aren't expected to be any gaps in the overall amount of retail provision across Edinburgh – see policy Ret 3 in Part 2 Section 6. However, opportunities to improve the quality of shopping and leisure facilities may arise, including changes to layout of the centre and unit sizes. Information on each of the commercial centres, including its characteristics, current expansion proposals and anticipated future role, is provided in Table 7.
- 75 The factors affecting retail spending and provision will be kept under review, particularly as Edinburgh is a growing city where the population is expected to increase. Whilst the city and town centres are likely to remain the preferred locations for new shopping and leisure development, the policies relating to commercial centres may be revised in future plans.

Table 7 Commercial Centres

Centre	Existing Role and Characteristics	Current Commitments and Future Role
Cameron Toll	Enclosed shopping centre, built in 1984. Located in South East Edinburgh on major transport intersection well served by bus. 45 units including a superstore.	Permission granted in 2012 for additional 8,600 m <sup>2</sup> retail space and a cinema which will enhance its leisure role.
Craigleith	Retail park opened in 1996. Recently reconfigured with a mix of bulky goods, fashion and large food store (20 units in total). Located in North West Edinburgh close to major transport routes but not well served by buses.	No current proposals for expansion, reconfiguration or enhancement.
Hermiston Gait	Retail park opened in 1995 originally with bulky goods focus. Now includes a food store. Located in West Edinburgh next to City Bypass and M8 motorway, and close to railway station and the tram route. Poor bus service and limited walking catchment. Currently has 10 units.	Permission granted for small retail and food and drink units to serve as a gateway to rail and tram stops and improve public realm and pedestrian links.  Main purpose should continue to be for bulky goods.
Meadowbank	Smaller retail park with supermarket and high representation of homeware and clothing stores. Located in North East Edinburgh on major transport route with good bus services. Opened 1997. Currently has 10 units.	No current proposals for expansion, reconfiguration or enhancement.

Table 7 Commercial Centres

Centre	Existing Role and Characteristics	Current Commitments and Future Role
Newcraighall / The Jewel	One of the largest out-of-centre shopping areas in UK. Contains a superstore, some retail warehouses and many other shops. Located on the edge of the urban area, it provides shopping facilities for the south east of the City and beyond. The first phase was opened in 1989. Poorly served by buses and limited walking catchment. The centre as a whole now has 60 units.	Planning permission granted in 2012 to reconfigure the centre. Floorspace is capped at 71,502 sq.m. including a commitment to limit retail unit size and the amount of new floorspace at ground level.
Ocean Terminal	Edinburgh's newest shopping mall (opened 2001) offers a range of high street retailing, including an anchor department store, dining and a multiplex cinema over three floors. Serving north Edinburgh and planned as part of the Waterfront regeneration. Well served by buses. 80 units.	Located in Edinburgh Waterfront, an area where significant regeneration is still proposed, although on a smaller scale than envisaged previously.  Any future increase in floorspace must reflect the scale and phasing of residential development.
Gyle	Enclosed, managed shopping centre (built 1993) with some ancillary services. Providing shopping facilities in the west of the city, it is located on the urban edge close to the City Bypass and major business park. Well served by buses and next to the tram route. However, its catchment is restricted by rail lines and major roads. 75 units.	Permission granted for 5,000 sq.m. extension to provide a new anchor store.  Future opportunity to enhance the community and leisure role of the centre to support housing growth in West Edinburgh.

76 In 2011, the Council approved a town centres strategy and has appointed town centre co-ordinators to support businesses and help deliver improvements identified in town centre action plans. This plan recognises that Edinburgh's town centres have had varying levels of resilience to the economic downturn. [Policy Ret 8](#) in Part 2 Section 6 indicates the intention to prepare separate Supplementary Guidance for each of the town centres, in consultation with local communities and businesses. These will promote an appropriate mix of uses and set out criteria for assessing change of use proposals in town centres.

77 Table 8 provides information on three new local centres to be provided as part of large mixed use redevelopment proposals at Granton, Leith and Fountainbridge. It also includes a proposal to redevelop and enhance the local centre at Craigmillar, a key component of wider regeneration proposals.

Table 8 Shopping Proposals

Reference: <b>S1</b> Name: <b>Niddrie Mains Road, Craigmillar</b> Proposed Use: <b>Redevelopment and enhancement of local centre</b>	Opportunity to enhance the role of the local centre through the development of new retail units and other local facilities as part of the wider regeneration of Craigmillar.
Reference: <b>S2</b> Name : <b>Granton Waterfront</b> Proposed Use: <b>Creation of a new local centre</b>	The approved master plan proposes a new local centre in the Granton Harbour area as part of the overall regeneration of the area. The location of this centre is shown on the Proposals Map.

Table 8 Shopping Proposals

Reference: <b>S3</b> Name : <b>Leith Waterfront – Western Harbour</b> Proposed Use: <b>Creation of a new local centre</b>	The approved master plan and framework propose a new local centre as part of the overall regeneration of the area. This has been part implemented by a superstore at Sandpiper Drive.
Reference: <b>S4</b> Name : <b>Fountainbridge</b> Proposed Use: <b>Creation of new local centre</b>	The approved Fountainbridge Development Brief proposes a new local centre as part of the overall regeneration of the area. The indicative location of this centre is shown on the Proposals Map.  Two retail units have been secured beneath student accommodation on Fountainbridge North. The masterplan for the outline permission for Fountainbridge South supports active frontages at ground level, including retail units arranged around a new commercial amenity space.

#### 4) Transport

78 Reducing the need to travel and promoting use of sustainable modes of transport are key principles underpinning the LDP Strategy. Future growth of the city based on excessive car use and dependency would have serious consequences in terms of congestion and deteriorating air quality. This will have a knock on effect on the economy and environment and would also disadvantage people who do not have access to a car. An improved transport system based on sustainable alternatives to the car is therefore a high priority for Edinburgh. This is the central objective of the Council's Local Transport Strategy, which proposes continued investment in public transport (including tram), walking and cycling.



- 79 The policies in [Part 2 Section 7](#) support the transport strategy, by seeking to minimise travel demand and encourage a shift to more sustainable forms of travel. Major travel generating developments should take place in locations well served by public transport, walking and cycling networks, and development in non-central locations with limited sustainable travel options will be resisted. The LDP also helps reduce car dependency by encouraging higher densities in accessible locations and mixed use developments which bring homes, shops and work places closer together, and by paying careful attention to the design of development and to the supply and quality of car and cycle parking provision.
- 80 A number of public transport improvements have been introduced in recent years, for example, bus priority measures on main roads and park and ride facilities. Other projects have started and will be completed over the next few years. Scottish Government, Network Rail and the Council are all committed to investing further in public transport infrastructure in and around Edinburgh.
- 81 The re-introduction of tram services will be an important part of an integrated transport network in Edinburgh. The tram link between the city centre and the Airport is nearing completion with services due to begin in summer 2014. The Proposals Map safeguards two routes to extend the tram network. Work is underway on the Edinburgh and Glasgow Improvement Programme to improve rail connections between Scotland's two main cities and includes the new Edinburgh Gateway Station and improvements at Waverley and Haymarket Stations. The Borders railway is now under construction and expected to open in 2015. A new Forth road crossing is due to be completed in 2016. This will become the main route for general traffic allowing the existing Forth road bridge to become a dedicated public transport/walking/cycling corridor.
- 82 Edinburgh is a compact city and well suited to travel by cycle or on foot. As part of its Active Travel Action Plan, the Council is looking to increase the number of people walking and cycling, both as a means of transport and for pleasure. The LDP includes safeguards for a number of public transport improvements, footpaths and cycleways. The implementation of these proposals will further improve accessibility across the city by sustainable transport modes.
- 83 There is a clear link between new development and impact on the transport network. As part of the LDP preparation, a transport appraisal has been undertaken to understand the transport effects of the new strategic housing sites and to identify the transport interventions needed to mitigate these. This work builds on previous transport studies which have identified a number of key measures necessary to support existing proposals. For example, the West Edinburgh Transport Appraisal undertaken in 2010 identified the transport measures required to support development proposals at Edinburgh Airport, the Royal Highland Centre and International Business Gateway ([policies Emp 3 – Emp 5](#)). These include the tram, Edinburgh Gateway Station and new and widened roads and junction improvements. The North East Edinburgh Transport Appraisal identified the need for a new east-west street at Leith Waterfront to support environmental improvements and accommodate additional traffic. Proposals [T17 – T21](#) are required in conjunction with new housing proposals in West and South East Edinburgh.

Table 9 Transport Proposals and Safeguards

## Public Transport

Reference: T1 Name : <b>Edinburgh Tram</b>	The first phase of the tram line is being constructed between the airport and the city centre. It is due to open in summer 2014. The plan safeguards long-term extensions to the network connecting with the waterfront, to the south east and Newbridge.
Reference: T2 Name : <b>Edinburgh Glasgow Improvement Project safeguards</b>	There are two railway safeguards required as part of the Edinburgh Glasgow Improvement Project. The Almond Chord to the south of Dalmeny will allow Glasgow and Dunblane services to access Edinburgh Gateway Station and will increase public transport accessibility to West Edinburgh from West and Central Scotland. The route shown is indicative at this time. Part of the Abbeyhill branchline to the east of the city centre is needed for new turnback facilities to allow reversing of trains.
Reference: T3 Name: <b>Rail Halts at Portobello, Piershill and Meadowbank</b>	Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.
Reference: T4 Name : <b>Rail Halts on the South Suburban Rail Line</b>	Required to ensure development does not prejudice future re-use of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but this may change.

Table 9 Transport Proposals and Safeguards

Reference: T5 Name : <b>Orbital Bus Route</b>	The Orbital Bus Route will create an east-west public transport link across the city. A disused railway line between Danderhall and the City Bypass at Straiton is safeguarded for appropriate public transport use or use as a cycle / footpath. The other parts of the orbital bus route are either within the land of existing roads or have yet to be identified in detail and can therefore not be safeguarded in this plan.
Reference: T6 Name : <b>Greendykes Public Transport Link</b>	Development led improvement to link with Edinburgh Royal Infirmary and BioQuarter. Contained within proposals for New Greendykes.
Reference: T7 Name : <b>Newcraighall to QMUC public transport link</b>	Development led improvement associated with housing development on Newcraighall East (HSG 27). Further information is provided in the Newcraighall Site Brief (pages 62 -63).
<b>Active Travel</b>	
Reference: T8 Name : <b>Various off-road cycle/footpath links</b>	The Proposals Map shows proposed and potential cycle/footpath links and new access points. Many of these are included in the Council's Core Paths Plan and Active Travel Action Plan's "Family Network". The creation of these links will help meet climate change and sustainable development objectives. The proposed coastal footpath and cycle link at Joppa will only be supported if there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area (see <a href="#">Policy Env13</a> )

Table 9 Transport Proposals and Safeguards

## Road Access and Capacity

Reference : T9 Name : <b>Eastfield Road and dumbbells junction</b>	Improvements required to support development in West Edinburgh. Dualled road with bus priority and segregated cycle and pedestrian provision along whole length from A8 dumbbells junction to roundabout at the airport. Additional carriageway to be provided on land to east of existing road line. Existing dumbbells to be replaced by upgraded and signalised roundabouts giving bus priority. Widening on A8 approaches to and possibly through junction to provide bus priority.
Reference : T10 Name : <b>Gogar Link Road</b>	Required to support long term development in West Edinburgh. Largely single carriageway through IBG with some widening to allow public transport priority. Link may be bus/cycle/pedestrian only.
Reference : T11 Name: <b>A8 additional junction</b>	Required to support development in West Edinburgh. New junction on A8 west of dumbbells to serve Royal Highland Centre development north and, potentially in the future, south of the A8.
Reference : T12 Name : <b>Improvements to Newbridge Roundabout</b>	Required to support development in West Edinburgh. Improvements to provide public transport priority and/or enhanced lane capacity on M9 and A8.
Reference : T13 Name : <b>Improvements to Gogar Roundabout</b>	Required to support development in West Edinburgh. Likely to include extra lane on inside of existing roundabout. May also require some widening of approaches.

Table 9 Transport Proposals and Safeguards

Reference: T14 Name : <b>Sheriffhall Junction Upgrade</b>	Grade separation of existing roundabout junction on city bypass. Should incorporate bus priority and safe crossing of the bypass for pedestrians and cyclists.
Reference: T15 Name : <b>New Street in Leith Docks</b>	Route for extension of Ocean Drive to support port development. Likely to be required by 2015.
Reference: T16 Name : <b>West of Fort Kinnaird road to The Wisp</b>	Link between The Wisp and Newcraighall Road to improve traffic conditions on the approaches to Fort Kinnaird retail park.
Reference: T17 Name: <b>Maybury Junction</b>	Proposal to increase junction capacity, including consideration of access from Turnhouse Road, and efficiency of traffic signals. Will provide bus priority and better provision for pedestrians and cyclists. Required to mitigate the impact of new housing development at <a href="#">Maybury (HSG 19)</a> and <a href="#">Cammo (HSG20)</a> .
Reference: T18 Name: <b>Craigs Road Junction</b>	Proposed improvements to Craigs Road and increased junction capacity/bus priority at junction with Maybury Road. Includes new signalised cross roads allowing bus, pedestrian and cycle access to and from Craigs Road. Required to mitigate the impact of new housing development at <a href="#">Maybury (HSG 19)</a> and <a href="#">Cammo (HSG20)</a> .
Reference: T19 Name: <b>Barnton Junction</b>	Proposal to increase junction capacity based on increasing the efficiency of the traffic signals. Required to mitigate the impact of new housing development at <a href="#">Maybury (HSG 19)</a> and <a href="#">Cammo (HSG20)</a> .

Table 9 Transport Proposals and Safeguards

Reference: T20 Name: <b>Gilmerton Crossroads</b>	Proposal to increase junction capacity based on improved efficiency of traffic signals. An access and parking strategy for Drum Street is proposed to alleviate congestion caused by parked cars close to the junction. Required to mitigate the impact of new housing development at <a href="#">Gilmerton Station Road (HSG 24)</a> .
Reference: T21 Name: <b>Burdiehouse Junction</b>	Proposal to increase junction capacity based on improved efficiency of traffic signals to ease congestion and maintain or improve bus priority for north to south traffic. Required to mitigate the impact of new housing development at <a href="#">Broomhills (HSG21)</a> and <a href="#">Burdiehouse (HSG22)</a> .

## 5) Resources and Services

- 84 The LDP has a role in supporting development which meets needs vital to modern life. These include the use of natural resources such as energy and materials, and the provision of network services such as water supply, drainage and telecommunications.

### Sustainable Energy

- 85 The Council requires new buildings to include carbon reduction measures. This will help meet climate change targets but only by a small amount, at least in the short term. There is also a need to help make existing buildings more efficient and to support new low and zero carbon energy generation developments.
- 86 The majority of on-shore capacity for meeting national targets will come from large-scale developments such as wind farms. These are not appropriate

for location in Edinburgh's urban area or surrounding countryside, much of which is Green Belt and/or is in close proximity to Edinburgh Airport. The LDP instead supports small-scale wind turbines and other forms of low and zero carbon energy generation, including solar panels, combined heat and power, district heating, ground source heat pumps, energy-from-waste and biomass.

### Waste

- 87 Scotland's national waste strategy, the Zero Waste Plan is based on a waste hierarchy. This means that waste should be:
- prevented,
  - reused,
  - recycled or
  - recovered, and that the
  - landfilling of waste is the last resort.

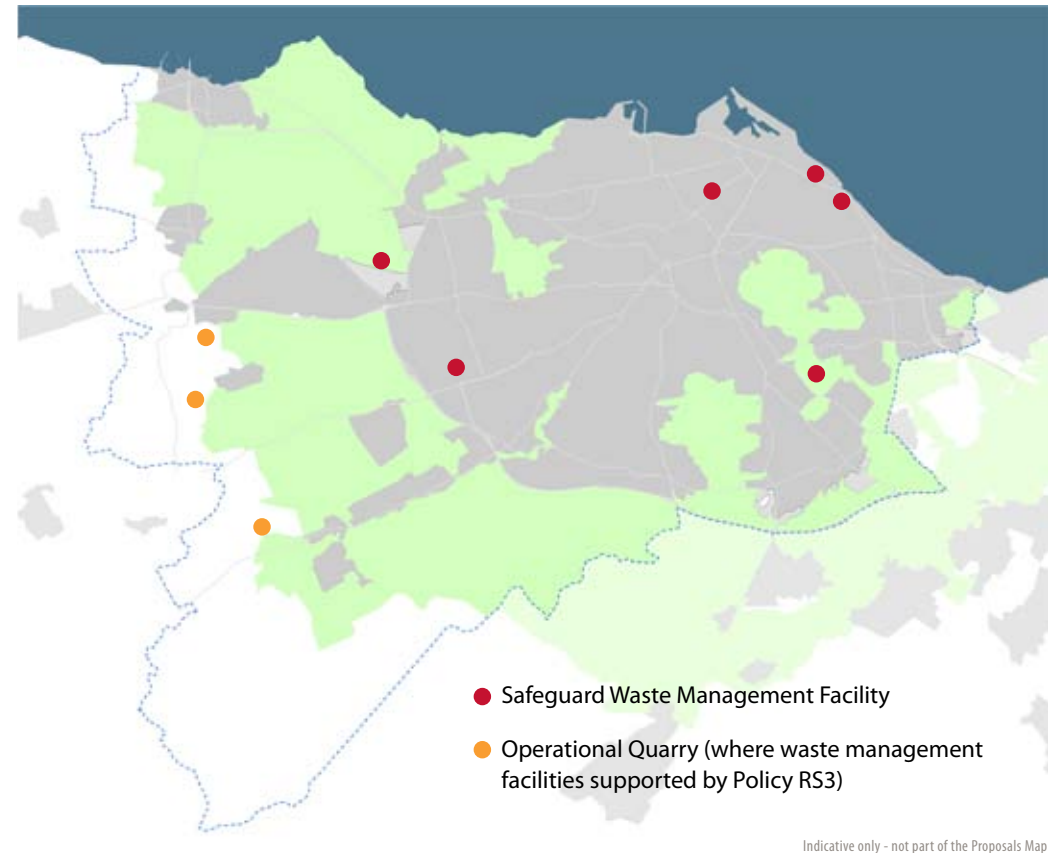
The waste hierarchy is being implemented through the Waste (Scotland) Regulations 2012. These will lead to a significant increase in the number and range of waste management facilities needed in order to collect, sort and treat all waste (municipal, commercial and industrial) which would otherwise have gone to landfill.

- 88 The main types of installation that will be needed are: composting and anaerobic digestion facilities; transfer stations; materials recycling facilities; and plants for mechanical, biological and thermal treatment. There will also

be opportunities to capture heat and power generated through the waste recovery process. Some developments may include a combination of the above processes.

- 89 The Zero Waste Plan identifies the total operational capacity for waste management at both national and regional level. In the Edinburgh city region, some of the need will be met by a new waste management facility at Millerhill in Midlothian, dealing mainly with household waste.
- 90 Edinburgh's household waste is only a quarter of total waste produced in the city, so more new facilities will be needed in the city region. The location of these facilities will depend mainly on the procurement of services from private waste management operators. However, the European Waste Framework Directive establishes the proximity principle. This aims to limit the environmental impact of transporting waste by ensuring all waste is managed as near as possible to its place of production.
- 91 Proximity can be relative – currently some waste types have to be transported elsewhere because the particular material recovery processes do not take place in Scotland. Edinburgh, as a concentration of homes and businesses, generates a significant amount of waste and so, where possible, should make some provision to deal with its own waste. Accordingly, this Plan supports existing and new waste management facilities.

Figure 10 Waste Management Safeguards



### Other Resources and Services

- 92 The Plan also:
- safeguards extraction of economically viable mineral deposits
  - ensures that new development is adequately served by water supplies and drainage
  - supports expansion of modern telecommunications, including the introduction of public wireless connectivity in public areas.



## 4 A Plan That Can Deliver

- 93 A successful plan is one that achieves the right balance between ambition and pragmatism. This plan is visionary and aims to make Edinburgh the best it can be. But it also takes account of the resources available to implement the policies and proposals, particularly in the context of current economic uncertainty.
- 94 In identifying new housing proposals, consideration was given to whether the sites can be made available for development and whether any necessary enhancements, in terms of accessibility or infrastructure are feasible.
- 95 The growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure such as schools, public transport, changes to the road network and access to suitable greenspace. To ensure the city grows in a sustainable way, the infrastructure provision and enhancements associated with new development must be delivered. Otherwise future generations will have to deal with unacceptable levels of traffic congestion and housing areas with poor access to public transport and local services.
- 96 The plan will help in two ways. Firstly, it provides opportunities for business and service uses to locate close to new housing. The housing site briefs identify suitable locations for commercial units which could be occupied by a range of uses including healthcare practices and local services. Secondly, it is accompanied by an Action Programme which sets out how the infrastructure and services required to support the growth of the city will be delivered.
- 97 The infrastructure requirements for LDP proposals are set out clearly in the Action Programme. These include road and junction improvements, public transport provision and school facilities. The Action Programme identifies an indicative cost, phasing and potential delivery mechanism for the infrastructure requirements. It will be kept under review and updated annually or as further information becomes available.
- 98 Developer contributions remain an important mechanism for delivering the infrastructure provision and improvements associated with development proposals. However in the current economic climate, it is important that developers aren't overburdened with an extensive list of infrastructure requirements, as this will affect the viability of sites and development won't happen where it should. The Council has reviewed its strategy for developer contributions to ensure a proportionate and realistic approach appropriate for current economic conditions. The main purpose of policies [DtS 1](#) and [DtS 2](#) in Part 2 Section 1 of this plan is to ensure that landowners/developers have a clear understanding of what is required from them at the outset.

## 5 A Plan for All Parts of the City

99 The LDP strategy focuses the growth of the city on four Strategic Development Areas. This approach is consistent with the SDP and the Council's economic strategy. This section of the plan sets out the main proposals, anticipated changes and key investment opportunities in each of the four Strategic Development Areas. It also explains what the plan means for others parts of the city, smaller settlements and the countryside.

### City Centre

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100 Edinburgh's city centre is the vibrant hub of the city region – it's the regional shopping centre and an important tourist destination with a wide range of entertainment and cultural attractions. It has excellent public transport connections and provides employment for over 80,000 people. Edinburgh city centre's stunning setting and iconic architecture is celebrated internationally. It incorporates Scotland's only urban World Heritage Site and many listed buildings and important green spaces. The city centre is also an area where people live, with a wide range of housing types and styles contributing to its character.

101 The plan aims to ensure that development in the city centre achieves the right balance between a number of competing priorities – from realising its economic potential, to protecting its built and natural heritage, from promoting its role as a capital city to considering its impact on local residents.

102 This plan provides support for four major development opportunities in the City Centre which were identified in previous plans or through the planning application process (Proposals CC1 – CC4). [Table 10](#) summarises the main elements of these proposals. With the exception of Quartermile where development is well underway, it sets out key development principles to guide any new or revised proposals on these important sites.

103 Other major changes expected to take place in the City Centre in the next five or so years include the completion of improvements to Waverley and Haymarket train stations, the introduction of tram services running between York Place and the Airport, further investment and redevelopment along Princes Street and a number of major public realm projects. All future proposals in the city centre will be assessed in relation to [Policy DtS 3](#). There are not expected to be many new large scale redevelopment opportunities in the City Centre in the next five or so years. However, the cumulative effect of a number of smaller developments could bring significant benefits for the City Centre and Edinburgh as a whole.



Figure 12 City Centre Overview Map



Indicative only - not part of the Proposals Map

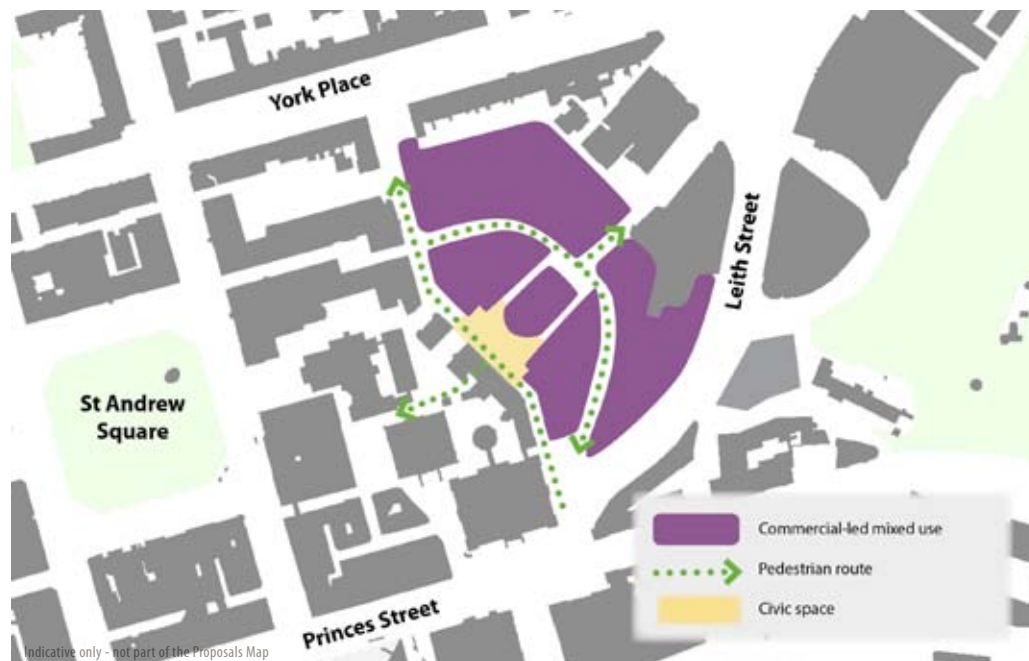


**Table 10 City Centre Proposals - Development Principles**

Reference: CC1

Location: **St James Quarter**

Description: Comprehensive redevelopment of the existing shopping mall, hotel, vacant offices and multi-storey car park. A development brief was approved in 2007.



#### Development Principles

Proposals should create the opportunity for;

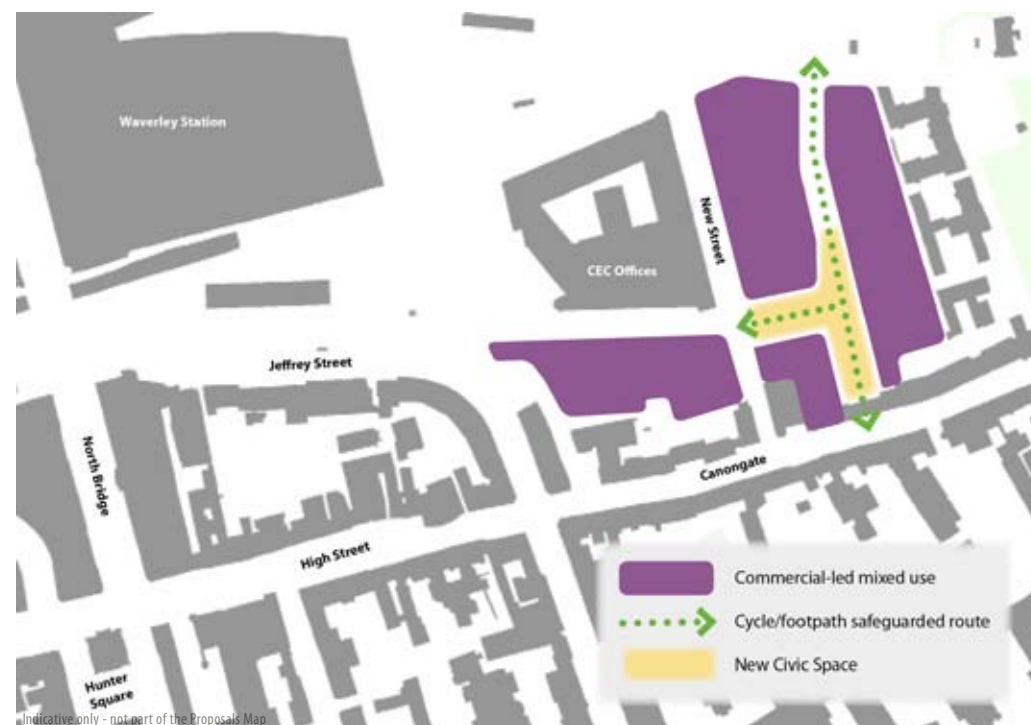
- a more outward-looking and less dominating form of development than currently exists, with new buildings that are well integrated into the surrounding townscape, for example by re-establishing an active frontage to Leith Street
- a significant expansion of retail floorspace
- provision of offices, hotel, housing, leisure and cultural uses
- replacement provision of off-street short stay car parking for public use
- a new civic space and public pedestrian routes to strengthen links with the surrounding area, especially St Andrews Square and Princes Street

- development that enhances local views into and across the site and contributes positively to the historic skyline from more distant views.

Reference: CC2

Location: **New Street**

Description: Mixed use redevelopment to create a sustainable and integrated city quarter in the heart of Edinburgh's Old Town. A Master Plan was approved in 2006.



#### Development Principles

Proposals will be expected to provide for:

- a mix of uses including housing, offices, small business units, a hotel, shops (including a small supermarket), food and drink premises and community facilities
- a close-grained layout which reflects the distinctive spatial pattern of the Old Town, provides a new strategic route between East Market Street and Canongate and includes a new public square within the site.

- new buildings, including landmark buildings, which respect the form and contours of the Waverley Valley and which preserve or enhance important existing views and the potential to create new views into and across the site.

Reference: **CC 3**

Location: **Fountainbridge**

Description : Comprehensive mixed use redevelopment of the land previously occupied by the Fountainbridge Brewery. Located close to the city centre and includes the Edinburgh terminus of the Union Canal. There are two approved development briefs for the site (Fountainbridge, 2005 and Tollcross, 2006). Development is underway.



#### Development Principles

Proposals will be expected to:

- provide mixed use development including a local centre, residential, office, small business units, retail, leisure, community and tourist/visitor facilities
- create a layout which integrates with adjoining neighbourhoods in Dalry, Tollcross and Viewforth

- improve north-south linkages, in particular provide a strong pedestrian/cycle link to Haymarket that reduces the barrier effect of the West Approach Road
- create new public spaces and streetscape consistent with the approved Fountainbridge Public Realm Strategy
- proposals should explore potential for expansion of water space and should provide attractive frontages to the canal, safeguarding its nature conservation.
- contribute to the improvement of Dalry Community Park ([Proposal GS 1](#)).
- protect and enhance key townscape views.

Reference: **CC 4**

Location: **Quartermile**

Description : Redevelopment of the historic Edinburgh Royal Infirmary site to create a sustainable, mixed-use urban community is well underway. The development involves a network of pedestrian routes and landscaped public spaces to draw the park directly into its heart. New development is combined with refurbishment of the historic buildings. On completion, Quartermile will be home to almost 2000 residents with 3000 people employed in its offices, shops, restaurants and a hotel.





## Edinburgh Waterfront

104 North Edinburgh has seen 40 years of decline in industrial activity and port-related use of land. This has created an opportunity for mixed-use regeneration on the largest scale and has started to help meet the city's growth needs, particularly for new housing. The regeneration of Edinburgh Waterfront has been guided by masterplans and frameworks prepared in collaboration with the principal landowners.

105 These documents have set out long-term strategies which aim to:

- transform the waterfront into one of the city's landmark features
- attract high quality developments which will contribute towards economic prosperity in the city region
- create distinctive high density urban quarters and build exemplar sustainable communities with a reduction in the influence of the car in design and layout
- support regeneration in adjoining areas and provide an incentive for the construction of the tram

106 For much of the waterfront, the basis for the current vision remains unchanged. There is no identified demand for large-scale industrial uses in Granton or Central and Western Leith. There is still an overall housing need, and the Council still aspires to realise the waterfront's potential as a series of attractive and memorable places.

107 This plan therefore continues to support the regeneration of Granton

Waterfront and part of Leith Waterfront for housing and other uses. However, current economic conditions mean that progress on the ground will be slower than envisaged. [Policy DtS 4](#) sets out the principles which development must implement, if the full potential of the city's waterfront is to be realised.

108 A new opportunity has emerged in the northern and eastern parts of Leith Waterfront (Leith Docks). The national renewable energy targets referred to in [Figure 2](#) create the prospect of a much larger off-shore renewable energy industry in the North Sea. New large-scale industrial development in suitable ports will be needed to construct and service wind turbines and other equipment. The National Renewables Infrastructure Plan (2010) identifies Leith as the best location to accommodate major operations, supported by other east coast ports.

109 This is an opportunity to realise several LDP aims, in particular growing the number and range of jobs in the city and helping address climate change. The LDP therefore designates the north and eastern docks as a Business and Industry Area in which proposals are assessed using [Policy Emp 8](#) in Part 2 Section 4. Other plan policies will also be relevant, including those which protect nationally and internationally designated nature conservation sites and key views across the city.

110 This change in policy designation means that the docks area of Leith Waterfront will now be unavailable for housing development. The short term implications of this change are addressed partly through the identification of additional housing opportunities in Leith Waterfront and Granton as described in [Table 11](#). Any longer term implications for the housing land





Figure 13 Waterfront Overview Map

Indicative only - not part of the Proposals Map



supply across the city region will be considered through the SDP. Proposals in areas EW1a – e should be guided by the Leith Waterfront Development Principles and in areas EW2a-d by the Granton Waterfront Development Principles.

**Table 11 Edinburgh Waterfront Development Principles**

**Leith Waterfront**

Reference: **EW 1a**

Location: **Leith Western Harbour**

Description: Housing-led mixed use development with an approved masterplan. Around a third of the estimated maximum housing capacity has been implemented.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- revise the housing mix towards a greater number of townhouses than identified in the masterplan, where it would be appropriate in terms of placemaking and would accelerate completions,
- meet the Council’s Large Greenspace Standard by delivering the Western Harbour Central Park ([Proposed GS2](#))
- complete the partly implemented new local centre by providing smaller commercial units under flatted development on the other corners of the centre’s junction
- deliver school provision as specified in the Action Programme
- create a publicly-accessible waterside path around the perimeter of the area, connecting east and west
- design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development.



Reference: **EW 1b**

Location: **Central Leith Waterfront**

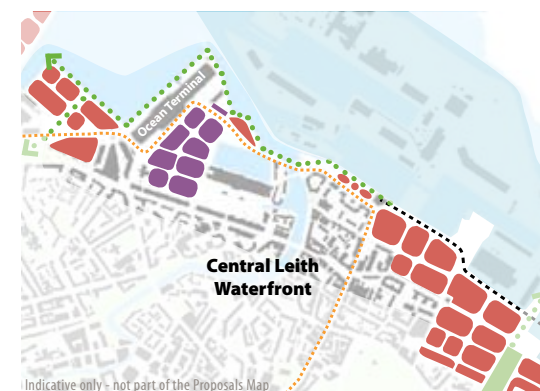
Description: Area of commercial and housing-led mixed use development sites in various ownerships. The Leith Docks Development Framework (2005) establishes a street layout which coordinates developments and sets building heights which make the most of the area’s accessibility and urban character. A public realm improvement scheme has been designed for Bernard Street. The potential for public realm improvements on Commercial Street and extension of recent improvements of southern section of The Shore northwards has been identified.



Development Principles

Proposals will be expected to:

- implement the approved street and block layout
- locate any major office development within the strategic business centre identified on the Proposals Map
- create a publicly-accessible waterside path connecting east and west
- help meet the Council’s open space standards through financial contributions to major improvements to or creation of off-site spaces
- design new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development

LDP provisions relating to Ocean Terminal are set out in [Table 7](#) and policy [Ret 3](#).



	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard

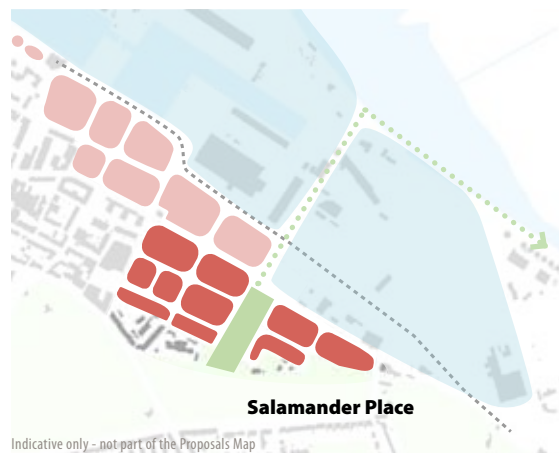
**Table 11 Edinburgh Waterfront Development Principles**

**Leith Waterfront (continued)**

Reference: **EW 1c**

Location: **East of Salamander Place**

Description: Housing-led mixed use development on sites in various ownerships. Housing shown in the Salamander Place Development Brief (2007) is under construction. There is now also an opportunity for housing to the east of the Leith Links Seaward Extension ([Proposal GS 3](#)). This land was identified for industry in the previous local plan and the development brief, but is no longer needed due to the increase in industrial land elsewhere in Leith Waterfront.



Development Principles

Proposals should provide for:

- (west) the key streets and frontages set out in the approved development brief.
- implementation of the park extension
- (east) the key streets and frontages identified in the above diagram
- streetscape improvements along Salamander Street
- the design of new housing to mitigate any significant adverse impacts on residential amenity from existing or new general industrial development.

	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard

Reference: **EW 1d and e**

Location: **Seafield (EW 1d) and Northern and Eastern Docks (EW 1e)**

Description: Area of general industrial, storage and business development and port-related uses. Identified in this plan as a Special Economic Area. Identified nationally as an Enterprise Area, which has implications for tax and a speedier development management process. There is potential for new deep water berth(s) outside the current port lock gates. In order to provide a flexible context for renewable industry-related developments, this LDP does not set detailed layout or design principles.



Development Principles

Proposals should take account of the following:

- within the Northern and Eastern Docks (EW1e), proposals will be assessed to ensure there are no adverse impacts on the nature conservation interests of the Firth of Forth Special Protection Area or other relevant Natura 2000 sites. [Policy Env 13](#) will apply.
- the character and sense of place in The Shore is important to the tourism potential of Leith. Views from The Shore will be a factor in considering proposals for new larger buildings.
- the Seafield area (EW 1d) is the subject of a waste management / combined heat and power safeguard (see [Policy RS 3](#)).
- existing pedestrian footpaths at Marine Esplanade and Albert Road have the potential form part of a coastal cycle route and be extended to Salamander Street and Leith Links. These routes avoid the secure port area, which is no longer expected to be available as a section of the wider Edinburgh Promenade.

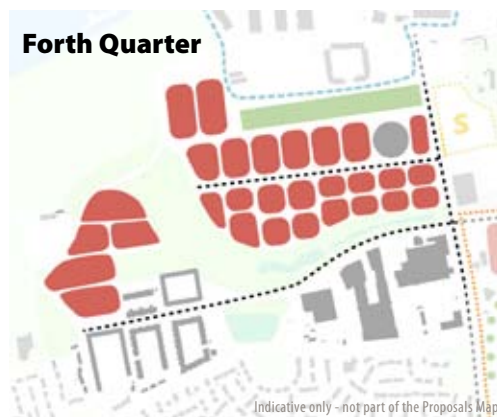
**Table 11 Edinburgh Waterfront Development Principles (continued)**

**Granton Waterfront**

Reference: **EW 2a**

Location: **Forth Quarter**

Description: Housing-led mixed use development on land primarily owned by National Grid. An approved masterplan has been partly implemented, with several housing blocks, a major office development, a college and a new large park. A proposed new Local Centre to meet the convenience shopping needs of local residents and workers has been delivered in the form of a large foodstore. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.



Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- provide housing-led development on sites formerly identified for major business-led development
- revise the housing mix towards a greater number of townhouses than identified in the masterplan, where it would be appropriate in terms of placemaking and would accelerate completions
- deliver school provision as specified in the Action Programme

Reference: **EW 2b**

Location: **Central Development Area**

Description: Housing-led mixed use development on land assembled by a joint-venture regeneration company. Some housing development has been completed along a new avenue in accordance with an approved master plan. Additional housing capacity is now available on land formerly designated as part of a strategic business centre.



Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- provide housing-led development on sites formerly identified for major business-led development
- revise the housing mix towards a greater number of townhouses than identified in the masterplan, where it would be appropriate in terms of placemaking and would accelerate completions
- deliver school provision as specified in the Action Programme
- complete the relevant section of the waterside Edinburgh Promenade.

	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard



**Table 11 Edinburgh Waterfront Development Principles**

**Granton Waterfront (continued)**

Reference: **EW 2c**

Location: **Granton Harbour**

Description: Housing-led mixed use development on land owned by Forth Ports plc and others. Some housing development has been completed in accordance with an approved master plan.

Development Principles

Proposals will be expected to:

- complete the approved street layout and perimeter block urban form
- revise the housing mix towards a greater number of townhouses than identified in the masterplan, where it would be appropriate in terms of placemaking and would accelerate completions
- meet the convenience shopping needs of new and future residents by implementing the proposed Local Centre ([Proposal S2](#)) in the form of commercial units under flatted development, including a small supermarket (1,500sq.m.).
- complete the relevant section of the waterside Edinburgh Promenade
- provide for retained and improved mooring facilities and retain Middle Pier as a ‘working pier’
- include tourism and waterfront-related leisure and entertainment uses



Reference: **EW 2d**

Location: **North Shore**

Description: Area identified for housing-led mixed use development in an approved masterplan. However, the slower pace of development in the waterfront means that the North Shore area is unlikely to be available for residential development within the first half of this LDP period. Temporary consents for light industrial development would allow productive use of this area and address the small business needs targeted by [Policy Emp 9](#) without prejudicing residential amenity in new development to the south.

Development Principles

Proposals will be expected to:

- be compatible with future residential development in Forth Quarter and the Central Development Area
- complete the relevant section of the waterside Edinburgh Promenade
- avoid prejudicing future housing-led redevelopment on their sites or on adjacent land



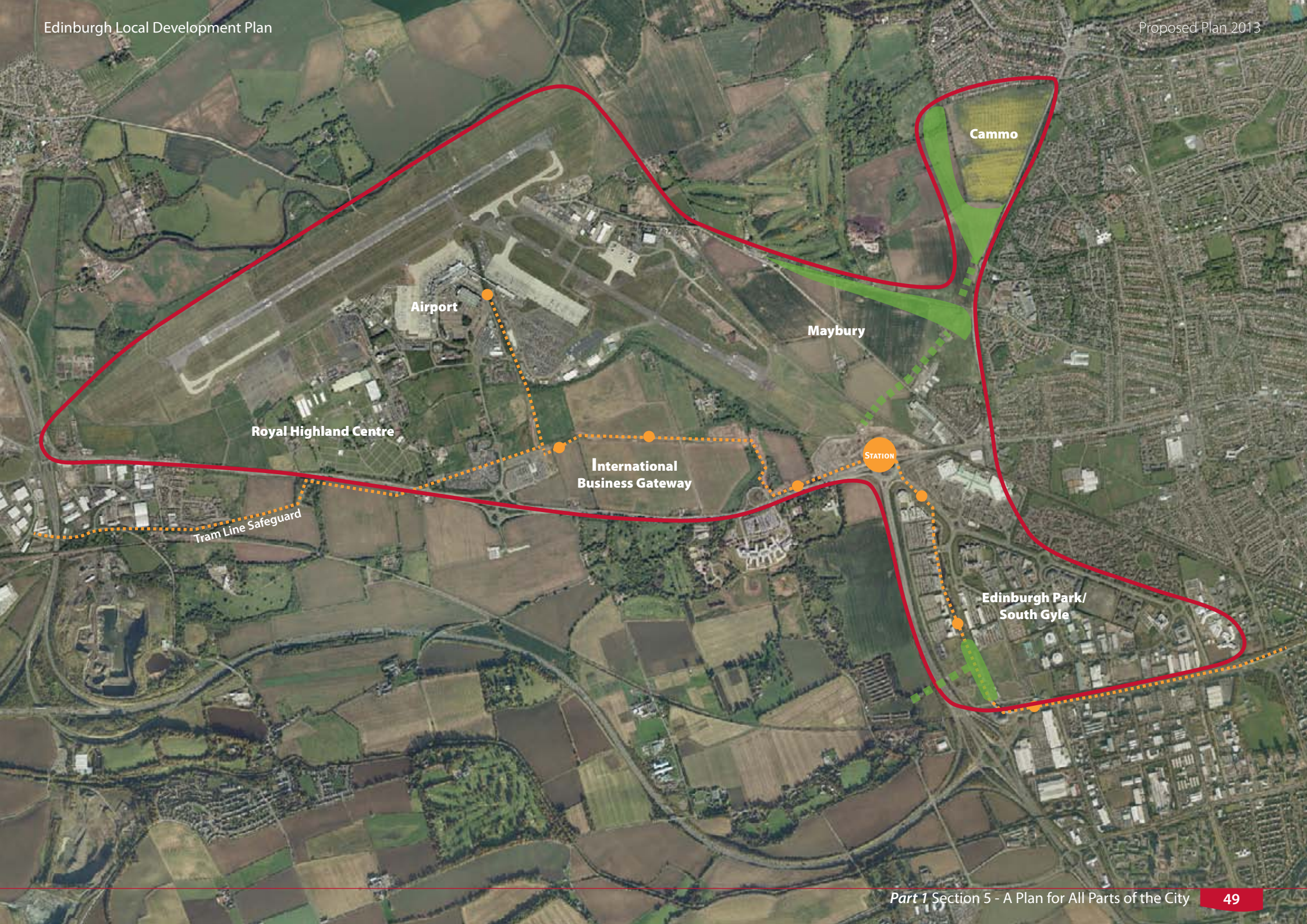
	Housing-led mixed use development		Cycle/footpath safeguarded route
	Commercial-led mixed use		New major streets
	Business & Industry area		Tram line safeguard
	New green space		School safeguard

## West Edinburgh

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- 111 West Edinburgh focuses on land along the A8 corridor and new tram route and around the proposed Edinburgh Gateway inter-modal station at Gogar. It includes a number of major existing uses such as the Airport, Royal Highland Centre, Gyle shopping centre and the business and industrial areas of Edinburgh Park, South Gyle and Newbridge. National planning policy identified the potential of this area for nationally important economic development through the enhancement of the Airport and Royal Highland Centre and opportunity for an International Business Gateway. The implementation of already committed public transport proposals, in particular the tram, will greatly enhance the accessibility of the West Edinburgh area.
- 112 This plan continues to support these important economic development opportunities and also major office development at Edinburgh Park/South Gyle and, previously identified, housing led regeneration proposals at Newbridge and Ratho Station. The Strategic Development Plan identifies West Edinburgh as a strategic growth area. A range of new opportunities for housing development are therefore being brought forward in the LDP. Transport assessments have been undertaken to identify key transport interventions, including measures to encourage public transport use, walking and cycling as well as junction upgrades and other road improvements required to support the proposed development.
- 113 Housing is proposed on two greenfield sites at Maybury and Cammo and as an integrated component of business led mixed use proposals in the IBG and Edinburgh Park/SouthGyle. Proposals must accord with the relevant Site Brief or Development Principles to ensure high quality development consistent with the aims of the plan. All proposals will be required to make appropriate contributions to new and improved infrastructure as specified in the Action Programme. Transport interventions necessary to mitigate the impacts of new housing proposals in West Edinburgh have been identified through the LDP transport appraisal. Transport Assessments will be required at the planning application stage to establish the details of the proposed measures and how mode share targets will be met.





Airport

Royal Highland Centre

Tram Line Safeguard

International Business Gateway

Maybury

STATION

Cammo

Edinburgh Park/  
South Gyle



## Maybury and Cammo Site Brief

### Description

The Maybury and Cammo sites lie within the Almond basin, set against the backdrop of Lennie Hill with views to the Pentlands to the south. These housing sites are served by bus, rail and tram connections and will be physically integrated with their surroundings by street design and green corridors linking to Cammo Estate Park and the River Almond to the north and the Gyle, Edinburgh Park and IBG to the south.

Comprehensive masterplanning and phasing of development will be required drawing upon placemaking and street design principles to create distinctive and sustainable urban communities at the gateway to the City.

### Maybury (HSG19) Development Principles

- development should start in the eastern part of the site forming an extension of the existing built up area. Later phases of development in the western part of the site are not anticipated to come forward until after 2025.
- pedestrian/cycle bridge must be provided linking site with Edinburgh Gateway Station and providing onward connections to the Gyle and Edinburgh Park to the south and IBG to the west.
- new 30 m wide green network link is to be provided from new pedestrian/cycle bridge through the Maybury site to connect via Cammo Walk and Cammo Estate park to the north. This will provide a new, strategic, north-south green network link to the west of the City. No vehicular access should be taken through the green corridor.
- opportunity to change the character of Turnhouse Rd through street design providing avenue trees, verges and incorporating existing stone walls. New residential development should be positioned to address Turnhouse Road. A new reduced speed limit will be required.
- opportunity for higher density development within 400 metres of pedestrian/cycle bridge.
- site layout must allow bus route to be formed linking Craigs Road with Turnhouse Road.
- development must respect the ridgeline of Craigs Road and elevated slopes within the site
- opportunity to create a community focal point providing local services in a accessible location







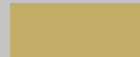








close to new pedestrian/cycle bridge. This should include a new primary school, civic space and units suitable for local shopping (maximum 800 (gross) sq.m.) and healthcare facilities.

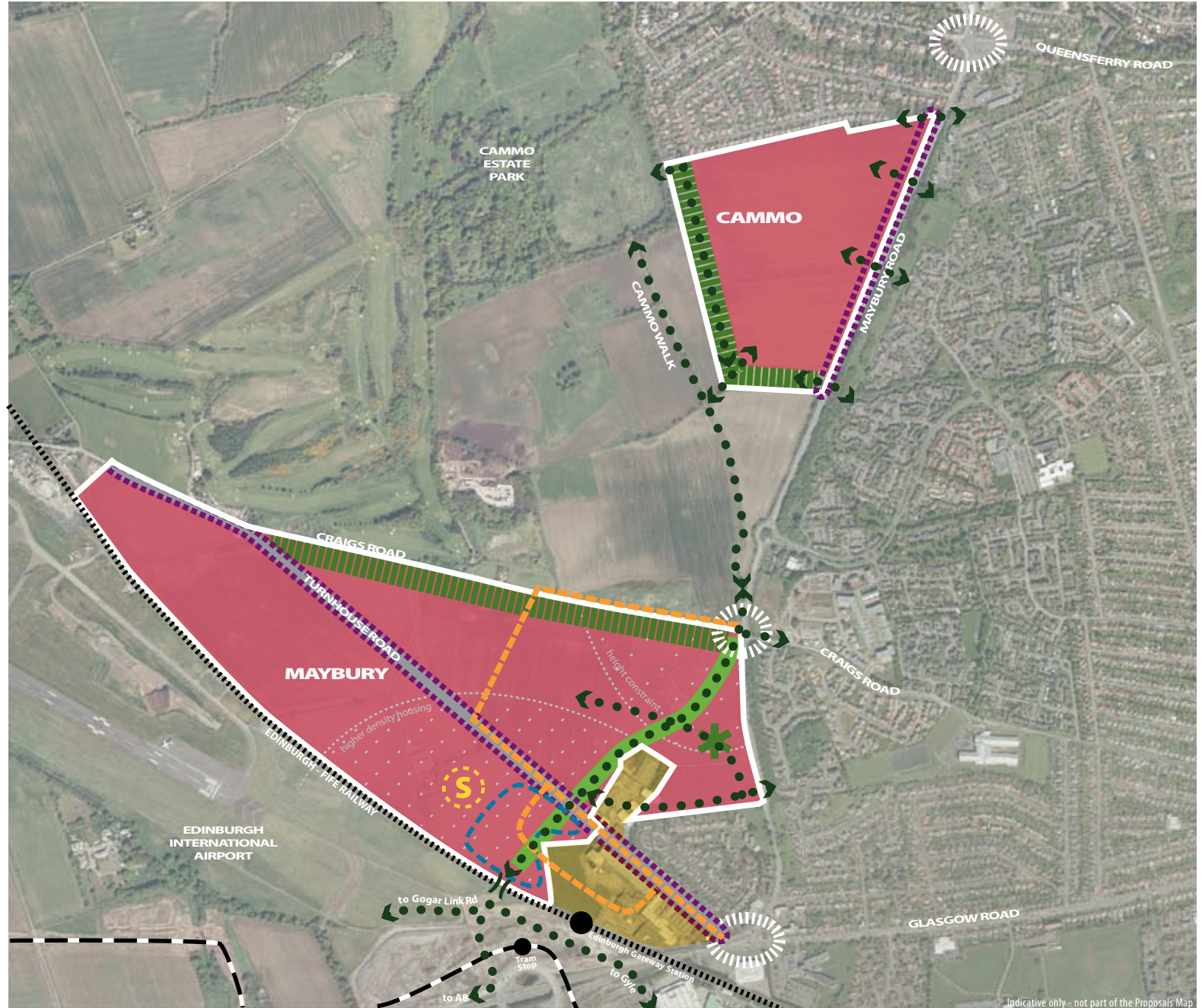
- provision of new woodland and grassland habitat (30m depth) to create a strong green belt boundary adjoining Craigs Rd along the northern edge of the site.
- provision of two new large greenspaces to meet the 2 hectare green space standard as required by the Open Space Strategy. There is potential to create local green space on the high point of the site next to Maybury Road.
- proposals should enable co-ordination with long term redevelopment opportunity of existing industrial/employment sites for high quality employment or residential uses, incorporating pedestrian, cycle and public transport safeguards

### Cammo (HSG20) Development Principles

- the site layout should provide maximum accessibility by public transport including direct pedestrian links to enhanced bus infrastructure and services on Maybury Road and to the north east corner of the site to minimise distance to bus stops for services along Queensferry Road.
- proposals should enable views through the site to focal points of Mauseley Hill, Cammo Water Tower, Cammo Estate Park and the Pentland Hills from within the site and Maybury Rd by means of street design and open space provision.
- the context of the Designed Landscape should be enhanced through sensitively designed development and an appropriate landscape framework.
- provision of new woodland, grassland and wetland habitat (40 m depth) to create strong green belt boundaries along the southern and western edges of the site. This should include a multi user path overlooked by new housing.
- improve the quality of the water environment through works to realign and improve the bank side treatment of the Bughtlin Burn.
- provide green network connections through the site and enhance off-site links to improve the connectivity of the Cammo Estate from the Bughtlin, Drumbrae and East Craigs residential areas to the east and, via changes to Cammo Walk, to the south.

**Maybury and Cammo Site Brief**

-  site boundary
-  tram line
-  bus route
-  junction improvement
-  street improvement & frontage
-  housing
-  long term redevelopment opportunity
-  proposed school (2ha)
-  commercial / retail opportunities
- Green network:**
-  green corridor
-  new woodland
-  high point of site
-  pedestrian / cycle bridge
-  existing footpath / cyclepath
-  new footpath / cyclepath





## International Business Gateway Development Principles

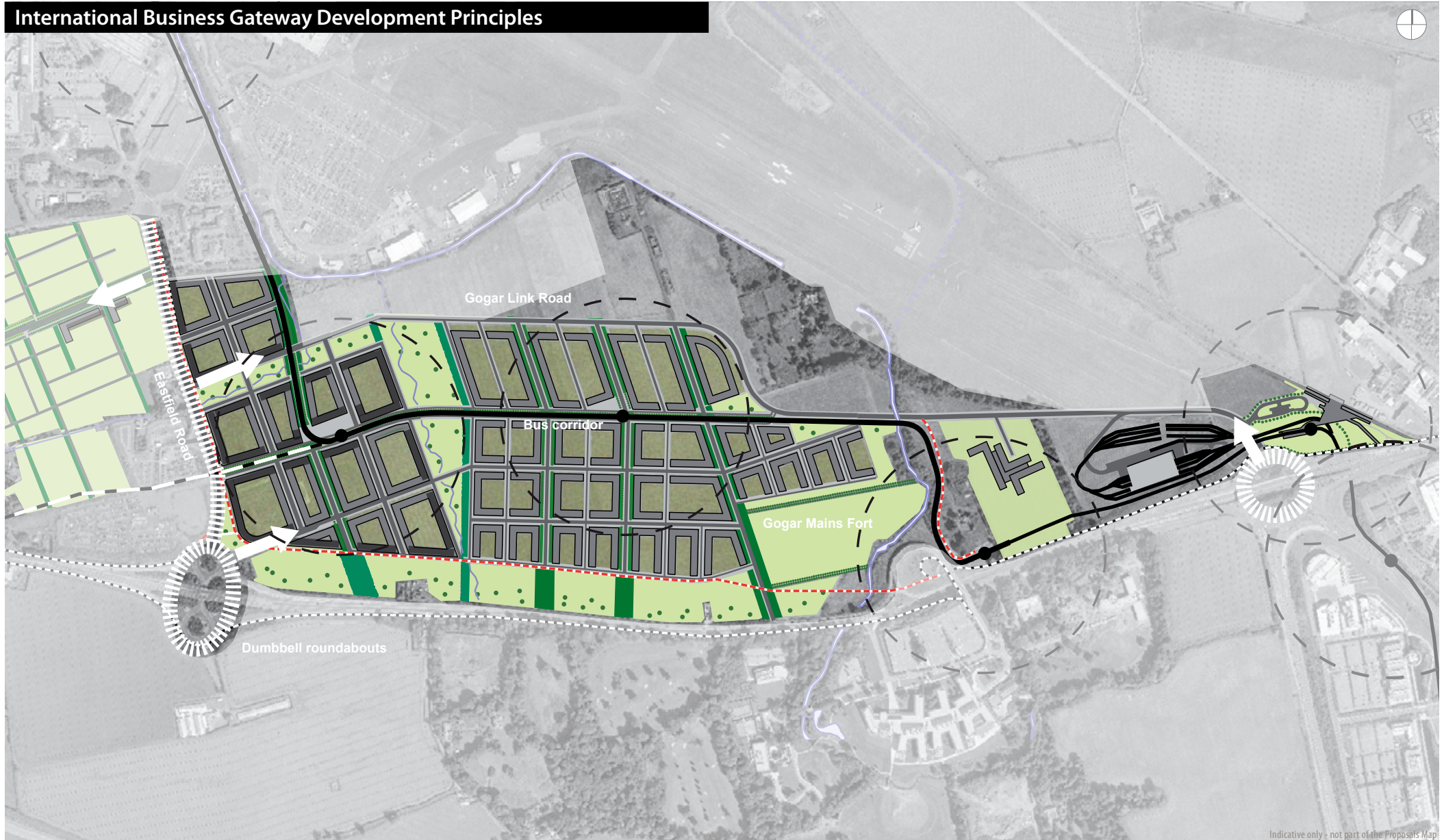
### Description

International business development and ancillary uses, hotel and conference facilities, housing as an integrated component of business-led mixed use proposals. A more detailed vision for the area is set out in the West Edinburgh Strategic Design Framework, approved in May 2010. Policy [Emp6](#) applies.

### Development Principles

- the IBG must be master planned and developed in a phased manner. Master plans should incorporate an appropriate mix of uses to help support the main purpose of the IBG as a location for international business development.
- proposals should contribute to the creation of a sustainable extension of the city based on a grid pattern with a focus on place-making, good public transport and footpath and cycle connections, parkland ([Proposal GS6](#)) and a strong landscape structure (see West Edinburgh Landscape Framework).
- the preferred location for initial phases of development is within 250 metres of tram stops. Higher density development and uses which attract high volumes of visitors should be located close to a tram stop.
- the prevailing building height should be four storeys with some higher landmark buildings and lower building heights adjacent to structural green spaces.

### International Business Gateway Development Principles



## Edinburgh Park / South Gyle Development Principles

### The Vision

To create a thriving business and residential community, well integrated with the rest of the city through good public transport, pedestrian and cycle connections, a more balanced mix of uses and facilities and high quality public realm and green spaces. [Policy DtS5](#) applies.

### General

- Proposals should help contribute towards realising the long term vision for Edinburgh Park/ South Gyle.
- Where possible, proposals should incorporate new cycle and pedestrian links through the site and consider how these connect to other uses and routes across the Edinburgh Park and South Gyle area.

### Area EP 1

Description – development opportunities in this area include undeveloped land and the potential to reconfigure existing surface car parks to accommodate new buildings.

- proposals should incorporate a mix of business and residential uses and ancillary uses. The creation of a commercial hub adjacent to Edinburgh Park station is supported.
- development should work with and extend the existing grid layout to ensure a cohesive townscape framework and deliver sustainable movement through the site.
- the continuation of the existing north to south greenspace corridor and creation of new pedestrian and cycle links through the site are essential requirements. The potential exists to create a strategic pedestrian/cycle route linking Wester Hailes, Broomhouse and Sighthill to Edinburgh Gateway Station.

### Area EP2

Description – redevelopment opportunity on vacant land and adjacent sites currently occupied by vacant office buildings.

- proposals should incorporate a mix of business and residential uses and create an element of active commercial frontage onto South Gyle Broadway.
- a mixed use development provides the opportunity to create new pedestrian and cycle routes through the site.

### Areas EP3 – EP5

Description – sites occupied by a variety of low density commercial property with the potential for some incremental change over time.

- in EP3 and EP4, commercial and mixed use proposals will be supported. Where practicable, development should provide increased permeability, create a direct relationship with South Gyle Broadway and improve the pedestrian and cycling environment along South Gyle Crescent.
- EP5 should remain in predominantly business and industrial use. Where opportunities arise, consideration should be given to improving accessibility for pedestrians and cyclists.

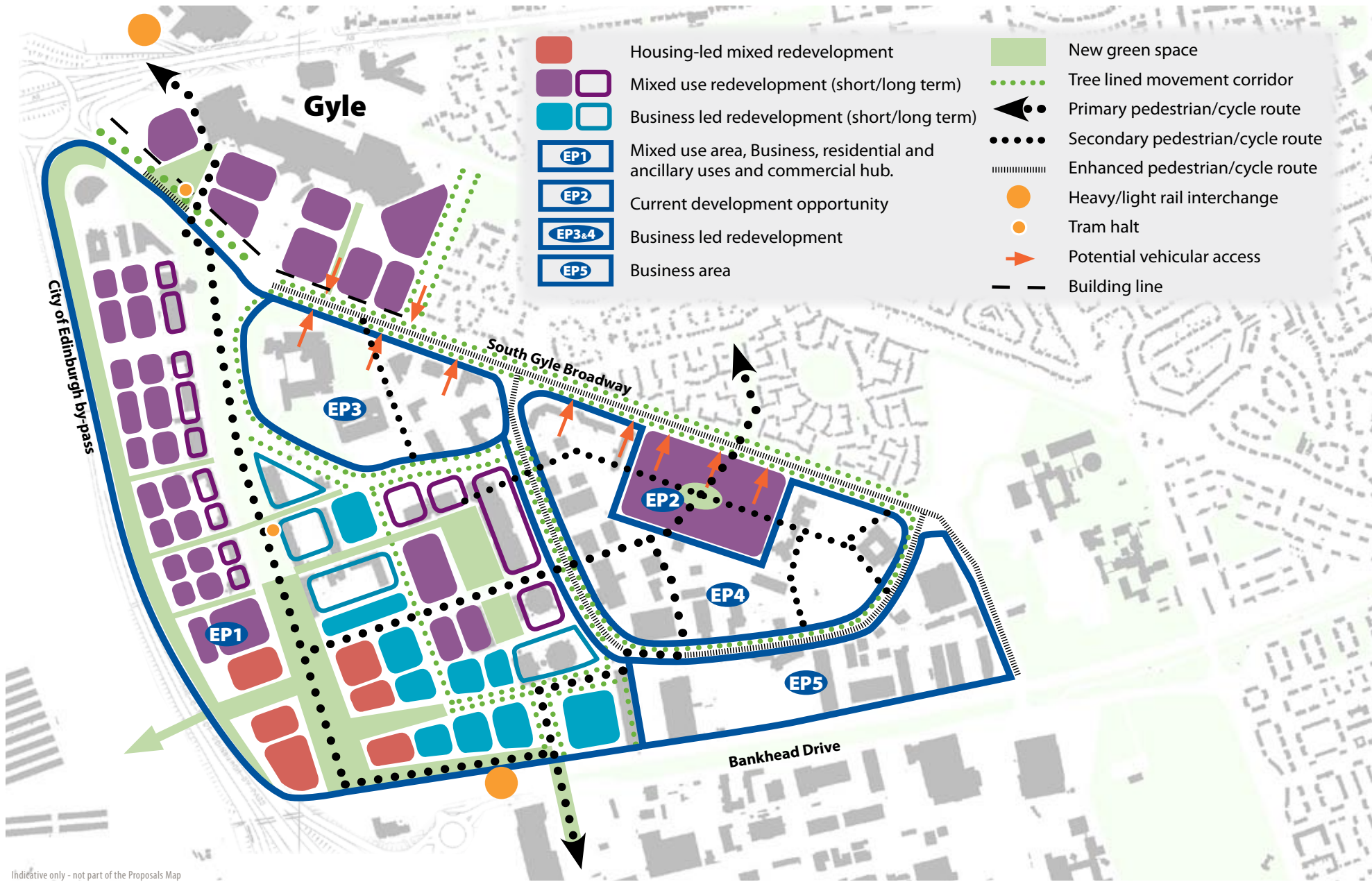
### Gyle Centre

Description – commercial centre which currently has 75 units

- any expansion of the Gyle shopping centre to meet the needs of the expanding population in West Edinburgh should provide an active frontage to South Gyle Broadway, contribute to the green network and provide good pedestrian connections to the tram stop and wider area.
- the opportunity exists to create of a new green space incorporating the tram halt and a north-south pedestrian cycle route, framed by additional development to help the centre contribute to the long term vision for the area.



**Edinburgh Park / South Gyle Development Principles**



Indicative only - not part of the Proposals Map



## South East Edinburgh

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- 114 South East Edinburgh is expected to experience major change over the next five to seven years. The plan incorporates a number of existing proposals, some of which have started but are not yet completed and others that have still to be implemented. These include housing development at Greendykes, mixed use regeneration at Craigmillar and life sciences related business development at Edinburgh BioQuarter. The LDP allocates a number of additional housing sites across South East Edinburgh to meet SDP requirements – two sites along Burdiehouse corridor, three sites along Gilmerton corridor and two sites at Newcraighall. It includes Sites Briefs for the new LDP housing proposals and Development Principles for the BioQuarter. All proposals will be required to make appropriate contributions to new and improved infrastructure as specified in the action programme. Transport interventions necessary to mitigate the impacts of new housing proposals in South East Edinburgh have been identified through the LDP transport appraisal. Transport Assessments will be required at the planning application stage to establish the details of the proposed measures and how mode share targets will be met.



Figure 15 South East Edinburgh Overview Map





## Broomhills and Burdiehouse Site Brief

### Description

These sites provide the opportunity to integrate new homes with the existing townscape and landscape setting, whilst enhancing important approaches to the city through street design. The housing sites will support the creation of vibrant urban areas served by public transport.

New open spaces will sit within the context of the Pentland Hills, the city skyline and Burdiehouse Burn valley and provide a focus for community life, enhance habitats and connect to local routes and the Midlothian core path network.

### Broomhills (HSG21) - Development Principles










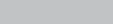
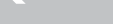
- vehicular access to be taken from Frogston Road East and Burdiehouse Road with no direct route between the two access points. No vehicular access (including emergency) to be taken from Broomhills Road.
- opportunity to change the character of Burdiehouse Rd through street design, enabling and improving path connections across Burdiehouse Rd, street verges and trees, and residential frontage with a reduced speed limit.
- new 5 hectare public park to be provided on highest part of the site in line with open space proposal [GS9](#) to reflect landscape constraint of elevated terrain and outward views to the Pentland Hills and the city skyline.
- a 50 m wide tree belt should be provided to create a strong green belt boundary to the south and west of the site. This should incorporate existing tree cover, provide habitat enhancements integrated with SUDS provision and include a multi-user path to connect Burdiehouse Burn Valley Park to path networks at Morton Mains and Mortonhall.
- provide a green corridor incorporating pedestrian and cycleway connections through site from Old Burdiehouse Road.

### Burdiehouse (HSG22) - Development Principles

- vehicular access to be taken from Burdiehouse Road. No vehicular access to be taken from the Lang Loan, across land within the green belt.
- opportunity to change the character of Burdiehouse Rd through street design, enabling and improving path connections across Burdiehouse Rd, street verges and trees, and residential frontage with a reduced speed limit.
- site layout must enable a bus route to be formed providing a link from 'The Murrays' to Burdiehouse Road, regulated by bus gate.
- active frontage must be provided onto Burdiehouse Road, incorporating streetscape enhancements.
- 30 m wide tree planting to southwest of site to form a new green belt boundary to the west of Burdiehouse Limekilns.
- provision of new 50m wide tree belt to the southeast of site to form new green belt boundary. This should enhance the connectivity of woodland habitat and incorporate multi-user path link to Burdiehouse Burn Valley Park.
- off-site multi-user path connection to link with the paths network in Midlothian via Straiton Pond, with 4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees.
- local open space proposals should :
  - a) provide amenity greenspace setting and retain views to the category B listed Limekilns
  - b) improve semi-natural habitat and amenity value of the Local Nature Reserve, extend woodland along the southern bank of the Burdiehouse Burn and incorporate off-road path links to the Burdiehouse Burn Valley Park.
  - c) integrate the design and layout of the open space with the Area of Importance for Flood Management and beyond this area, provide additional amenity and biodiversity benefits through SUDs. The design should recognise different management and maintenance requirements.



**Broomhills and Burdiehouse Site Brief**

-  site boundary
-  bus route
-  bus gate
-  junction improvement
-  street improvement & frontage
-  housing
-  commercial / retail opportunities
-  proposed school
- Green network:**
-  new woodland
-  new greenspace
-  existing footpath / cyclepath
-  new footpath / cyclepath



## Gilmerton Site Brief

### Description

A range of sites at Gilmerton of varying sizes and character provide the opportunity to provide new housing and local facilities, well served by public transport and with good connections to existing communities and the surrounding countryside. The new housing and associated landscape framework should enhance the quality and character of the urban edge and respond to the wooded grounds of The Drum and former Gilmerton House.

### Gilmerton Dykes Road (HSG23) - Development Principles

- vehicular access to be taken directly from Gilmerton Dykes Road
- provision of a new tree belt of 20 m (south ) and 30 m (south east) to form a strong green belt boundary and to reflect the policy woodland of the former Gilmerton House.
- opportunity to create path connection to proposal site HSG24

### Gilmerton Station Road (HSG 24) - Development Principles





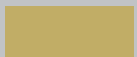





- opportunity to change character of Gilmerton Station Rd, through street design incorporating trees and verges and addressed by new residential development.
- provide green network connections linking the site with existing local paths to the north and east.
- include a new primary school towards the north of site.
- provision of new 50 m wide tree belt to west of site to form new green belt boundary, enhancing connectivity of woodland habitat and incorporating a 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).
- opportunity to create path connection to proposal site HSG23
- provision of new 2ha public park in accordance with open space strategy standards.
- existing industrial/employment land to south east of site could provide additional housing in longer term, subject to enhancement of existing wooded boundary.

### The Drum (HSG25) - Development Principles

- provide green network connections to Candlemaker's Park and pedestrian/cycle route through the site to link to proposal site HSG24 and the wider path network to the west of Drum Street.
- opportunity to rationalise existing woodland planting on north and west edge of site, to integrate new development, amenity greenspace and existing residential areas
- provision of new tree belt of 30 m depth to the north and east of site to form a new boundary to the green belt and The Drum as a site on the Inventory of Gardens and Designed Landscapes, and to enhance woodland habitat.



### Gilmerton Site Brief

-  site boundary
-  junction improvement
-  street improvement & frontage
-  housing
-  long term redevelopment opportunity
-  proposed school (2ha)
-  commercial / retail opportunities
- Green network:**
-  new woodland
-  new footpath / cyclepath
-  cycle/footpath & possible public transport service





## Newcraighall Site Brief

### Description

Proposed extension of Newcraighall village providing housing and improved public transport and school facilities. Existing and enhanced footpath and cycle links and green corridor proposals will ensure development is well connected to the Gilberstoun area to the north east and land allocated for development to the south.











### Newcraighall North (HSG 26) - Development Principles

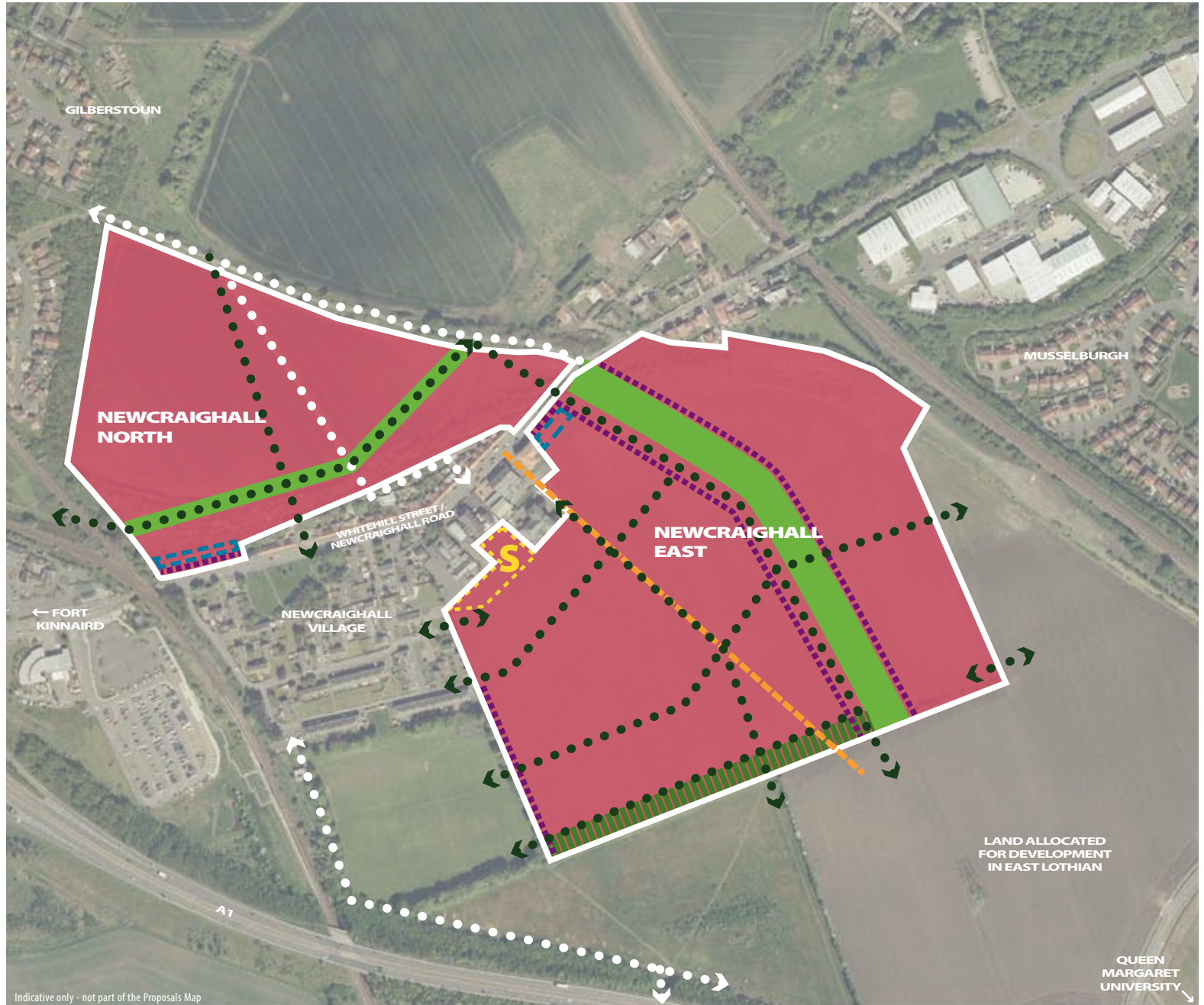
- vehicular access to be taken from Whitehill St / Newcraighall Road at two or three points. No vehicular access to be taken from Gilberstoun.
- layout should create pedestrian and cycleway connections through the site, including one along an east-west green corridor.
- opportunity for retail/commercial units as part of street frontage to Whitehill Street / Newcraighall Road.

### Newcraighall East (HSG 27) - Development Principles

- vehicular access to be taken from Whitehill St / Newcraighall Road at two points.
- site layout should enable a bus route to be formed north-south through the site. It is intended that this connect to QMUC across land allocated for development in East Lothian. A bus gate at the site boundary should prevent general vehicular access through this route.
- layout should create pedestrian and cycleway connections through the site.
- a new green corridor should be created along the course of the power lines running through the site. This greenspace should be fronted by new development in order to improve community safety and aid placemaking.
- layout should make provision for an extension of Newcraighall Primary School's grounds.
- opportunity for retail/commercial units as part of street frontage to Whitehill Street / Newcraighall Road.

**Newcraighall Site Brief**

-  site boundary
-  bus route
-  street improvement & frontage
-  housing
-  school grounds extension
-  commercial / retail opportunities
- Green network:**
-  green corridor
-  new woodland
-  existing footpath / cyclepath
-  new footpath / cyclepath



Indicative only - not part of the Proposals Map

## Edinburgh BioQuarter Development Principles

### Description

Edinburgh BioQuarter is a partly-implemented urban extension focused on the Edinburgh Royal Infirmary and the associated medical school. Land has been allocated to create the potential for further clinical and teaching development and related commercial research and development - collectively known as life science uses.

The combination of a major teaching hospital, a leading university and sufficient developable land in one place is rare. It is a unique opportunity to establish a commercial life science centre of a scale comparable with others globally, with major benefits for the city and national economies. To reach that level, a floorspace target of 245,000sq.m. of life science uses has been estimated.

### Development Principles

- a higher density, more urban form of development than previously planned, with less land taken up by surface car parking is required to realise the BioQuarter's potential. A compact urban approach is also more likely to foster a sense of place, attractive to workers and visitors.
- ancillary uses are supported to promote place-making and provide local services and evening and weekend activity. However, the type and quantity of ancillary uses must support, not jeopardise, the overall life science purpose of the BioQuarter.
- development at the BioQuarter must respect the site's sensitive location within the wider landscape setting of the city. The extent of development and building heights, particularly on the upper slopes, must be carefully managed.
- the BioQuarter should front onto and connect with the adjacent South East Wedge Parkland ([Proposal GS 4](#)), a key element of the Plan's Spatial Strategy ([Figure 1](#))

More detailed development principles will be set out in Supplementary Guidance for Edinburgh BioQuarter and the South East Wedge Parkland.





## Elsewhere across the LDP area

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- 115 Outwith the areas identified for strategic growth, the LDP has a role to play in promoting development opportunities and protecting and enhancing the environment.
- 116 There are a number of existing housing sites located across the city and in smaller settlements such as Queensferry and Kirkliston, where development is expected to continue or start over the next 5 or so years (Table 3). The LDP also identifies an additional new housing site at Currie and opportunities for housing together with greenspace improvements at Curriemuirend and Moredunvale. Development principles have been prepared to guide proposals on the Curriemuirend and Moredunvale sites.
- 117 Throughout the LDP area, regeneration opportunities will continue to emerge as vacant and underused sites and buildings are brought back into beneficial use. Planning applications will be assessed using relevant policies to ensure these developments help meet LDP objectives.
- 118 A number of major transport projects, such as the replacement Forth Crossing and the tram, will be completed in the next few years. The LDP also includes a number of proposals and safeguards for other public transport, footpath and cycle links which, when implemented, will improve connections across the city.
- 119 Edinburgh's green belt and Countryside area will be protected and where possible enhanced. The LDP directs the planned growth of the city to specified sites and generally supports development within the urban

area subject to relevant policy considerations. Major development in the green belt and Countryside will therefore only be permitted in exceptional circumstances.

## Curriemuirend Development Principles

### Description

Proposal to provide housing and allotments on land at Curriemuirend Park (HSG29) and to improve the quality of the existing green space at Clovenstone Drive (GS10).

### Development Principles

- a comprehensive approach to both sites is required, to ensure the allotments and green space improvements are delivered.
- development should create an active street frontage along Wester Hailes Road
- opportunity to create links to the wider green network
- proposals should provide better pedestrian and cycle access to both the allotments and Clovenstone Drive park
- opportunity to reduce the width of Wester Hailes Drive to create a more attractive, safe environment for pedestrians.



## Moredunvale Development Principles

### Description

Proposal (HSG 30) to provide new housing on approximately half of the site and improve the quality of the remaining open space

### Development Principles

- land around the high rise flats to be kept as green space.
- opportunity to provide play space, allotments and growing spaces as green space improvements .
- opportunity to create links to the wider green network
- proposals should provide better pedestrian and cycle access between the site and the surrounding area.
- remediation work may be required to develop the site due to the history of coal and limestone mining.





# Part 2 Policies





120 Planning applications will be assessed against the following policies to ensure that future development helps to meet the core aims of the plan. All relevant policies will be considered in assessing each application. Part 2 of the plan is set out in eight sections

- 1 Delivering the Strategy**
- 2 Design Principles for New Development**
- 3 Caring for the Environment**
- 4 Employment and Economic Development**
- 5 Housing and Community Facilities**
- 6 Shopping and Leisure**
- 7 Transport**
- 8 Resources and Services**

# 1 Delivering the Strategy

- 121 The policies in this section will play a key role in delivering the LDP strategy. It covers developer contributions towards the delivery of infrastructure provision and improvements and provides specific area based policies for three parts of the city to guide major redevelopment and regeneration proposals – the City Centre, Edinburgh Waterfront and Edinburgh Park/SouthGyle.



## Objectives

- To implement the Council's approach to on infrastructure provision and improvements associated with development, taking account of current economic conditions.
- To ensure that developers make a fair and realistic contribution to the delivery of necessary infrastructure provision and improvement associated with development.
- To ensure that proposals for mixed use regeneration in the City Centre, Edinburgh Waterfront and Edinburgh Park/South Gyle are appropriate to the character of the area and bring maximum benefit to the city.

## Developer Contributions

### Policy DtS1 - Developer Contributions

Developer contributions will be required from any development if:

- it will have a net impact on infrastructure capacity; and
- it is necessary to mitigate that impact by providing additional capacity or otherwise improving existing infrastructure.

For the proposals listed in Tables 2, 3, 4 and 10 and shown on the Proposals Map, planning permission will be granted subject to legal agreements securing contributions towards the relevant actions specified in the Council's Action Programme.

For other proposals, individual assessments, including transport and/or education assessments, may be necessary to identify the impacts arising from the development and the mitigation required. Where major development proposals are located in the contribution zone of relevant actions in the Action Programme, planning permission

will be granted subject to legal agreements to secure an appropriate contribution to these.

In all cases, developer contributions may also be required to enable satisfactory pedestrian, cycle and vehicle movement from a development site.

This policy is intended to ensure that infrastructure is provided to facilitate new development.

### Action Programme Contributions

Tables 2, 3, 4 and 10 and the Proposals Map identify the housing, economic and mixed used proposals to meet the aims of the Plan. The infrastructure requirements of these proposals are set out in the Action Programme. This will be updated annually to take account of any changing circumstances and to include further details on each action where available. Transport Assessments may be required at the planning application stage to establish the detail of the transport measures included in the Action Programme and how mode share targets will be met.

These infrastructure actions include:

- School capacity increases, including new schools
- Traffic management, including junction improvements
- Other transport improvements, including the Edinburgh Tram project and public realm
- Green space actions

The Action Programme identifies a number of infrastructure improvements which will help mitigate the effects of new development across a wide area. Each of these actions has an identified contribution zone within which legal agreements will be used to secure developer contributions. The purpose of these agreements is to deliver actions which address the impacts of the developments proposed within the Plan and also the

cumulative effect of other major developments which the Plan's policies support.

### Other Contributions

Developer contributions to measures intended to mitigate the net effects of development, other than actions identified in the Action Programme, may also be required. Such contributions are generally expected to be towards actions in the immediate vicinity of a site. However, assessment work may indicate that larger interventions further away are necessary. Where development is proposed on brownfield sites, previously occupied by an existing use which in itself had infrastructure impacts, these will be taken into account when assessing the net impact on infrastructure capacity. Developer contributions will only be required where these are necessary, proportionate and directly related to the impact(s) of the proposed development.

Council guidance provides advice on how policy DtS1 will be applied.

### Policy DtS2 – Retrospective Developer Contributions

**Developer contributions will continue to be sought towards the construction of the tram network and other infrastructure identified in the Action Programme, after the construction works are completed and until the associated borrowings have been repaid.**

This policy is in addition to, and in support of, Policy DtS1. It ensures that, where a completed section of the tram network will support a new development that development will contribute to the cost of constructing that section of the network. The same principle applies to other high cost infrastructure which has been delivered through borrowing. Planning permission for development on these sites will be granted subject to legal agreements securing contributions. The Council's Action Programme and guidance provide details of the contribution amounts and the amount of money borrowed by the Council against future contributions.



## Area Specific Policies - Opportunities for Major Mixed Use Development/Regeneration

122 Policies DtS3 – DtS5 will guide development in three major regeneration areas, the City Centre, Edinburgh Waterfront and Edinburgh Park/South Gyle. These policies aim to ensure that development and regeneration proposals incorporate an appropriate mix of uses consistent with the character of the wider area and its role in meeting the objectives of the plan.

### Policy DtS3 City Centre

Development in the City Centre as defined on the Proposals Map will be permitted which maintains and enhances its character, attractiveness, vitality and accessibility and contributes to its role as a strategic business and regional shopping centre and Edinburgh's role as a capital city. The requirements in principle will be for:

- a) comprehensively designed proposals which maximise the potential of the site in accordance with any relevant development principles, development brief and/or other guidance
- b) a use or a mix of uses appropriate to the location of the site, its accessibility characteristics and the character of the surrounding area.
- c) Where practicable, major mixed use developments should provide offices, particularly on upper floors. At street level, other uses may be more appropriate to maintain city centre diversity, especially retail vitality on important shopping frontages
- d) the creation of new civic spaces and traffic-free pedestrian routes where achievable.

This policy guides development in the City Centre to ensure proposals provide an appropriate mix of uses and are of a high quality of design taking account of the characteristics of the historic environment. Given the demand for office space in the

City Centre and the importance of office jobs to the economy, the policy requires office provision to be included in major mixed use development proposals wherever possible. Development principles for the Fountainbridge, St James Quarter and New Street sites are provided in [Table 10](#) (Part 1 Section 5).

### Policy DtS4 Edinburgh Waterfront

Planning permission will be granted for development which will contribute towards the creation of new urban quarters at Leith Waterfront and Granton Waterfront (specifically [EW 1a, b & c](#) and [EW 2 a-d](#) on the Proposals Map). The requirements in principle will be for:

- a) comprehensively designed proposals which maximise the development potential of the area
- b) the provision of a series of mixed use sustainable neighbourhoods that connect to the waterfront, with each other and with nearby neighbourhoods
- c) proposals for a mix of house types, sizes and affordability
- d) the provision of local retail facilities and leisure and tourism attractions, including water related recreation in and around retained harbours
- e) transport measures agreed with the Council, including a contribution to the proposed tram network and other necessary public transport improvements, the eastwards extension of Ocean Drive and the provision of a network of paths for pedestrians and cyclists, including an east-west path that will form part of the city-wide coastal promenade (safeguarded routes for these are shown on the Proposals Map).

In Seafield and Leith's northern and eastern docks ([EW 1d and e](#)), planning permission will be granted for industrial and port-related development and compatible uses provided it complies with other relevant policies in this plan.

Development should accord with the Leith Waterfront or Granton Waterfront Development Principles.

The purpose of this policy is to ensure the regeneration of Edinburgh's Waterfront comes forward in a planned manner within the context of a long term vision. It sets out key development principles to guide housing led regeneration on large parts of the site, with more detailed guidance provided in the relevant site briefs. The policy also recognises that some parts of the Waterfront will remain in business and industrial uses. Development Principles for Leith Waterfront and Granton Waterfront are set out in [Table 11](#) (Part 1 Section 5).

### Policy DtS 5 Edinburgh Park/South Gyle

Within the boundary of Edinburgh Park/South Gyle as shown on the Proposals Map, planning permission will be granted for development which maintains the strategic employment role of the area and also introduces a wider mix of uses. The requirements in principle will be for;

- a) comprehensively designed proposals which maximise the development potential of the area
- b) development for office and other business uses as part of mixed use proposals
- c) housing as a component of business- led mixed use proposals
- d) the creation of a new commercial hub adjacent to Edinburgh Park Station
- e) additional leisure and community uses at Gyle shopping centre
- f) an extension of the existing green space corridor (known as the Lochans) space
- g) improved pedestrian and cycle links through the site and to provide strong, safe connections with services and facilities in the surrounding area

Development should accord with the Edinburgh Park/South Gyle Development Principles.

This policy aims to promote a better mix of uses in Edinburgh Park/South Gyle and still retain its important role as a strategic business location. The vision is to change the

character of the Edinburgh Park/South Gyle area over time from a business dominated environment with limited evening and weekend activity to a thriving mixed use and well integrated part of the city. The [Edinburgh Park/South Gyle Development Principles](#) set out in Part 1 Section 5 provide guidance on how development can help deliver the long term vision for this area.

## 2 Design Principles for New Development

123 The Council encourages innovation and well designed developments that relate sensitively to the existing quality and character of the local and wider environment, generate distinctiveness and a sense of place, and help build stronger communities. Policies Des1 – Des13 will be used to assess planning applications to meet the following objectives. More detailed advice on how to interpret and apply these policies can be found in Council guidance.



### Objectives

- To ensure that new development is of the highest design quality and respects, safeguards and enhances the special character of the city
- To ensure that the city develops in an integrated and sustainable manner
- To create new and distinctive places which support and enhance the special character of the city and meet the needs of residents and other users

#### Policy Des1 Design Quality and Context

Planning permission will be granted for development where it is demonstrated that the proposal will create or contribute towards a sense of place. Design should be based on an overall design concept that draws upon positive characteristics of the surrounding area. Planning permission will not be granted for poor quality or inappropriate design or for proposals that would be damaging to the character or appearance of the area around it, particularly where this has a special importance.

This policy applies to all new development, including alterations and extensions. The Council expects new development to be of a high standard of design. The Council's policies and guidelines are not to be used as a template for minimum standards. The purpose of the policy is to encourage innovation in the design and layout of new buildings, streets and spaces, provided that the existing quality and character of the immediate and wider environment are respected and enhanced and local distinctiveness is generated.

#### Policy Des2 Co-ordinated Development

Planning permission will be granted for development which will not compromise:

- a) the effective development of adjacent land; or



**b) the comprehensive development and regeneration of a wider area as provided for in a masterplan, strategy or development brief approved by the Council.**

This policy applies to all development involving one or more new buildings. The Council encourages a comprehensive approach to redevelopment and regeneration wherever possible, and the preparation of development frameworks or masterplans, to identify the full design potential for creating successful places. Piecemeal development is less likely to lead to the creation of well-defined and cohesive networks of streets and spaces. In exceptional cases, it may be necessary for the Council to use its powers of compulsory purchase to assemble a site for development and enable a satisfactory outcome to be achieved.

#### **Policy Des3 Development Design – Incorporating and Enhancing Existing and Potential Features**

**Planning permission will be granted for development where it is demonstrated that existing characteristics and features worthy of retention on the site and in the surrounding area, have been identified, incorporated and enhanced through its design.**

This policy is relevant for all new development involving one new building or more. Its aim is to ensure that development proposals are informed by a detailed analysis and understanding of the site. The incorporation of existing features including built structures, archaeology, trees and woodland, landscape character, views and biodiversity can enhance a development's sense of place and contribution to the wider habitat and green network. Where practicable, proposals should provide new habitat to further the conservation of biodiversity.

#### **Policy Des4 Development Design – Impact on Setting**

**Planning permission will be granted for development where it is demonstrated that it will have a positive impact on its surroundings, including the character of the wider**

**townscape and landscape, and impact on existing views, having regard to:**

- a) height and form
- b) scale and proportions, including the spaces between buildings
- c) position of buildings and other features on the site
- d) materials and detailing

This policy applies to all new development of one or more buildings. Where the built environment is of high quality and has a settled townscape character, new development proposals will be expected to have similar characteristics to the surrounding buildings and urban grain. Where the surrounding development is fragmented or of poor quality, development proposals should help repair the urban fabric, establish model forms of development and generate coherence and distinctiveness – a sense of place. The siting and design of development should also be guided by views within the wider landscape and an understanding of local landscape character, including important topographical features, e.g. prominent ridges, valleys and patterns of vegetation.

#### **Policy Des 5 Development Design – Amenity**

**Planning permission will be granted for development where it is demonstrated that:**

- a) the amenity of neighbouring developments is not adversely affected and that future occupiers have acceptable levels of amenity in relation to daylight, sunlight, privacy or immediate outlook
- b) the design will facilitate adaptability in the future to the needs of different occupiers, and in appropriate locations will promote opportunities for mixed uses
- c) community security will be promoted by providing active frontages to more important thoroughfares and designing for natural surveillance over all footpaths and open areas
- d) a clear distinction is made between public and private spaces, with the latter

provided in enclosed or defensible forms

- e) refuse and recycling facilities, cycle storage, low and zero carbon technology, telecommunications equipment, plant and services have been sensitively integrated into the design

This policy applies to all new development for one or more new buildings. Buildings must meet the needs of users and occupiers, with consideration given to impacts on neighbouring properties to ensure no unreasonable loss of daylight, sunlight or privacy. Buildings should be designed to be flexible in use and interact closely with the street, providing continuity of urban frontage and natural surveillance. Cul-de-sac and single access residential layouts and gated communities should be avoided to help the integration of new development into the wider neighbourhood. Ancillary facilities must be sensitively integrated into the design of buildings to avoid impacting upon the surrounding townscape.

### Policy Des 6 Sustainable Buildings

**Planning permission will only be granted for new development where it has been demonstrated that:**

- a) **the current carbon dioxide emissions reduction target has been met, with at least half of this target met through the use of low or zero carbon technology.**
- b) **other features are incorporated that will reduce or minimise environmental resource use and impact, for example:**
  - i) **measures to promote water conservation**
  - ii) **sustainable urban drainage measures that will ensure that there will be no increase in rate of surface water run-off in peak conditions, including green roofs where runoff will be drained by combined sewers**
  - iii) **provision of facilities for the separate collection of dry recyclable waste and food waste**

iv) **maximum use of materials from local and/or sustainable sources**

- v) **measures to support and encourage the use of sustainable transport, particularly cycling, including cycle parking and other supporting facilities such as showers.**

This policy applies to all development involving one or more new buildings. The purpose of this policy is to help tackle the causes and impacts of climate change, reduce resource use and moderate the impact of development on the environment.

Buildings account for a substantial proportion of total carbon emissions through the energy they consume. Local authorities, through their planning and building standards responsibilities have a key role in helping to meet the Scottish Government's target for zero carbon homes and buildings by 2016. Scottish Building Standards set carbon dioxide emissions reduction targets. At March 2013, the Building Standards target is a 30% carbon dioxide reduction from 2007 levels. This target figure is expected to rise over the LDP period.

To meet criteria a), proposals for new development must accord with the current carbon dioxide emissions reduction target (as set out by Scottish Building Standards) and also demonstrate that at least half of this reduction will be met through low and zero carbon technologies. This specified requirement linked to the anticipated rising Building Standards targets meets the Council's obligations under section 3F of the Town and Country Planning (Scotland) Act 1997.

Low and zero carbon technologies can be renewable energy sources such as solar panels and micro-wind, heat pumps, combined heat and power and district heating infrastructure, and equipment such as mechanical ventilation and heat recovery which uses fossil fuels but results in significantly lower carbon dioxide emissions overall. Existing technologies are able to meet half of the current Building Standards target and the above policy assumes that further innovation will enable such technologies to keep pace with the target as it rises.

The Council will set out the up-to-date requirement in the S1 Sustainability Form which applicants are required to complete to demonstrate compliance with the above policy. Further advice is available in Council guidance.

Steps must be taken to ensure that the rate of surface water run-off is not increased by the development proposed. This can be achieved by the use of sustainable urban drainage systems (SUDS) which is a comprehensive design approach to the management of water on a site, to delay run-off and encourage filtration through the use of porous surfaces, detention ponds, and swales in ways which enhance amenity and biodiversity and minimise pollution effects. Where ground SUDS do not need to be provided because run off will be drained by combined sewers, then measures to manage heavy rainfall such as green roofs should still be provided. It is also important that new developments create an environment that encourages more sustainable lifestyles, for example, by including waste management facilities that support recycling targets.

### Policy Des 7 Layout Design

Planning permission will be granted for development where:

- a) a comprehensive and integrated approach to the layout of buildings, streets, footpaths, cycle paths, public and private open spaces, services and SUDS features has been taken
- b) new streets within developments are direct and integrated to ensure ease of access to local centres and public transport and new public or focal spaces are created where they will serve a purpose
- c) the layout will encourage walking and cycling, cater for the requirements of public transport if required and incorporate design features which will restrict traffic speeds to an appropriate level and minimise potential conflict between pedestrians, cyclists and motorised traffic
- d) car and cycle parking areas and pedestrian and cycle paths are overlooked by surrounding properties

- e) **safe and convenient access and movement in and around the development will be promoted, having regard especially to the needs of people with limited mobility or special needs**
- f) **public open spaces and pedestrian and cycle routes are connected with the wider pedestrian and cycle network including any off-road pedestrian and cycle routes where the opportunity exists.**

This policy is relevant for all new development involving one or more new buildings. The layout of development should enhance community safety and urban vitality and provide direct and convenient connections on foot and by cycle. Where new road space is required as an integral and necessary part of new development, layouts should not encourage greater car use or cause or add to congestion in the surrounding area.

### Policy Des 8 Public Realm and Landscape Design

Planning permission will be granted for development where all external spaces, and features, including streets, footpaths, civic spaces, green spaces boundary treatments and public art have been designed as an integral part of the scheme as a whole, and it has been demonstrated that:

- a) the design and the materials to be used are appropriate for their intended purpose, to the use and character of the area generally, especially where this has a special interest or importance
- b) the different elements of paving, landscaping and street furniture are coordinated to avoid a sense of clutter, and in larger schemes design and provision will be coordinated over different phases of a development
- c) particular consideration has been given, if appropriate, to the planting of trees to provide a setting for buildings, boundaries and road sides and create a robust landscape structure
- d) a satisfactory scheme of maintenance will be put in place.



This policy applies to all development proposing new public space as part of the overall scheme. High quality, well designed public spaces are crucial elements of the urban environment and in making successful places. The Council encourages the preparation of public realm strategies to coordinate design and provide information on future maintenance in other major development schemes.

### Policy Des 9 Urban Edge Development

Planning permission will only be granted for development on sites at the green belt boundary where it:

- a) conserves and enhances the landscape setting and special character of the city
- b) promotes access to the surrounding countryside if appropriate
- c) includes landscape improvement proposals that will strengthen the green belt boundary, improve amenity and enhance biodiversity.

This policy applies to all new development situated at the edge of the urban area. A clear demarcation between town and country is important to the defensibility of the Green Belt boundary and its objectives.

### Policy Des 10 Waterside Development

Planning permission will only be granted for development on sites on the coastal edge or adjoining a watercourse, including the Union Canal, where the proposals:

- a) provides an attractive frontage to the water in question
- b) where appropriate, maintains, provides or improves public access to and along the water's edge
- c) maintains and enhances the nature conservation or landscape interest of the water body including its margins and river valley
- d) if appropriate, promotes recreational use of the water.

This policy applies to all new development adjoining a watercourse. The city's several natural water courses add to the variety of scenery within the urban area and the city's biodiversity interest. They have considerable potential to enhance adjacent development by offering recreational value and contributing to the green network. Proposals along the Firth of Forth may also need to be assessed in terms of any impact on the internationally designated Natural 2000 site – see [policy Env13](#).

### Policy Des 11 Tall Buildings – Skyline and Key Views

Planning permission will only be granted for development which rises above the building height prevailing generally in the surrounding area where:

- a) a landmark is to be created that enhances the skyline and surrounding townscape and is justified by the proposed use
- b) the scale of the building is appropriate in its context
- c) there would be no adverse impact on important views of landmark buildings, the historic skyline, landscape features in the urban area or the landscape setting of the city, including the Firth of Forth.

Proposals for development that would be conspicuous in iconic views of the city will be subject to special scrutiny. This is necessary to protect some of the city's most striking visual characteristics, the views available from many vantage points within the city and beyond, of landmark buildings, the city's historic skyline, undeveloped hillsides within the urban area and the hills, open countryside and the Firth of Forth which create a unique landscape setting for the city. In addition, the height of new buildings may need to be suppressed where necessary so that the city's topography and valley features continue to be reflected in roofscapes. This policy will play an important role in protecting the setting of the Old and New Towns of Edinburgh World Heritage Site.

A study undertaken for the Council identifies key public viewpoints and is used in assessing proposals for high buildings. Further advice is provided in Council guidance.

### Policy Des12 Alterations and Extensions

Planning permission will be granted for alterations and extensions to existing buildings which:

- a) in their design and form, choice of materials and positioning are compatible with the character of the existing building
- b) will not result in an unreasonable loss of privacy or natural light to neighbouring properties
- c) will not be detrimental to neighbourhood amenity and character

Every change to a building, street or space has the potential to enrich or, if poorly designed, impoverish a part of the public realm. The impact of a proposal on the appearance and character of the existing building and street scene generally must be satisfactory and there should be no unreasonable loss of amenity and privacy for immediate neighbours.

### Policy Des13 Shopfronts

Planning permission will be granted for alterations to shopfronts which are improvements on what already exists and relate sensitively and harmoniously to the building as a whole. Particular care will be taken over proposals for the installation of illuminated advertising panels and projecting signs, blinds, canopies, security grills and shutters to avoid harm to the visual amenity of shopping streets or the character of historic environments.

Shopfront design, shop designs and shopfront advertising play an important role in the visual environment of the city. Important traditional or original features on older buildings, such as stall risers, fascias and structural framing of entrances and shop windows, should be retained and incorporated into the design. In conservation areas and on listed buildings, design and materials used will be expected to be of a high standard, and not damaging to existing fabric of buildings or wider character. Detailed advice on shopfronts is provided in Council guidance.

## 3 Caring for the Environment

124 Protection of the historic and natural environment for the benefit of future generations is an important role of the planning system. The purpose and context of Edinburgh's most important environmental designations including the World Heritage Site, Conservation Areas and Green Belt are explained in Part 1 of the plan. Policies Env1 – Env22 will be used in assessing planning applications to meet the following objectives;

### Objectives

- To ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future
- To protect important landscape and natural features of the environment, including the city's Green Belt setting
- To protect and enhance the nature conservation and biodiversity interest of the city
- To protect natural resources



### The Historic Environment

125 Policies Env1 – Env6 will be used to assess proposals affecting Edinburgh's world heritage site, conservation areas and listed buildings. The Council's guidance on Conservation Areas and Listed Buildings provide further advice. Policy Env7 relates to historic landscapes and policies Env8 and 9 cover archaeological resources.

#### Policy Env1 Old and New Towns World Heritage Site

**Development which would harm the qualities which justified the inscription of the Old and New Towns of Edinburgh as a World Heritage Site or would have a detrimental impact on the Site's setting will not be permitted.**

This policy requires development to respect and protect the outstanding universal values of the World Heritage Site and its setting. Setting may include sites in the immediate vicinity, viewpoints identified in the key views study and prominent landscape features throughout the city.

#### Policy Env2 Listed Buildings - Demolition

Proposals for the total or substantial demolition of a listed building will only be supported in exceptional circumstances, taking into account:

- a) the condition of the building and the cost of repairing and maintaining it in relation to its importance and to the value to be derived from its continued use
- b) the adequacy of efforts to retain the building in, or adapt it to, a use that will safeguard its future, including its marketing at a price reflecting its location and



condition to potential restoring purchasers for a reasonable period.

- c) the merits of alternative proposals for the site and whether the public benefits to be derived from allowing demolition outweigh the loss.

### Policy Env 3 Listed Buildings - Setting

Development within the curtilage or affecting the setting of a listed building will be permitted only if not detrimental to the architectural character, appearance or historic interest of the building, or to its setting.

### Policy Env 4 Listed Buildings – Alterations and Extensions

Proposals to alter or extend a listed building will be permitted where

- a) those alterations or extensions are justified;
- b) there will be no unnecessary damage to historic structures or diminish its interest; and
- c) where any additions are in keeping with other parts of the building.

In determining applications for planning permission or listed building consent, the Council is required to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest that it possesses. Applications for the demolition or substantial alteration of a listed building must be accompanied by a thorough structural condition report demonstrating that the proposals are necessary or justified. Information must be provided on the proposed replacement building; these should be of comparable quality in terms of construction and design. The loss of a listed building will only be justified in exceptional circumstances. Scottish Historic Environment Policy (SHEP) and Council guidance provide further advice for applications relating to Listed Buildings.

### Policy Env 5 Conservation Areas – Demolition of Buildings

Proposals for the demolition of an unlisted building within a conservation area but which is considered to make a positive contribution to the character of the area will only be permitted in exceptional circumstances and after taking into account the considerations set out in Policy Env 2 above.

Proposals for the demolition of any building within a conservation area, whether listed or not, will not normally be permitted unless a detailed planning application is approved for a replacement building which enhances or preserves the character of the area or, if acceptable, for the landscaping of the site.

### Policy Env 6 Conservation Areas - Development

Development within a conservation area or affecting its setting will be permitted which:

- a) preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant conservation area character appraisal
- b) preserves trees, hedges, boundary walls, railings, paving and other features which contribute positively to the character of the area and
- c) demonstrates high standards of design and utilises materials appropriate to the historic environment.

**Planning applications should be submitted in a sufficiently detailed form for the effect of the development proposal on the character and appearance of the area to be assessed.**

The purpose of the above policies is to protect and, where possible, enhance the character and appearance of Edinburgh's many conservation areas. By controlling the demolition of buildings and ensuring new development is of appropriate design and quality, their aim is to protect the City's heritage for future generations.

Applications for demolition will be permitted only where this does not erode the character and appearance of the conservation area. The general presumption will be in favour of retaining buildings that make a positive contribution to the conservation area, particularly where it can be demonstrated that the building is able to support a new viable use, or might be capable of such in the future. Conservation Area Consent may be subject to conditions or a legal agreement to link demolition works to the provision of the proposed replacement building or, in exceptional circumstances, to require temporary landscaping.

A Design Statement is required by law for all development in a conservation area. This statement should include reference to the relevant Conservation Area Character Appraisal and Council guidance on Conservation Areas and Listed Buildings and show how these have informed the proposed design.

### Policy Env 7 Historic Gardens and Designed Landscapes

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, or upon component features which contribute to its value. Elsewhere, adverse effects on historic landscape features should be minimised. Restoration of Inventory sites and other historic landscape features is encouraged.

This policy aims to protect sites included in the national Inventory of Gardens and Designed Landscapes (shown on the Proposals Map) and other historic landscape features elsewhere across the Council area. An understanding of how the landscape has evolved can help inform a development proposal. A historical landscape appraisal may be requested from applicants to allow full assessment of the implications of development and identify restoration opportunities.

### Policy Env 8 Protection of Important Remains

Development will not be permitted which would:

- a) adversely affect a scheduled monument or other nationally important archaeological remains, or the integrity of their setting
- b) damage or destroy non-designated archaeological remains which the Council considers should be preserved *in situ*.

### Policy Env 9 Development of Sites of Archaeological Significance

Planning permission will be granted for development on sites of known or suspected archaeological significance if it can be concluded from information derived from a desk-based assessment and, if requested by the Council, a field evaluation, that either:

- a) no significant archaeological features are likely to be affected by the development or
- b) any significant archaeological features will be preserved *in situ* and, if necessary, in an appropriate setting with provision for public access and interpretation or
- c) the benefits of allowing the proposed development outweigh the importance of preserving the remains *in situ*. The applicant will then be required to make provision for archaeological excavation, recording, and analysis, and publication of the results before development starts, all to be in accordance with a programme of works agreed with the Council.

The objective of the above policies is to protect and enhance archaeological remains, where possible by preservation *in situ* in an appropriate setting. In some cases, depending on the nature of the remains and character of the site, the Council may require provision for public access and interpretation as part of the proposed development. When preservation *in situ* is not possible, recording and/or excavation followed by analysis and publication of the results will be required.

Developers should seek early advice from the Council's Archaeologist for sites where historic remains are known or thought likely to exist. Where a development may affect a scheduled monument or its setting, early contact should be made with Historic Scotland.

## Natural Environment

- 126 Policies Env 10 – Env 16 will play an important role in ensuring development proposals protect and where possible enhance Edinburgh’s natural heritage. Further advice can be found in Council guidance.

### Policy Env 10 Development in the Green Belt and Countryside

Within the Green Belt and Countryside shown on the Proposals Map, development will only be permitted where it meets one of the following criteria and would not detract from the landscape quality and/or rural character of the area:

- a) For the purposes of agriculture, woodland and forestry, horticulture or countryside recreation, or where a countryside location is essential and provided any buildings, structures or hard standing areas are of a scale and quality of design appropriate to the use.
- b) For the change of use of an existing building, provided the building is of architectural merit or a valuable element in the landscape and is worthy of retention. Buildings should be of domestic scale, substantially intact and structurally capable of conversion.
- c) For development relating to an existing use or building(s) such as an extension to a site or building, ancillary development or intensification of the use, provided the proposal is appropriate in type in terms of the existing use, of an appropriate scale, of high quality design and acceptable in terms of traffic impact.
- d) For the replacement of an existing building with a new building in the same use provided
  - i) the existing building is not listed or of architectural / historic merit;
  - ii) the existing building is of poor quality design and structural condition,
  - iii) the existing building is of domestic scale, has a lawful use and is not a

temporary structure; and

- iv) the new building is of a similar or smaller size to the existing one, lies within the curtilage of the existing building and is of high design quality.

It is necessary to control the type and scale of development in the green belt to enable it to fulfil its important role in terms of landscape setting and countryside recreation as described in [Part 1](#). However, the purpose of the green belt is not to prevent development from happening. This policy sets out the circumstances in which development in the green belt can be supported.

In Edinburgh, Countryside areas i.e. land outwith existing settlements, which are not designated green belt are considered to be of equivalent environmental importance. For this reason, it is appropriate to apply the same level of protection to both green belt and Countryside areas.

The key test for all proposals in the green belt and Countryside areas will be to ensure that the development does not detract from the landscape quality and/or rural character of the area. The Council’s guidance “Development in the Countryside and Green Belt” provides more detailed advice.

### Policy Env 11 Special Landscape Areas

Planning permission will not be granted for development which would damage or detract from the overall character and appearance of the Special Landscape Areas shown on the Proposals Map

This policy aims to protect Edinburgh’s unique and diverse landscape which contributes to the city’s distinctive character and scenic value. Special Landscape Areas (SLA) are local designations, which safeguard and enhance the character and quality of valued landscapes across the Council area.

A [Statement of Importance has been prepared for each SLA](#). This sets out the essential qualities and characteristics of the area and the potential for enhancement. The Statements



of Importance should be used to guide development proposals in SLAs and will be a material consideration in assessing planning applications. A landscape and visual impact assessment is likely to be needed in support of proposals affecting a SLA.

### Policy Env 12 Trees

**Development will not be permitted if likely to have a damaging impact on a tree protected by a Tree Preservation Order or other tree worthy of retention unless necessary for good arboricultural reasons. Where such permission is granted, replacement planting of appropriate species and numbers will be required to offset the loss to amenity.**

This policy recognises the important contribution made by trees to character, biodiversity, amenity and green networks. In assessing proposals affecting trees, the Council will consider their value, taking into account status such as Tree Preservation Order, heritage tree, Ancient Woodland and Millennium Woodland, and information from tree surveys.

Where necessary to protect trees, the Council will use its powers to make and enforce Tree Preservation Orders.

## Nature Conservation

### Policy Env 13 Sites of International Importance

**Development likely to have a significant effect on a "Natura 2000 site" will be permitted only if either:**

- a) the development will not adversely affect the integrity of the area; or
- b) it has been demonstrated that:
  - i. there are no alternative solutions and
  - ii. there are imperative reasons of overriding public interest for permitting the

**development, including reasons of a social or economic nature.**

The Plan area covers internationally important sites known as "Natura 2000 sites", designated under the Conservation (Natural Habitats, &c) Regulations 1994. These are the Firth of Forth, Forth Islands (part), and Imperial Dock Lock Special Protection Areas. Where the Council considers that a development is likely to have a significant effect on an internationally protected site, it must undertake a Habitats Regulations Appraisal to determine whether an appropriate assessment is required. The appropriate assessment will consider the implications of the development for the conservation interests for which the area has been designated. Development which could harm any of these internationally important areas will only be approved in exceptional circumstances.

### Policy Env 14 Sites of National Importance

**Development which would affect a Site of Special Scientific Interest will only be permitted where an appraisal has demonstrated that:**

- a) the objectives of the designation and the overall integrity of the area will not be compromised or
- b) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social or economic benefits of national importance.

Sites of Special Scientific Interest (SSSIs) are areas of land (including land covered by water) which are considered by Scottish Natural Heritage (SNH) to be of special interest by reason of their natural features, i.e. their flora, fauna or geological or geomorphological features. Development which could harm an SSSI will be required to demonstrate reasons which clearly outweigh the nature conservation interest of the site and justify a departure from the national policy to protect such sites.

### Policy Env 15 Sites of Local Importance

Development likely to have an adverse impact on the flora, fauna, landscape or geological features of a Local Nature Reserve or a Local Nature Conservation Site will not be permitted unless it can be demonstrated that:

- a) the reasons for allowing the development are sufficient to outweigh the nature conservation interest of the site
- b) the adverse consequences of allowing the development for the value of the site have been minimised and mitigated in an acceptable manner.

The purpose of this policy is to protect sites of local nature conservation value and designated Local Nature Reserves from damaging development. The network of Local Nature Conservation sites and Local Nature Reserves is shown on the Proposals Map. Many of these provide connectivity between internationally and nationally important sites and contribute to green networks. A Site Report has been prepared for each LNCS.

### Policy Env 16 Species Protection

Planning permission will not be granted for development that would have an adverse impact on species protected under European or UK law, unless:

- a) there is an overriding public need for the development and it is demonstrated that there is no alternative
- b) a full survey has been carried out of the current status of the species and its use of the site
- c) there would be no detriment to the maintenance of the species at "favourable conservation status"
- d) suitable mitigation is proposed

European Protected Species (EPS) are covered by the Habitats Regulations. EPS found in the Edinburgh area are bats, otters, and great crested newts. Other species-specific legislation to be taken into account includes the Protection of Badgers Act 1992 and those

species listed in the Schedules of the Wildlife and Countryside Act 1981. If the presence of an EPS or other protected species is suspected, appropriate survey work must be carried out to enable the Council to assess the likely impact of development on the species.

\* The EU Habitats Directive defines 'favourable conservation status' as the distribution and population of the species being at least the same as when the Directive came into force in 1994.

### Countryside Access and Open Space

#### Policy Env 17 Pentlands Hills Regional Park

Development which supports the aims of the Pentlands Hills Regional Park will be permitted provided it has no unacceptable impact on the character and landscape quality of the Park.

This policy aims to ensure that proposals for outdoor recreation activities, whilst likely to be supported in principle, do not detract from the special rural character of the Regional Park. Proposals will also be assessed in terms of other relevant policies such as Env10 Green Belt and Env 11 Landscape Quality.

### Open Space

The Proposals Map shows the significant areas of open space identified in an audit of the city. The criteria in Policy Env18 will be applied to development proposals affecting all such open spaces citywide. Proposals affecting a playing field will be considered against relevant criteria in both Policy Env 18 and Policy Env 19.

#### Policy Env 18 Open Space Protection

Proposals involving the loss of open space will not be permitted unless it is demonstrated that:

- a) there will be no significant impact on the quality or character of the local

### environment

- b) the open space is a small part of a larger area or of limited amenity or leisure value and there is a significant over-provision of open space serving the immediate area and
- c) the loss would not be detrimental to the wider network including its continuity or biodiversity value and either
- d) there will be a local benefit in allowing the development in terms of either alternative equivalent provision being made or improvement to an existing public park or other open space or
- e) the development is for a community purpose and the benefits to the local community outweigh the loss.

This policy aims to protect all open spaces, both public and privately owned, that contribute to the amenity of their surroundings and the city, provide or are capable of providing for the recreational needs of residents and visitors or are an integral part of the city's landscape and townscape character and its biodiversity. The Council will only support development on open space in exceptional circumstances, where the loss would not result in detriment to the overall network and to open space provision in the locality. Such circumstances tend to exist where large areas of residential amenity space have been provided without a clear purpose or sense of ownership. The Council's Open Space Strategy sets the standards to be met for open space provision across Edinburgh and will be used to assess whether there is an over provision of open space in the immediate area (criterion b). To accord with criterion d), proposals for alternative provision or improvements to open space should normally address an identified action in the Open Space Strategy.

### Policy Env 19 Playing Fields Protection

In addition to the requirements of Policy Env 18, the loss of some or all of a playing field or sports pitch will be permitted only where one of the following circumstances

### applies:

- a) The proposed development is ancillary to the principal use of the site as a playing field
- b) The proposed development involves a minor part of a playing field and would not adversely affect the use or potential of the remainder for sport and training
- c) An alternative playing field is to be provided of at least equivalent sporting value in a no less convenient location, or existing provision is to be significantly improved to compensate for the loss
- d) The Council is satisfied that there is a clear excess of sports pitches to meet current and anticipated future demand in the area, and the site can be developed without detriment to the overall quality of provision.

Playing field provision must be considered as a city-wide resource and in terms of its contribution to local needs. The Council's assessment of provision in the city as a whole has concluded that the amount of pitches, whether or not in public ownership or publicly accessible, is equivalent to the need. However, there needs to be significant improvements in quality. On this evaluation, the loss of pitches to development cannot be justified in principle. However, the loss might be acceptable if alternative equivalent provision is to be made in an equally convenient location. Development has been allowed where other pitches serving the local community are to be equipped with all-weather playing surfaces. The Open Space Strategy identifies the locations where such investment is to be concentrated in multi-pitch venues.

### Policy Env 20 Open Space in New Development

The Council will negotiate the provision of new publicly accessible and useable open space in new development when appropriate and justified by the scale of development proposed and the needs it will give rise to. In particular, the Council will seek the provision of extensions and/or improvements to the green network.



This policy ensures that development proposals (other than housing which is covered by [Policy Hou 3](#)) include appropriate open space provision and, where the opportunity arises, contribute to Edinburgh's green network. The term "open space" covers green space and civic space.

## Protection of Natural Resources

### Policy Env 21 Flood Protection

Planning permission will not be granted for development that would:

- a) increase a flood risk or be at risk of flooding itself
- b) impede the flow of flood water or deprive a river system of flood water storage within the areas shown on the Proposals Map as areas of importance for flood management
- c) be prejudicial to existing or planned flood defence systems.

This purpose of this policy is to ensure development does not result in increased flood risk for the site being developed or elsewhere. Identified areas of importance for flood management are identified on the Proposals Map. It is essential to maintain strict control over development in these areas. Proposals will only be favourably considered if accompanied by a flood risk assessment demonstrating how adequate compensating measures are to be carried out, both on and off the site. In some circumstances, sustainable flood management or mitigation measures may not be achievable.

Culverting of watercourses can exacerbate flood risk and have a detrimental effect on biodiversity. Any further culverting across the city will be opposed, and the removal of existing culverts will be sought when possible.

New development can add to flood risk if it leads to an increase in surface water run-off. It is also at risk from water flowing over land during heavy rainfall. [Policy Des 6](#) states that these risks should be avoided by the use of sustainable drainage techniques (SUDs).

### Policy Env 22 Pollution and Air, Water and Soil Quality

Planning permission will only be granted for development where:

- a) there will be no significant adverse effects for health, the environment and amenity and either
- b) there will be no significant adverse effects on air, water or soil quality or
- c) appropriate mitigation to minimise any adverse effects can be provided.

Pollution can arise from many sources and activities including traffic and transport, domestic heating, industrial processes, agriculture, waste disposal and landfill. Air, soil and water quality can all be affected and harmed by some forms of development and land can present a potential pollution threat if it has been contaminated by previous activities. Air, noise and light pollution can also be a source of harm to health and amenity.

The potential risk and significance of pollution will be considered when assessing planning applications, in consultation where necessary with relevant agencies, such as Scottish Environment Protection Agency and the Health and Safety Executive. Proposals will be assessed to ensure development does not adversely affect air quality in identified Air Quality Management Areas (AQMAs) or, by cumulative impacts, lead to the creation of further AQMAs in the city.

## 4 Employment and Economic Development

127 The following policies aim to help deliver the Council's Economic Strategy by promoting economic development in sustainable locations, with a particular focus on opportunities for office development and Edinburgh's "special employment areas". The policies take full account of the need to protect and enhance environmental quality and to protect a range of existing business and industrial sites and premises.

### Objectives

- To promote sustainable growth in jobs and investment in Edinburgh's economy
- To protect a range of existing business and industry locations of importance for a mixed and varied economy
- To maintain and enhance the diversity of jobs available in the city, paying special attention to small business needs



### Offices

#### Policy Emp 1 Office Development

High quality, office developments, including major developments, will be supported:

- a) in the City Centre as identified on the Proposals Map.
- b) in the other strategic business centres identified on the Proposals Map at Edinburgh Park/South Gyle, International Business Gateway and Leith, preferably as part of business led mixed use proposals.
- c) at other accessible, mixed use locations in the urban area near to public transport nodes, where the scale of development must be compatible with the accessibility of the location by public transport and the character of the local environment.

This policy supports a range of suitable locations for office development in recognition of the important role of the financial sector and other office based businesses in providing jobs and contributing to economic growth.

The city centre remains the prime location for office development, due to proximity to other office, service and transport hubs. There are a number of existing proposals with planning permission which will provide additional office space in the City Centre including the St James Quarter, Caltongate, Haymarket, Fountainbridge and the Exchange District. To meet continuing demand for office space in the city centre, major redevelopment opportunities should include significant office provision, and where possible large, flexible floor-plates as part of the overall mix of uses. A development brief may be prepared when a redevelopment opportunity arises to ensure proposals incorporate an appropriate mix of uses to support economic growth and the important shopping and leisure role of the city centre.

The plan identifies three other strategic office locations at Edinburgh Park/SouthGyle, the International Business Gateway (IBG) and Leith. Each is different in character but all are in accessible locations providing readily available opportunities sites for office development. In order to create an attractive place in which to invest, work and visit, proposals should incorporate a mix of uses. Proposals in the IBG should be for international businesses.

To meet economic growth objectives, the plan applies a flexible approach to office proposals in other mixed use locations across the city. Such proposals will be supported provided the scale of development is appropriate in terms of accessibility by public transport and the character of the area.

### Special Economic Areas

128 Edinburgh has a number of “special economic areas” located across the city. These are areas of national or strategic economic importance, providing or with the potential to provide a significant number of jobs. Policies Emp2 – Emp7 guide development in the following “special economic areas” - Edinburgh BioQuarter, Riccarton University Campus and Business Park, Edinburgh Airport, Royal Highland Centre, International Business Gateway and RBS Headquarters at Gogarburn. The growth of these areas, through new businesses and the expansion of existing businesses, will make a significant contribution towards meeting the plan’s economic development objectives. Ancillary uses are likely to be supported in these areas to meet place-making objectives, help attract investment and complement the business uses. However, other uses must not undermine the main purpose of these areas as set out in [Table 2](#) in Part 1 Section 3 and their contribution to the economy of the city region and, in some cases, Scotland as a whole.

### Policy Emp 2 Edinburgh BioQuarter

**Development within the boundary of Edinburgh BioQuarter as defined on the Proposals Map will be granted provided it accords with the approved supplementary guidance for this area and the BioQuarter Development Principles.**

Supplementary Guidance will be prepared to support the future development of the Edinburgh BioQuarter for Life Sciences research and directly related commercial developments. Proposals within the BioQuarter will be assessed against this guidance. Proposals will also be assessed against the BioQuarter Development Principles ([Part 1 Section 5](#)) and other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and relationship with the neighbouring green belt and the South East Wedge Parkland [Green Space Proposal GS4](#).

### Policy Emp 3 Riccarton University Campus and Business Park

**Development for the following purposes will be supported within the boundary of Riccarton University Campus and Business Park, provided proposals accord with the approved masterplan and other relevant local development plan policies.**

- a) Academic teaching and research
- b) Uses ancillary to the University, including student residential accommodation and sport and recreational facilities; and
- c) Business uses, including the research and development of products and processes, where a direct functional linkage with the University’s academic activities can be demonstrated.

This policy support the future development of Heriot-Watt University and expansion of the adjacent business park for research and development and other business uses which have strong links to the University’s academic activities. Proposals will also be assessed against other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and relationship with the green belt.



### Policy Emp 4 Edinburgh Airport

The development and enhancement of Edinburgh Airport will be supported within the airport boundary defined on the Proposals Map, provided proposals accord with the approved masterplan. Proposals for ancillary services and facilities will only be permitted where it can be demonstrated that these have strong and direct functional and locational links with the airport and are compatible with the operational requirements of the airport.

All development proposals within the airport boundary must accord with the West Edinburgh Strategic Design Framework (WESDF) and other relevant local development plan policies. Supporting information will be required to demonstrate how proposals will contribute to meeting the mode share targets set out in the WESDF.

Land to the north of the existing airport boundary is safeguarded to provide a second main parallel runway, if required in the future, to meet air passenger growth forecasts. Within this area, green belt policy will apply ([policy Env 10](#)). Proposals which would prejudice the long-term expansion of Edinburgh Airport will not be supported.

The purpose of this policy is to guide proposals for airport expansion in accordance with West Edinburgh Planning Framework and the planning guidance set out in the West Edinburgh Strategic Design Framework (WESDF). The policy covers proposals for airport and related uses that require planning permission (some airport proposals are “permitted development” i.e. planning permission is not needed). Compliance with the WESDF and other relevant local plan policies will ensure airport proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrians and cyclists, traffic generation and car parking and other environmental considerations.

### Policy Emp 5 Royal Highland Centre

The development and enhancement of the Royal Highland Centre (RHC) will be supported within the boundary defined on the Proposals Map, provided proposals

accord with the approved masterplan. Ancillary uses will only be permitted where it can be demonstrated that these are directly linked to the primary purpose of the RHC.

All development proposals within the RHC boundary must accord with the West Edinburgh Strategic Design Framework (WESDF) and other relevant local plan policies. Supporting information will be required to demonstrate how proposals will contribute to meeting the mode share targets set out in the WESDF.

Land at Norton Park as shown on the Proposals Map is safeguarded for the future relocation of the RHC and its development as Scotland’s National Showground. Within this area, green belt policy will apply ([policy Env 10](#)). Proposals which would prejudice the future development of the Norton Park site for showground purposes will not be permitted.

This policy guides proposals for the further development and enhancement of the Royal Highland Centre on land to the north of the A8. Land at Norton Park to the south of the A8 is safeguarded for the longer term relocation of the RHC if required to facilitate airport expansion in accordance with the West Edinburgh Planning Framework WEPF 2008. The Norton Park site will remain in the green belt until required for the relocation of the RHC. Compliance with the WESDF and other relevant local plan policies will ensure RHC proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrians and cyclists, traffic generation and car parking, landscaping, sustainable building, drainage and flood management, habitat protection and enhancement, place-making and design and impact on setting and views, including wider townscape impacts.

### Policy Emp 6 International Business Gateway

Proposals for the development of an International Business Gateway (IBG) within the boundary defined on the Proposals Map will be supported. The following uses are supported in principle:

- International business development (as described below)

- Hotel and conference facilities;
- Uses ancillary to international business development, such as child nursery facilities, restaurants and health and sports clubs.
- Housing as a component of a business – led mixed use proposal

All IBG proposals must accord with the West Edinburgh Strategic Design Framework (WESDF), the IBG Development Principles and other relevant local development plan policies and be consistent with an approved master plan. Supporting information will be required to demonstrate how proposals will contribute to meeting the mode share targets set out in the WESDF.

The purpose of this policy is to support the development of this nationally important economic development opportunity and ensure proposals accord with the West Edinburgh Planning Framework and WESDF. The main purpose of the IBG is to attract inward investment and create new jobs for Scotland. International business development may take various forms, including the development of global/European/UK headquarters and accommodation supporting high-value corporate functions for international organisations. Compliance with the WESDF, the [IBG Development Principles](#) (Part 1 Section 5) and other relevant local plan policies will ensure IBG proposals are acceptable in terms of scale and location, accessibility by public transport, pedestrians and cyclists, traffic generation and car parking, landscaping, sustainable building, drainage and flood management, habitat protection and enhancement, place-making and design and impact on setting and views, including wider townscape impacts.

#### Policy Emp 7 RBS Headquarters Gogarburn

Office and ancillary development will be supported within the boundary shown on the Proposals Map provided proposals are compatible with the existing headquarters function of the site, are acceptable in terms of impact on green belt objectives and accord with other relevant local development plan policies

This policy supports the future development of this site for economic development purposes, in recognition of its importance to Edinburgh's economy and financial sector in particular. Proposals will also be assessed against other relevant local plan policies, for example on matters such as design, accessibility, landscaping, biodiversity and green belt.

#### Other Business And Industry Sites

129 In addition to the special economic areas, other business and industry areas and individual sites play an important role in providing jobs, investment opportunities and valued local services. The plan supports proposals for economic development purposes on all existing employment sites, subject to relevant local development plan policies. A thriving city economy needs an adequate supply of land for business and industry. The plan therefore includes policies to control the redevelopment of employment sites for other uses. Policy Emp 8 covers business and industry areas identified on the Proposals Map. Policy Emp 9 relates to sites larger than 2 hectares last used for employment purposes - these are not specifically identified on the Proposals Map.

#### Policy Emp 8 Business and Industry Areas

Planning permission will be granted for business, industrial or storage development on sites identified on the Proposals Map as part of a 'Business and Industry Area' Development, including change of use, which results in the loss of business, industrial or storage floorspace or potential will not be permitted in these areas.

This policy aims to retain a range of employment sites across the city where new and existing businesses can operate, expand or relocate. It applies to land at Leith Docks, large industrial areas such as Sighthill and Newbridge and other smaller estates dispersed across the city.

Leith Docks is one of Edinburgh's "special economic areas" and is of national economic importance. It is identified in the National Renewables Infrastructure Plan as an opportunity for manufacturing industry to support off shore renewable energy industry. Other business and industry areas are vital to the local economy and have been designed to cater for a diversity of uses and building sizes. Most are in locations which can be easily accessed by heavy goods vehicles which use the trunk road network. Small scale proposals for ancillary uses which support local businesses and provide services for their employees may be supported as an exception to this policy.

### Policy Emp 9 Employment Sites and Premises

Proposals to redevelop employment sites or premises in the urban area for uses other than business, industry or storage will be permitted provided:

- a) the introduction of non-employment uses will not prejudice or inhibit the activities of any nearby employment use;
- b) the proposal will contribute to the comprehensive regeneration and improvement of the wider area;
- c) and, if the site is larger than one hectare, the proposal includes floorspace designed to provide for a range of business users.

**Planning permission will be granted for the development for employment purposes of business and industrial sites or premises in the urban area.**

This policy applies to sites or premises in the urban area currently or last in use for employment purposes not covered by Policies Emp2 – Emp8. It provides support for such sites to remain in employment use but recognises the potential benefits of redevelopment for other uses.

The policy aims to help meet the needs of small businesses by ensuring that if where large (i.e. greater than one hectare) business or industry sites are to be redeveloped for other uses, proposals must include some new small industrial/business units. The

justification for this criteria lies in the Edinburgh Small Business Study, updated in 2011, which identified that businesses with fewer than 10 employees, account for around 14% of the city's employees and that the current supply of suitable premises is insufficient to meet market demand.

Redevelopment proposals on all employment sites, regardless of size, need to take account of impact on the activities of neighbouring businesses and any regeneration proposals for the wider area.

### Policy Emp 10 Hotel Development

Hotel development will be permitted:

- a) in the City Centre where developments may be required to form part of mixed use schemes, if necessary to maintain city centre diversity and vitality, especially retail vitality on important shopping frontages
- b) within the boundaries of Edinburgh Airport, the Royal Highland Centre and the International Business Gateway
- c) in locations within the urban area with good public transport access to the city centre.

Tourism is the third biggest source of employment in Edinburgh, providing jobs for over 31,000 people. Maintaining and developing this key sector in the city's economy relies upon sufficient provision of high-quality tourist accommodation. In 2006 a study looking at tourist accommodation demand and supply was commissioned by the Council and others. The study identified the particular importance of hotels to generating economic benefit from growth in tourism and satisfying the main sources of demand for accommodation. The study identified a theoretical requirement for 4,000 new hotel rooms in Edinburgh by 2015 to help meet predicted growth in demand. The city centre is the preferred location for most visitors, but accessible locations with good public transport accessibility within the urban area also offer opportunities for new hotel development.



## 5 Housing and Community Facilities

130 Edinburgh needs more housing to provide homes for an increasing population and support economic growth. More housing increases the need for community facilities such as schools, health care facilities and community centres in easily accessible locations. This plan looks beyond the amount of housing to be provided. It also aims to address issues of quality, affordability, environmental quality in existing housing areas and the housing needs of particular groups such as students, gypsies, travellers and travelling showpeople. Policies Hou1 – Hou 10 will be used to assess planning applications to meet the following objectives



### Objectives

- To meet the requirement for additional housing in Edinburgh whilst protecting environmental quality in established housing areas
- To promote more sustainable, better balanced communities
- To ensure that provision is made for necessary community facilities

### Policy Hou 1 Housing Development

Housing development will be supported:

- a) on sites allocated in this Plan at West Edinburgh ([HSG 19 & HSG 20](#)) and South East Edinburgh ([HSG21 – HSG27](#)) to meet strategic housing requirements
- b) as part of business led mixed use proposals at the International Business Gateway and Edinburgh Park/South Gyle
- c) as part of mixed use regeneration proposals at Edinburgh Waterfront (Proposals [EW 1a – EW1c](#) and [EW2a – 2d](#)) and in the City Centre (Proposals [CC2 – CC4](#))
- d) on other sites listed in [Tables 3 and 4](#) and shown on the Proposals Map
- e) on other suitable sites within the urban area, provided proposals are compatible with other policies in the Plan.

Where applicable, proposals must accord with the relevant site briefs and development principles in [Part 1 Section 5](#) of the plan.

If, after two years from the adoption date of the plan, additional housing sites are needed to maintain a five year effective supply, the Council will prepare supplementary guidance to address this matter.

The purpose of this policy is to provide a generous supply of housing land across a range of sites throughout the City to enable developers to build homes for existing and future residents. With the exception of the greenfield sites identified through the LDP, new housing should be provided on sites within the urban area. Information on all housing proposals is provided in [Table 3](#) (existing housing sites) and [Table 4](#) (new housing proposals) in Part 1 of the plan. Site briefs and development principles have been prepared for a number of proposals which provide guidance on matters such as mix of uses, public transport routes and green network.

### Policy Hou 2 Housing Mix

**The Council will seek the provision of a mix of house types and sizes where practical, to meet a range of housing needs, including those of families, older people and people with special needs, and having regard to the character of the surrounding area and its accessibility.**

It is important to achieve a good mix of dwelling types and sizes to avoid the creation of large areas of housing with similar characteristics. This approach supports more socially diverse and inclusive communities by offering a choice of housing and a range of house types to meet the needs of different population groups, from single-person households to larger and growing families.

### Policy Hou 3 Private Green Space in Housing Development

**Planning permission will be granted for development which makes adequate provision for green space to meet the needs of future residents.**

- a) In flatted or mixed housing/flatted developments where communal provision will be necessary, this will be based on a standard of 10 square metres per flat (excluding any units which are to be provided with private gardens). A minimum of 20% of total site area should be useable greenspace.
- b) For housing developments with private gardens, a contribution towards the

**greenspace network will be negotiated if appropriate, having regard to the scale of development proposed and the opportunities of the site.**

This policy ensures an appropriate level of greenspace provision in new housing developments.

This policy applies to mainstream housing, whether flatted or otherwise. All mainstream housing should be provided with either individual private gardens or communal areas of greenspace, or a combination of both. In some sites, some of the greenspace provision should be in the form of publicly accessible space to connect with the wider network. The site briefs for the new strategic housing proposals in West and South East Edinburgh show this type of provision.

The Council expects most housing development to meet these greenspace requirements in full within the site. However exceptions may be justifiable if there are good reasons why this cannot happen, for example where justified by the following policy on density. The Council's Open Space Strategy sets standards for publicly-accessible large and local greenspace and play space and identifies actions to address any deficiencies or meet other needs. A proposal which does not meet the full requirements of policy Hou 3 on-site may be supported if appropriate provision or financial contribution is made to implement an identified action in the Open Space Strategy which will address a deficiency in the area.

The policy does not apply to housing built for occupation by particular groups such as students or the elderly. In these circumstances, provision appropriate to their particular needs will be negotiated.

### Policy Hou 4 Housing Density

**The Council will seek an appropriate density of development on each site having regard to:**

- a) its characteristics and those of the surrounding area

- b) the need to create an attractive residential environment and safeguard living conditions within the development
- c) the accessibility of the site to public transport and other relevant services
- d) the need to encourage and support the provision of local facilities necessary to high quality urban living.

Higher densities will be appropriate within the City Centre and other areas where a good level of public transport accessibility exists or is to be provided. In established residential areas, proposals will not be permitted which would result in unacceptable damage to local character, environmental quality or residential amenity.

The aim of this policy is to promote an appropriate density of development, taking account of site characteristics and location. There are many benefits of higher density development – it makes efficient use of urban land, helps maintain the vitality and viability of local services and encourages the effective provision of public transport. However higher densities are not always appropriate. Particular care will be taken in established residential areas to avoid inappropriate densities.

### Policy Hou 5 Conversion to Housing

Planning permission will be granted for the change of use of existing buildings in non-residential use to housing, provided:

- a) a satisfactory residential environment can be achieved
- b) housing would be compatible with nearby uses
- c) appropriate open space, amenity and car and cycle parking standards are met
- d) the change of use is acceptable having regard to other policies in this plan including those that seek to safeguard or provide for important or vulnerable uses.

A significant contribution to housing needs has been made over the years by the conversion of redundant commercial buildings to housing. This has included office

buildings in the New Town which were originally houses, warehouses in Leith and vacant hospital and school buildings. The recycling of buildings achieves sustainability goals and provides the essential means by which the historic character of different localities can be maintained. It can help to create the high density, mixed use environments which are appropriate for central sites. It is an objective of the Plan to resist the conversion of empty shop units to residential use, and to safeguard these for shopping and small business use (see [Policy Ret 9](#)).

### Policy Hou 6 Affordable Housing

Planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed. For proposals of 20 or more dwellings, the provision should normally be on-site. Whenever practical, the affordable housing should be integrated with the market housing.

Government policy states that where a shortage of affordable housing has been identified, this may be a material consideration for planning and should be addressed through local development plans.

Affordable housing is defined as housing that is available for rent or for sale to meet the needs of people who cannot afford to buy or rent the housing generally available on the open market. Affordable housing is important in ensuring that key workers can afford to live in the city as well as helping meet the needs of people on low incomes.

A key aim is that affordable housing should be integrated with market housing on the same site and should address the full range of housing need, including family housing where appropriate. Provision on an alternative site may be acceptable where the housing proposal is for less than 20 units or if there are exceptional circumstances.

Further information on affordable housing requirements is provided in planning guidance. The details of provision, which will reflect housing need and individual site suitability, will



be a matter for agreement between the developer and the Council.

### Policy Hou 7 Inappropriate Uses in Residential Areas

**Developments, including changes of use, which would have a materially detrimental effect on the living conditions of nearby residents will not be permitted.**

The intention of the policy is firstly, to preclude the introduction or intensification of non-residential uses incompatible with predominantly residential areas and secondly, to prevent any further deterioration in living conditions in more mixed use areas which nevertheless have important residential functions. This policy will be used to assess proposals for the conversion of a house or flat to a House in Multiple Occupation (i.e. for five or more people). Further advice is set out in Council Guidance

### Policy Hou 8 Student Accommodation

Planning permission will be granted for purpose-built student accommodation where:

- a) The location is appropriate in terms of access to public transport and university and college facilities; and
- b) The proposal will not result in an excessive concentration of student accommodation in any one locality

It is preferable in principle that student needs are met as far as possible in purpose-built and managed schemes rather than the widespread conversion of family housing. Increasing the amount of purpose-built student accommodation assists the growth of the universities and the attractiveness of the city as a centre for Higher Education. Such housing can take place at relatively high densities and requires significantly less car parking and open space than family housing, although some provision may still be required.

Developments should be close to the universities and colleges and accessible by public transport. In assessing the degree of concentration of student accommodation, the Council will take into account the nature of the locality in terms of mix of land use and housing types, the existing and proposed number of students in the locality. Further advice is provided in Council guidance.

### Policy Hou 9 Sites for Gypsies, Travellers and Travelling Showpeople

**The development of a site for caravans for gypsies, travellers and/or travelling showpeople will be permitted provided:**

- a) it has been demonstrated that a site is needed in the location proposed
- b) the site would not detract from the character and appearance of the area
- c) the site would not detract from the amenity currently enjoyed by residents in the area
- d) the site can be adequately screened and secured and provided with essential services
- e) it has been demonstrated that the site will be properly managed.

To support the provision of a site or sites in appropriate locations for gypsies, travellers and travelling showpeople to meet their needs and help avoid the illegal and unmanaged use of land for this purpose, or the overnight parking of vehicles on roadside verges.

### Policy Hou 10 Community Facilities

**Planning permission for housing development will only be granted where there are associated proposals to provide any necessary health and other community facilities. Development involving the loss of valuable health or other community facilities will not be allowed, unless appropriate alternative provision is to be made.**

The intention of this policy is to ensure that new housing development goes hand in

hand with the provision of a range of community facilities when this is practicable and reasonable, such as the development planned for regeneration areas. Facilities such as local doctor and dental surgeries, local shops, community halls and meeting rooms are necessary to foster community life. Equally, the Council will seek to retain facilities of proven value, if threatened by redevelopment proposals without prospect of replacement.

## 6 Shopping and Leisure

- 131 This section focuses on the important role of town, local and other centres in providing shopping, entertainment, places to eat and drink and local services in accessible locations. Centres which provide a strong mix of uses and a focal point for local residents contribute to creating and maintaining sustainable communities.

### Objectives

- To sustain and enhance the city centre as the regional focus for shopping, entertainment, commercial leisure and tourism related activities and encourage appropriate development of the highest quality
- To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability
- To ensure that some basic convenience provision is made or retained within walking distance of all homes
- To improve the appearance, quality and attractiveness of all centres



### New Retail Development

- 132 In line with national and strategic planning policy, Policies Ret 1 – Ret 5 apply a sequential approach to the identification of preferred locations for new retail development. They provide policy guidance to assist the assessment of proposals for retail development at different locations throughout the plan area - the City Centre Retail Core, town centres, commercial centres, local centres and out-of-centre locations (see [Table 6](#) in Part 1).
- 133 For larger developments of 2,500 sq.m. or above, and occasionally for smaller proposals, applicants will be required to demonstrate, through a Retail Impact Assessment, that there will be no threat to the vitality and viability of the centres listed in [Table 6](#) as indicated in the relevant policy. 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 a proposal.

### City Centre Retail Core

#### Policy Ret 1 City Centre Retail Core

Planning permission for retail development in the city centre retail core will be granted having regard to the following considerations:

- a) whether the proposal will provide high quality, commercially attractive units to a high standard of design that will strengthen the role of Edinburgh as a regional shopping centre, safeguard historic character and improve the appearance of the city centre



- b) whether the proposal will reinforce the retail vitality of the shopping streets in the retail core
- c) whether the proposal has paid special attention to upper floors if not to be used for retail purposes, and how these may be put to, or brought into beneficial use which will enhance city centre character
- d) whether the proposal will help to create a safe and attractive pedestrian environment, safeguard historic character and improve the appearance of the city centre including the public realm.

Planning permission will be granted for retail development on sites which adjoin or can form an effective extension to the city centre retail core if it is clear that no suitable sites are available within the city centre retail core, and subject to considerations a) to d) above.

This policy supports proposals for additional retailing floorspace in or adjacent to the city centre retail core. It recognises that the success of this regional shopping centre depends not just on the quantity and quality of shopping facilities but also the appearance of the shopping environment taking account of its historic character and ease of movement, by pedestrians in particular.

A number of non-statutory planning documents have been prepared to guide development proposals in the city centre retail core and will be a material consideration in the determination of planning applications. These identify key issues which retail development proposals should address, for example encouraging a mix of uses on upper floors, promoting evening activity, providing flexible retail floorplates and enhancing public realm.

## Town Centres

### Policy Ret 2 Town Centres

Planning permission will be granted for retail development within a town centre, where it has been demonstrated that:

- a) there will be no significant adverse effects on the vitality and viability of the city centre retail core or any other town centre
- b) the proposal is for a development that will be integrated satisfactorily into the centre and will help to maintain a compact centre
- c) the proposal is compatible, in terms of scale and type, with the character and function of the centre
- d) the proposal will reinforce the retail vitality and improve the appearance, including public realm
- e) the proposal will help to improve the accessibility of the centre for all transport modes.

Planning permission will be granted for retail development on sites which adjoin the boundary of a town centre or can form an effective extension to the centre, and if it is clear that no suitable sites are available within the town centre itself, and subject to considerations a) to e) above.

This policy applies to the following eight town centres – Corstorphine, Gorgie/Dalry, Leith/Leith Walk, Morningside/Bruntsfield, Nicolson Street/Clerk Street, Portobello, Stockbridge and Tollcross. The boundaries of each centre is shown on the Proposals Map and will be kept under review. Boundary changes may be recommended through the preparation of supplementary guidance

This policy supports proposals for retail development in or adjacent to Edinburgh's eight town centres in recognition of their important role in providing shopping and services

in locations well served by public transport. Development opportunities are seldom available within town centres, especially to meet the requirements of larger stores, and are more likely to arise on edge of town centre sites. Edge of centre development should benefit rather than compete with the town centre. Such proposals will need to demonstrate how the development integrates with the existing centre in terms of appearance and pedestrian connections.

## Commercial Centres

### Policy Ret 3 Commercial Centres

Proposals for additional retail floorspace in a Commercial Centre (see [Table 6](#) and [Proposals Map](#)) will not be supported unless it can be demonstrated that:

- a) the proposal will address a quantitative or qualitative deficiency within its catchment area, and will be restricted to a scale which makes good this deficiency
- b) all potential town centre and edge of town centre options (including the city centre retail core) have been thoroughly assessed and can be discounted as unsuitable or unavailable
- c) the proposal will not have significant adverse individual or cumulative impacts on any other town, local or commercial centre and, in particular, will not impact adversely on the strategy and objectives for enhancing the vitality and retail attractiveness of the city centre retail core
- d) the scale, format and type of development proposed is compatible with the future role of the centre as defined in relevant planning consents and outlined in [Table 7](#).
- e) the proposal will assist in making the centre more accessible by public transport, walking and cycling, contribute to less car travel, and will improve the appearance and environment of the centre.

Policy Ret 3 covers seven commercial centres in Edinburgh – Cameron Toll, Craigleith,

Hermiston Gait, Meadowbank, Newcraighall/The Jewel (which includes Fort Kinnaird retail park and an Asda superstore) Ocean Terminal and The Gyle.

The purpose of this policy is to indicate the circumstances in which additional retail floorspace in a commercial centre will be supported.

The plan supports and values the role of the commercial centres in providing shopping and leisure facilities. However, within a context of the economic downturn and anticipated decline in retail spending, there is not expected to be any significant gap in retail floorspace provision in the LDP period to justify expansion of any of the commercial centres.

The effect of this policy is to complement policies Ret 1 and Ret 2 by directing any new retail development to the city or town centres in the first instance. This approach will help support the role of the city centre and town centres and promote investor confidence in these locations.

Where there may be an opportunity for a centre to continue to evolve to meet the needs of the population it serves, this is indicated in [Table 7](#) Commercial Centres.

## Local Centres

### Policy Ret 4 Local Centres

Planning permission for retail development in or on the edge of a local centre will be permitted provided the proposal:

- a) can be satisfactorily integrated into the centre
- b) is compatible, in terms of scale and type, with the character and function of the centre
- c) makes a positive contribution to the shopping environment and appearance of the centre

- d) would not have a significant adverse impact on the city centre retail core or any town or local centre
- e) is easily accessible by public transport, foot and cycle.

Proposals for non-retail development in a local centre which would have a detrimental impact on the function of the centre will not be permitted.

This policy applies to the local centres listed in Table 6 in Part 1 Section 3 and in Appendix B. It supports new retailing development of an appropriate scale and type in local centres and protects local centres from development which would threaten their future existence or undermine their role. 'Edge of local centre' will only apply to sites physically adjoining the existing boundary of the centre. This policy also protects the network of existing local centres as these help contribute to the overall LDP objective relating to sustainable communities and quality of life.

### Out-of-Centre Development

- 134 New retail development should be in locations which can be easily accessed on foot, by cycle and by public transport as well as by car and preferably in close proximity to other local services and community facilities to allow linked trips. This helps explain why existing and proposed centres are the preferred locations for new retail development. Policy Ret 5 will be used to assess proposals for retail development in out-of-centre locations.

#### Policy Ret 5 Out-of-Centre Development

Proposals for retail development in an out-of-centre location will only be permitted provided it has been demonstrated that:

- a) the proposal will fill a gap in provision locally or will meet the needs of an expanding residential or working population

- b) all potential sites, either within or on the edge of an identified centre (see Table 6), have been assessed and can be discounted as unsuitable or unavailable
- c) the proposal will not have a significant adverse effect, either individually or cumulatively with other developments, on the vitality and viability of any existing centre.
- d) the site is or can be made easily accessible by a choice of transport modes and will reduce the length and overall number of shopping trips made by car.

This policy recognises that in exceptional circumstances, there may be retail proposals that can justify an out of centre location, for example smaller units to meet the needs of a growing population or where a gap in provision can be demonstrated. Proposals for non-local provision, for example a free-standing retail warehouse which would trade over a wide area and provide essentially for car-borne shopping, would not be acceptable in terms of this policy.

There are benefits in providing small scale, convenience stores (up to 250sq.m. gross floorspace) in locations easily accessible on foot or by cycle. These will complement the role of the identified centres and therefore for such proposals it is not necessary to demonstrate that there is no site suitable and available in or adjacent to an identified centre (criterion b) in Policy Ret 5). The other requirements of Policy Ret 5 do need to be satisfied. This will allow, for example, large scale housing proposals to include local shopping facilities to serve new residents. This will also help meet create more sustainable communities, one of the overall objectives of the plan.

### Entertainment and Leisure Uses

- 135 Policies Ret 6 and Ret 7 apply a sequential approach to the location of entertainment and leisure uses such as cinemas, theatres, restaurants, night clubs, ten pin bowling, bingo halls and soft play centres. These policies will also be applied to proposals for visitor attractions supporting Edinburgh's

role as a major tourist destination and cultural centre of international importance.

- 136 The preferred locations for entertainment and leisure development are the City Centre (as shown on the Proposals Map), the eight nine town centres and as part of mixed use regeneration proposals at Leith Waterfront and Granton Waterfront.

#### Policy Ret 6 Entertainment and Leisure Developments - Preferred Locations

Planning permission will be granted for high quality, well designed arts, leisure and entertainment facilities and visitor attractions in the City Centre, at Leith and Granton Waterfront and in a town centre, provided:

- a) the proposal can be integrated satisfactorily into its surroundings with attractive frontages to a high quality of design that safeguards existing character
- b) the proposal is compatible with surrounding uses and will not lead to a significant increase in noise, disturbance and on-street activity at unsocial hours to the detriment of living conditions for nearby residents
- c) **the development will be easily accessible by public transport, foot and cycle.**

The purpose of this policy is to identify the preferred locations for entertainment and leisure development but to ensure that such proposals make a positive contribution in terms of the type of use and quality of design, are in accessible locations and do not introduce unacceptable noise and late night disturbance.

The City Centre has a mixed use character and provides a wide range of leisure uses, arts and cultural establishments and pubs and restaurants. Whilst recognising the importance of such uses to the local and national economy, the policy takes account of potential impact on the environment and local residents.

Entertainment and leisure uses will be a key component of the major regeneration proposals at Leith Waterfront and Granton Waterfront and are also appropriate in town centres, contributing to the diversity and vitality.

#### Policy Ret 7 Entertainment and Leisure Developments – Other Locations

Planning permission will be granted for entertainment and leisure developments in other locations provided:

- a) all potential City Centre, or town centre options have been thoroughly assessed and can be discounted as unsuitable or unavailable
- b) the site is or will be made easily accessible by a choice of means of transport and not lead to an unacceptable increase in traffic locally
- c) the proposal can be integrated satisfactorily into its surroundings with attractive frontages to a high quality of design that safeguards existing character
- d) the proposal is compatible with surrounding uses and will not lead to a significant increase in noise, disturbance and on-street activity at unsocial hours to the detriment of living conditions for nearby residents.

This policy sets out criteria for assessing proposals for entertainment and leisure developments in other locations, such as commercial centres, local centres and elsewhere in the urban area. Key considerations include accessibility by public transport, design quality and impact on the character of the area and local residents.

#### Alternative Use of Shop Units

#### Policy Ret 8 Alternative Use of Shop Units in Defined Centres

In the City Centre Retail Core and town centres, change of use proposals which would undermine the retailing function of the centre will not be permitted. Detailed criteria for assessing proposals for the change of use of a shop unit to a non-shop use will be



set out in supplementary guidance.

**The change of use of a shop unit in a local centre to a non-shop use will be permitted provided:**

- a) the change of use would not result in four or more consecutive non-shop uses and;
- b) the proposal is for an appropriate commercial, community or business use, which would complement the character of the centre and would not be detrimental to its vitality and viability.

This plan aims to protect the important retailing function of defined centres but recognises the benefits of a wide range of complementary service, leisure and other community uses. The right mix of shopping and other uses will vary in the different centres and in the case of the city and town centres, in different parts of the centre. The policy applies to ground floor units only or basement/first floor units that are directly accessed from the pavement.

Within the City Centre Retail Core, a strong, high quality retail offer is a key aspect of sustaining and enhancing the city centre and policies are required to ensure that shopping continues to be the predominant use. However in order to achieve a diverse, thriving and welcoming city, a more flexible approach to the introduction of complementary uses that support the main shopping function and encourage use into the evening is proposed. Supplementary guidance will be prepared to guide the mix of uses in different parts of the City Centre Retail Core and set out criteria for assessing proposals for uses other than shops.

Previous local plans incorporated a standard approach to change of use applications in town centres based on identifying primary frontages where there should be a greater proportion of units in shop use. However, each town centre is different in terms of the current mix of uses and how well it is meeting the needs of those who live, work and shop in the surrounding area. In order to take account of these differences, this plan proposes

a tailored approach for each town centre. Separate supplementary guidance will be produced to guide change of use applications in each of the nine town centres. The supplementary guidance may also recommend changes to the town centre boundaries to be included in the next Local Development Plan.

The policy aims to avoid areas of “dead frontage” and reduced pedestrian flow which would detract from the character and vitality of the centre by requiring that at least one unit in every four is in shop use. Beyond this requirement, the policy applies a flexible approach to change of use applications in local centres provided the use will be beneficial to the local community such as providing services, hot food or entertainment facilities. In local centres, former shop units may also be suitable for business use, providing a beneficial use for vacant properties and opportunities for small start up businesses and job creation close to where people live.

#### Policy Ret 9 Alternative Use of Shop Units in Other Locations

**Outwith defined centres, planning applications for the change of use of a shop unit will be determined having regard to the following:**

- a) where the unit is located within a speciality shopping street (defined on the Proposals Map and in [Appendix B](#)), whether the proposal would be to the detriment of its special shopping character
- b) where the unit is located within a predominantly commercial area, whether the proposal would be compatible with the character of the area
- c) whether the proposal would result in the loss of premises suitable for small business use
- d) whether there is a clear justification to retain the unit in shop use to meet local needs
- e) where residential use is proposed, whether the development is acceptable in terms of external appearance and the standard of accommodation created.

The purpose of this policy is to guide proposals for change of use involving shop units not located within defined centres.

Independent and specialist retailers may be found in secondary locations throughout the city. But their concentration in some streets in the Old Town and on the fringes of the City Centre has given these a distinctive shopping character and interest worthy of protection. The defined speciality shopping streets are Cockburn Street; High Street (parts) Lawnmarket and Canongate; Victoria Street and West Bow, Grassmarket; Jeffrey Street and St Mary's Street; St Stephen Street, Stafford Street, William Street and Alva Street in the New Town. More detailed information on the frontages to which Policy Ret 9 applies is provided in [Appendix B](#).

In parts of the city, mainly the City Centre and Leith, there are concentrations of commercial uses including retail, food and drink, and entertainment uses which, although not fulfilling the role of a local centre, do make a positive contribution to the vibrancy of the city. Proposals incompatible with the commercial character of such areas will be resisted.

Single convenience shops and parades of small shops play an important role in meeting neighbourhood shopping needs and creating a sense of community, particularly in areas not well served by the network of shopping centres. It may be necessary to resist the loss of shop units to ensure local needs, particularly for people without access to car, are met.

The Council's Guidance for Businesses provides advice on relevant design and amenity considerations for the conversion of shop units to residential use.

## Policy Ret 10 Food and Drink Establishments

**The change of use of a shop unit or other premises to a licensed or unlicensed restaurant, café, pub, or shop selling hot food for consumption off the premises (hot food take-away) will not be permitted:**

- a) **if likely to lead to an unacceptable increase in noise, disturbance, on-street activity or anti-social behaviour to the detriment of living conditions for nearby residents or**
- b) **in an area where there is considered to be an excessive concentration of such uses to the detriment of living conditions for nearby residents.**

The provision of food and drink establishments in areas where people live is a recognisable component of urban living. However, such uses can cause a number of problems for local residents. Particular care will be taken to prevent an excessive concentration of hot food shops, pubs and bars in areas of mixed but essentially residential character. The Council's Guidance for Businesses identifies sensitive areas in this regard namely Tollcross, Grassmarket, Nicolson/Clerk Street and Broughton Place/Picardy Place and their environs.

## 7 Transport

137 The relationship between land uses and how people move between them is fundamental in promoting sustainable development. The policies in this section complement the Council's Local Transport Strategy.

### Objectives

- To minimise the distances people need to travel
- To promote and prioritise travel by sustainable means i.e. walking, cycling and by public transport.
- To minimise the detrimental effects of traffic and parking on communities and the environment
- To ensure that development does not prejudice the implementation of future road, public transport and cycle and footpath proposals.



### Transport And New Development

138 All planning applications involving the generation of person-trips should provide information on the demands that will be made on the road network and transport system. A comprehensive Transport Assessment must be submitted with planning applications for proposals generating a significant amount of travel or in particularly traffic sensitive locations. The aim of an assessment is to ensure maximum feasible sustainable transport access to a development. It should include a prediction of the number of trips likely to be made to the development and the modal split, together with details of measures to improve or maximise access by public transport, walking and cycling and minimise and deal with impacts of car journeys associated with the proposal. The Assessment should include a reference to traffic reduction and mode share targets set out in the Local Transport Strategy, the LDP Transport Appraisal and other relevant transport studies current at the time of application. Where appropriate, [policy DtS1](#) will be used to secure developer contributions towards transport interventions necessary to mitigate the effects of development or meet sustainable travel targets.

### Policy Tra 1 Location of Major Travel Generating Development

Planning permission for major development which would generate significant travel demand will be permitted on suitable sites in the City Centre. Where a non City Centre site is proposed, the suitability of a proposal will be assessed having regard to:

- a) the accessibility of the site by modes other than the car

- b) the contribution the proposal makes to Local Transport Strategy objectives and the effect on targets in respect of overall travel patterns and car use
- c) impact of any travel demand generated by the new development on the existing road and public transport networks.

In general, applicants should demonstrate that the location proposed is suitable with regard to access by public transport, cycling and walking and that measures will be taken to mitigate any adverse effects on networks and bring accessibility by and use of non-car modes up to acceptable levels if necessary.

The policy applies to major offices, retail, entertainment, sport and leisure uses and other non-residential developments which generate a large number of journeys by employees and other visitors. These developments should be accessible by a choice of means of transport which offer real alternatives to the car. For this reason, a location in the City Centre will normally be preferable. Major travel generating developments will also be encouraged to locate in the identified town centres and employment centres, provided that the scale and nature of the development is such that it can be reached conveniently by a majority of the population in its catchment area by regular and frequent public transport services or on foot.

Out-of-centre development will only be acceptable where it can clearly be demonstrated that the location is suitable, and that access by sustainable forms of transport and car parking provision and pricing mean that the development will be no more reliant on car use than a town centre location. This means that good public transport, walking and cycling accessibility will still need to be assured.

Applications should be accompanied by travel plans to demonstrate how development, particularly in out of centre locations, will meet the requirements of Policy Tra1. Travel plans should accord with Scottish Government guidance and will be monitored to assess their impact on reducing demand for car travel and maximising use of existing and new transport infrastructure.

## Car and Cycle Parking

### Policy Tra 2 Private Car Parking

Planning permission will be granted for development where proposed car parking provision complies with and does not exceed the parking levels set out in Council guidance. Lower provision will be pursued subject to consideration of the following factors:

- a) whether, in the case of non-residential developments, the applicant has demonstrated through a travel plan that practical measures can be undertaken to significantly reduce the use of private cars to travel to and from the site
- b) whether there will be any adverse impact on the amenity of neighbouring occupiers, particularly residential occupiers through on-street parking around the site and whether any adverse impacts can be mitigated through control of on-street parking
- c) the accessibility of the site to public transport stops on routes well served by public transport, and to shops, schools and centres of employment by foot, cycle and public transport
- d) the availability of existing off-street parking spaces that could adequately cater for the proposed development
- e) whether the characteristics of the proposed use are such that car ownership and use by potential occupiers will be low, such as purpose-built sheltered or student housing and 'car free' or 'car reduced' housing developments and others providing car sharing arrangements
- f) whether complementary measures can be put in place to make it more convenient for residents not to own a car, for example car sharing or pooling arrangements, including access to the city's car club scheme.

The purpose of this policy is to ensure car parking provided as part of development



proposals accords with the Council standards which are tailored to local circumstances, including location, public transport accessibility and economic needs, but generally fulfil the wider strategy of encouraging sustainable, non-car modes. The standards express the maximum amount of car parking that different types of development may provide.

The policy sets out the circumstances in which a lesser amount of car parking than the standards require may be appropriate to help reduce car use. This is only likely to be acceptable in locations where there are existing or planned on-street parking controls.

At least half the space saved by omitting or reducing car parking should be given over to landscape features and additional private open space (see Policy Hou 3), so that residents will have the amenity benefits of a car-free environment.

### Policy Tra 3 Private Cycle Parking

**Planning permission will be granted for development where proposed cycle parking and storage provision complies with the standards set out in Council guidance.**

The provision of adequate cycle parking and storage facilities is important in meeting the objective of the Local Transport Strategy to increase the proportion of journeys made by bicycle. The Council's parking standards set out the required levels of provision of cycle parking and storage facilities in housing developments and a range of non-residential developments.

### Policy Tra 4 Design of Off-Street Car and Cycle Parking

**Where off-street car parking provision is required or considered to be acceptable, the following design considerations will be taken into account:**

- a) surface car parks should not be located in front of buildings where the building would otherwise create an active frontage onto a public space or street, and main entrances to buildings should be located as close as practical to the main site entrance
- b) car parking should preferably be provided at basement level within a building and not at ground or street level where this would be at the expense of an active frontage onto a public street, public space or private open space
- c) the design of surface car parks should include structural planting to minimise visual impact
- d) the design of surface car parking or entrances to car parking in buildings should not compromise pedestrian safety and should assist their safe movement to and from parked cars, for example, by the provision of marked walkways.
- e) Space should be provided for small-scale community recycling facilities in the car parking area in appropriate development, such as large retail developments.

Cycle parking should be provided closer to building entrances than general car parking spaces and be designed in accordance with the standards set out in Council guidance.

This policy sets out important design considerations for car and cycle parking provision including environmental quality, pedestrian safety and security. Poorly located or designed car parking can detract from the visual appearance and vitality of the surrounding area. Car parking in front of supermarkets which widely separates entrances from main roads, is an added discouragement to public transport use and walking, and detracts from urban vitality and safety. A high standard of design for surface car parking will be sought, with landscaping to soften its visual impact, and in larger car parks the provision of marked walkways for ease of pedestrian movement and safety. New off-street car parking provides an opportunity to expand the city's network of small recycling points to complement larger community recycling centres. Provision of well located high quality cycle parking suitable to the type of development and to users is an essential component of the Council's efforts to encourage cycling.

### Policy Tra 5 City Centre Public Parking

**Planning permission will be granted for well-designed, short-stay, public off-street car parks at suitable locations in the City Centre to meet the needs of shoppers and leisure visitors, provided there will be no adverse effects for the historic environment.**

Additional purpose-built off-street car parking can be justified in the city centre, to meet the needs of shoppers and leisure visitors primarily, to boost the city centre's shopping functions and enable it to compete more effectively with other shopping centres. Off-street car parking provision is also to be preferred to the wide-spread use of streets in the city centre for parking; it is less visible and obtrusive and could enable pavements to be widened. The west and north-west edges of the city centre retail core have in particular been identified as areas where short- and medium-stay public off-street parking would be beneficial and reduce the amount of traffic circulating and seeking spaces to park. However, the location and design of built car parks in Edinburgh city centre's historic environment is challenging. New off street car parks should include provision for motorcycles and cycles.

### Policy Tra 6 Park and Ride

**Park and ride facilities will be permitted on sites closely related to public transport corridors and railway stations provided visual impacts can be mitigated through careful design and landscaping.**

Safe, convenient and secure park and ride facilities linked to efficient public transport services can help reduce congestion. Planning permission has been granted for an extension to the park and ride facilities at Hermiston. This policy sets out criteria which will be used to assess proposals for any additional new park and ride facilities. Where a green belt location can be justified to meet transport objectives, the Council will minimise any adverse effects on landscape setting through careful siting, design and landscaping.

### Transport Proposals and Safeguards

- 139 The LDP identifies a number of transport proposals and safeguards. These are shown on the Proposals Map with details set out in [Table 9](#) in Part 1.

### Policy Tra 7 Public Transport Proposals and Safeguards

**Planning permission will not be granted for development which would prejudice the implementation of the public transport proposals and safeguards listed in [Table 9](#) and shown indicatively on the Proposals Map.**

To ensure that development proposals take account of committed and potential public transport proposals. These are required to reduce reliance on travel by private car and help meet climate change targets and sustainable development objectives.

### Policy Tra 8 Cycle and Footpath Network

**Planning permission will not be granted for development which would:**

- a) prevent the implementation of proposed cycle paths/footpaths shown on the Proposals Map
- b) be detrimental to a path which forms part of the core paths network or prejudice the continuity of the off-road network generally
- c) obstruct or adversely affect a public right of way unless satisfactory provision is made for its replacement
- d) prejudice the possible incorporation of an abandoned railway alignment into the off-road path network

Encouragement of walking and cycling is at the heart of government and Council proposals to promote more sustainable travel, improve health and provide equally for people who for whatever reason do not own a car. Edinburgh has an extensive, highly

attractive and, in some parts, well relatively connected off-road network based on abandoned railway alignments, paths along river banks and the canal towpath. Many of these are included in the Council's Core Paths Plan. In addition to existing well-established paths, the Core Paths Plan identifies opportunities for extensions and connections.

This policy ensures that development proposals do not obstruct or damage existing cycle paths and footpaths and do not prejudice the future implementation of potential additions or improvements to off-road routes across the city.

### Policy Tra 9 New and Existing Roads

**Planning permission will not be granted for development which would prejudice the proposed new roads and road network improvements listed in [Table 9](#) and shown indicatively on the Proposals Map.**

The Council does not generally support new road construction or road improvements aimed at increasing capacity on the road network. However in some cases roads proposals are necessary to mitigate the effects of development on the road network or to improve existing congestion levels. The details of planned new roads and improvements to the road network across the LDP area are set out in [Table 9](#). This policy ensures that future development does not prejudice the implementation of these roads proposals.

### Policy Tra 10 Rail Freight

**Planning permission will not be granted for development which would prejudice the retention of viable freight transfer facilities at Seafield and Portobello.**

There are rail freight transfer facilities at a limited number of locations in Edinburgh: Powderhall, Portobello and in Leith Waterfront. The Powderhall facility is used only for road-to-rail waste transfer. If this use stops, the site is safeguarded for other potential waste management roles. The re-designation of Leith Docks for industrial purposes assumes that a rail-sea freight transfer capability will be retained. Keeping a reduced

general freight rail head to the east in Seafield will complement the safeguard for a waste management facility in that location (see [Policy RS3](#)). It is also prudent to retain the rail freight capability at Portobello.

### Policy Tra 11 Edinburgh Airport Public Safety Zones

**Development will not be permitted within the Airport Public Safety Zones, as defined on the Proposals Map. This includes new or replacement houses, mobile homes, caravan sites or other residential buildings. Depending on the circumstances of individual proposals, the following types of development may be permitted as an exception to this general policy:**

- a) extensions and changes of use; or
- b) new or replacement development which would be associated with a low density of people living, working or congregating.

**In assessing applications, the Council will take account of the detailed guidance and assessment criteria in [Circular 8/2002: Control of Development in Public Safety Zones](#).**

Public Safety Zones are identified at either end of Edinburgh Airport's main runway. In these zones, special development restrictions apply to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing.

## 8 Resources and Services

140 The following policies relate to development proposals for the use of natural resources or for provision of certain services. Policies protecting natural resources are in section 2 – Caring for the Environment. The policy requiring carbon reduction measures and space for recycling in new development is in section 1 – Design Principles.

### Objectives

- To support appropriate energy generation and waste management development to help meet national targets
- To support the provision of other necessary resources and services: mineral extraction, water and drainage and telecommunications.



### Sustainable Energy

#### Policy RS 1 Sustainable Energy

Planning permission will be granted for development of low and zero carbon energy schemes such as small-scale wind turbine generators, solar panels and combined heat and power/district heating/energy from waste plants and biomass/woodfuel energy systems provided the proposals:

- do not cause significant harm to the local environment, including natural heritage interests and the character and appearance of listed buildings and conservation areas
- will not unacceptably affect the amenity of neighbouring occupiers by reason of, for example, noise emission or visual dominance.

This policy is intended to support developments of appropriately sited and designed freestanding wind turbines. Wind turbine proposals will be assessed for their cumulative effect on the landscape and biodiversity, taking account of other turbines approved or proposed in the surrounding area. Given the importance of protecting the landscape setting of the city, it is unlikely that wind turbines located in the green belt will accord with policy RS1.

Proposals to fit micro-generation equipment onto existing buildings will be assessed using the above policy and non-statutory guidance for householders.

Where development for energy from waste or biomass is proposed, the Council expects the opportunity for local reuse of heat energy to be explored. Where potential uses for such heat are firmly identified, the necessary connections should either be implemented



or safeguarded. Such proposals will be assessed for their impact on air quality using Policy Env 22.

## Waste

### Policy RS 2 Safeguarding of Existing Waste Management Facilities

Development in the area immediately surrounding an existing or safeguarded waste management facility (as identified on the Proposals Map) will only be allowed if it is demonstrated that there will be no adverse implications for the approved waste handling operations.

### Policy RS 3 Provision of New Waste Management Facilities

Planning permission for new waste management facilities will be granted:

- a) on the existing sites safeguarded through Policy RS 2
- b) on land designated 'Business and Industry' on the Proposals Map
- c) on other suitable sites within the urban area provided there will be no significant adverse impact on residential amenity or the environment
- d) on operational or former quarries including those identified through Policy RS 5, provided the waste management operation would not sterilise the identified mineral extraction potential.

Planning permission will be granted at Seafield (designated [EW 1d](#) on the Proposals Map) for a waste management facility incorporating thermal treatment with energy recovery. Other development proposals at Seafield will only be permitted if they do not adversely affect this waste management option.

### Policy RS 4 Waste Disposal Sites

Planning permission for new landfill or land raise sites will not be granted. An exception

**may be made where it is demonstrated that there will be significant environmental benefits and no dis-benefits and the proposal will address an identified shortfall in landfill capacity established at the national or regional level.**

Policy RS 2 continues the safeguarding of the existing three Community Recycling Centres (Craigmillar, Seafield, Sighthill) and Powderhall Waste Transfer Station. It also safeguards an existing waste management site at Braehead Quarry, off Craigs Road, where there is sufficient separation from the new housing proposed in this Plan. The policy also applies to development proposals in the immediate vicinity of the safeguarded sites and is intended to ensure that such development does not introduce conflict between uses, for example in terms of noise or air quality.

Policy RS 3 supports the principle of new facilities at those sites. Modern waste management facilities are highly controlled and can be similar in impact to general or light industrial processes. Many waste management facilities would be appropriate in locations designated for industrial or storage and distribution uses. Accordingly, Policy RS 3 continues to support new facilities in industrial areas and introduces the scope for low impact waste management uses on suitable sites elsewhere in the urban area. These may include a fourth community recycling centre.

Land at Seafield (identified as [EW 1d](#)) has unique locational advantages: it is sufficiently remote from housing areas; it has the benefit of rail access; and it has an outlet in nearby regeneration and potentially industrial uses for energy recovered after thermal treatment. Accordingly, its potential as a location for energy from waste and combined heat and power uses should be retained in any development proposals.

Policy RS 3 identifies quarries as opportunities to locate new waste management facilities which comply with the minerals policy below. This could be done by establishing such facilities on a temporary basis or by siting and designing them in a way which does not sterilise the mineral resource or significantly constrain quarrying operations.

This Plan does not identify opportunities for the disposal of residual municipal waste

or other forms of waste to landfill sites. It similarly opposes (through Policy RS 4) land raise operations unless there will be demonstrable benefits to the appearance of the environment and no harmful impacts and the need for additional relevant landfill capacity in the Plan area has been established at the national or regional level.

## Minerals

### Policy RS 5 Minerals

Planning permission will be granted for development to extract minerals from the quarries identified on the Proposals Map: Hillwood, Bonnington Mains and Ravelrig. Development which would prevent or significantly constrain the potential to extract minerals from these sites will not be allowed.

It is important to protect economically viable mineral deposits from sterilisation by permanent development. The only mineral resource within the area likely to be economically viable in the Plan period is hard rock. There are three operational quarries in the LDP area - Hillwood (dormant), Bonnington Mains and Ravelrig. The above policy is intended to protect that resource, and to ensure that new development does not introduce conflict which would prejudice mineral operations.

The Plan area also includes deposits of coal in the west and south east and small areas of peat in the south west. Proposals for their extraction will be assessed for their environmental and traffic impact using other policies in this Plan. An additional consideration, when assessing proposals affecting peat, is its role as a carbon sink.

## Water Supply and Drainage

### Policy RS 6 Water and Drainage

Planning permission will not be granted where there is an inadequate water supply or sewerage available to meet the demands of the development and necessary

**improvements cannot be provided.**

Scottish Water has replaced the main storage and treatment facilities in Edinburgh, at Fairmilehead and Alnwickhill, with a new facility at Glencorse in Midlothian. Further, smaller scale, enhancements of the water supply and sewerage network may be needed to serve new development. For larger developments this will be identified and delivered as described in the next section below on delivery.

## Telecommunications

### Policy RS 7 Telecommunications

Planning permission will be granted for telecommunications development provided:

- a) the visual impact of the proposed development has been minimised through careful siting, design and, where appropriate, landscaping
- b) it has been demonstrated that all practicable options and alternative sites have been considered, including the possibility of using existing masts, structures and buildings and/or site sharing
- c) the proposal would not harm the built or natural heritage of the city.

The provision of new telecommunications infrastructure is essential to economic competitiveness. The telecommunications industry must be enabled to expand and diversify, but this must be undertaken sensitively and imaginatively, and with minimum environmental impact. Telecommunications equipment such as antennas, mobile phone masts and base stations can have a significant visual impact in both urban and rural areas. Telecommunications operators are therefore required to demonstrate that all practicable options to minimise impact have been explored, and the best solution identified.

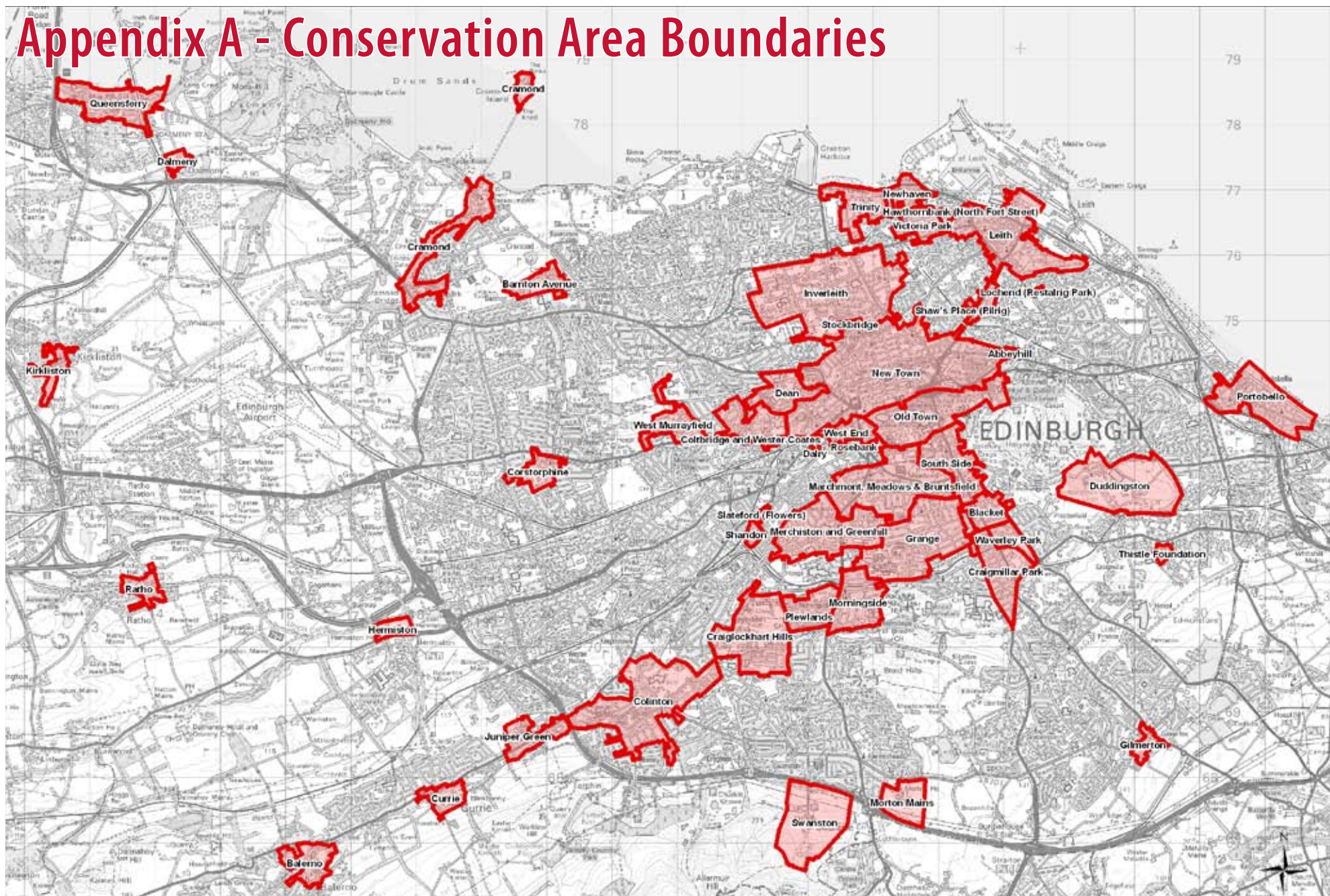
There will be a limited number of locations, including city landmarks such as Arthur's Seat and Salisbury Craigs, where the impact of an installation cannot be satisfactorily minimised, and where it will therefore be unacceptable in principle. In other locations,

individual proposals may be acceptable but where there is a concentration of these uses, consideration will be given to the cumulative visual impact. Conditions will be imposed on any consent, requiring the removal of any mast or apparatus and the reinstatement of a site to its former condition when it becomes redundant.

Edinburgh is one of ten UK cities to receive early delivery of high speed broadband and large areas of wireless connectivity in public areas. The latter will require installation of new equipment, some of which may require planning permission or conservation area / listed building consent. These will be assessed using the above policy if appropriate and a separate non-statutory guideline on telecommunications.



# Appendix A - Conservation Area Boundaries





# Appendix B - Shopping Centres

The extent of the City Centre Retail Core, town centres, local centres and speciality streets are shown on the Proposals Map. This is appendix lists the properties included within the boundaries of these shopping areas to assist in the use of the policies in Part 2 Section 6 Shopping and Leisure.

## City Centre Retail Core

1-3 Alva Street	12 Calton Road
4-33 Castle St	7 Charlotte Lane
14-16, 24 Elder Street	1 Elder Street Lane
6a-36 Frederick Street	3a-31 Frederick Street
33a-111a George Street	30-108 George Street
2-56 Hanover Street	3-55 Hanover Street
2-4 Hope Street	27 James Craig Walk
5-37 Leith Street	2 Melville Street
1-27 Multrees Walk	18 North Bridge
34a North Castle Street	1a-3 Princes Street
10-147 Princes Street	1-21 Queensferry Street
23-46 Queensferry Street	12-13 Randolph Place
2-204 Rose Street	3-167 Rose Street
31, 65-69, 87-89, 101-103 Rose Street North Lane	36-44, 52, 70-78, 90 Rose Street North Lane
71, 101, 127-129 Rose Street Lane South	120-122, 146-150 Rose Street Lane South
7-99 Shandwick Place	2-56 Shandwick Place
1-13 South Charlotte Street	3-19 South St Andrew Street
8-20 South St Andrew Street	7-21 South St David Street
1-2, 8 St Andrew Square	30-42 St Andrew Square
1-111 St James Centre	3 Thistle Street South West Lane
1-19 Waterloo Place	2-14 Waterloo Place
3 Waverley Bridge	1-9 Waverley Steps
16, 28-50 West Register Street	1, 5-9, 13-19 West Register Street

## Town Centres

<b>Bruntsfield / Morningside</b>	2 Bruntsfield Avenue	78-226 Bruntsfield Place
	103-219 Bruntsfield Place	1 Cannan Lane
	7-23 Church Hill Place	6-16 Church Hill Place
	2 Colinton Road	1 Falcon Road West
	42 Forbes Road	90 Lemington Terrace
	1A Maxwell Street	1-3 Merchiston Place
	1 Millar Crescent	145-265 Morningside Road
	33-95 Morningside Road,	302-426 Morningside Road
	4-216 Morningside Road	
	3 -5, 2 Viewforth	
<b>Corstorphine</b>	5-9 Clermiston Road	5-5A Featherhall Avenue
	1-17 Glasgow Road	1-4 Gylemuir Road
	2-4 Manse Road	1-12 Ormiston Terrace
	16-30 Meadow Place Road	38-160 St John's Road
	109-309 St John's Road	3 Station Road
<b>Gorgie/Dalry</b>	2-8 Alexander Drive	4 Caledonian Place
	6-8 Caledonian Road	
	15-191 Dalry Road	18-128 Dalry Road
	87-345 Gorgie Road	92-300 Gorgie Road
	99 Gorgie Park Road	3, 4 Orwell Place
	1-3 Wardlaw Street	8 Orwell Terrace
	4 Wardlaw Street	
	1 Westfield Road	
39 Westfield Road		

## Town Centres

<b>Leith &amp; Leith Walk</b>	1-31 Albert Place	3 Balfour Street
	3-5 Bangour Road	1-10 Brunswick Place
	107-117 Brunswick Street	88-96 Brunswick Street
	170-174 Constitution Street	2-5 Crichton Place
	1-10 Croall Place	6 Dalmeny Street
	5-7 Dalmeny Street	2-22 Duke Street
	1-17 Duke Street	1-75 Elm Row
	1-201 Great Junction Street	2-174 Great Junction Street
	9-41 Haddington Place	1-5 Henderson Street
	2 Henderson Street	4 Jane Street
	2-4 Leith Walk	68-378 Leith Walk
	1-381 Leith Walk	4 Manderston Street
	6 Middlefield	1 Montgomery Street
	10 Montgomery Street	2-42 Newkirkgate
	3 Pirrie Street	
	<b>Nicolson Street / Clerk Street</b>	Chambers Street
5-85 Clerk Street		9 Hunter Square
18 Hope Park Terrace		
5-45 Newington Road		59-115 Newington Road
2-88 Newington Road		
2-140 Nicolson Street		1-129 Nicolson Street
1-24 St Patrick Square		1-9 St Patrick Street
1-67 South Bridge		78-108 South Bridge
2-98 South Clerk Street		1-75 South Clerk Street
6-8 Salisbury Place		21, 44 West Crosscauseway
19-20 West Preston Street		

## Town Centres

<b>Portobello</b>	4-10 Bath Street	3-19 Brighton Place
	49-51 Pipe Street	79-205 Portobello High Street
	62-332 Portobello High Street	
<b>Stockbridge</b>	2-10 Baker's Place	5-7 Baker's Place
	1-21 Comely Bank Road	2-36 Deanhaugh Street
	1-6 Glanville Place	8 Gloucester Street
	6-62 Hamilton Place	9-11 Mary's Place
	11-20 North West Circus Place	34-36 North West Circus Place
	1-77 Raeburn Place	2-110 Raeburn Place
	2&3 St Stephen Place	7-63 St Stephen Street
	2-78 St Stephen Street	
<b>Tollcross</b>	1-11 Earl Grey Street	2-48 Earl Grey Street
	73 Fountainbridge	48-50 East Fountainbridge
	2 Gillespie Crescent	1-10 Gillespie Place
	1-69 Home Street,	2-66 Home Street
	105-141 Lauriston Place	4-52 Lochrin Buildings
	1-43 Leven Street	2-44 Leven Street
	3, 4 Lochrin Place	118-144 Lothian Road
125-165 Lothian Road		

Local Centres		
Ashley Terrace	30 - 36 Ashley Terrace	37 - 50 Ashley Terrace
Balgreen Road	472 - 480 Gorgie Road	191 - 229 Balgreen Road
Blackhall	5 - 1 Craigmillar Place 16 Marischal Place	1 Craigmillar Terrace 232 - 248 Queensferry Road
Boswall Parkway	2 - 14 Wardieburn Drive	31 - 53 Boswall Parkway
Broughton Street	10 - 40 Broughton Street 42 - 76 Broughton Street 2 Picardy Place 1 Forth Street 2a Broughton Place 1 - 9 East London Street	1 - 7 Barony Street 42 - 54 London Street 19 - 45 Broughton Street 49 - 87 Broughton Street 91 - 115 Broughton Street
Bryce Road, Currie	120 - 124 Lanark Road West	56, 60 - 62 Bryce Road
Chesser	536 - 560 Gorgie Road	1 Chesser Avenue
Chesser Avenue	1 - 9 Hutchison Terrace	1 - 11 Newmarket Road
Colinton	7 - 23 Bridge Road	10 - 64 Bridge Road
Comiston Road	2 - 34 Comiston Road 1 - 19 Comiston Road 6 - 22 Morningside Drive	36 - 42 Comiston Road 1 - 23 Morningside Drive
Corslet Place, Currie	13 - 17 Bryce Road	1 - 11 Corslet Place
Craiglockhart	2 - 4 Craiglockhart Road North	118 - 142 Colinton Road
Craigmillar	1 - 2 Craigmillar Castle Road 1 - 13 Niddrie Mains Road 196 - 200 Peffermill Road	3 - 9 Craigmillar Castle Road 2 - 106 Niddrie Mains Road 161 Duddingston Road West
Dalkeith Road	152 - 218 Dalkeith Road	

Local Centres		
Davidsons Mains	36 - 38 Cramond Road South 8 - 14 Main Street 15 - 51 Main Street	51 - 55 Quality Street 44 - 80 Main Street 61 - 89 Main Street
Drylaw	645 - 683 Ferry Road 20 - 26 & 28 - 40 Easter Drylaw Place	
Drumbrae	24 - 42 Duart Crescent	
Dundas Street	122 - 160 Dundas Street	3-23 Henderson Row
Dundee Street	137 - 183 Dundee Street	
East Craigs	1 - 5 Bughtlin Market	
Easter Road	1 - 107 Easter Road 1 Maryfield - 10 Earlston Place (London Road) 3 - 28 East Norton Place (London Road) 1 - 21 Cadzow Place (London Road)	4 - 162 Easter Road
Ferry Road (East)	1 - 53 Ferry Road 2 - 12 North Junction Street	28 - 44 Ferry Road 86 - 90 Coburg Street
Ferry Road (West)	109 - 147 Ferry Road 120 - 142 (excluding 122) Ferry Road 144 - 162 Ferry Road	27 - 28 Summerside Place
Forrest Road	1 - 6 Greyfriars Place 4 - 32 Forrest Road	1 - 61 Forrest Road 1 - 22 Teviot Place
Gilmerton	1 - 13 Drum Street 8 - 38 Drum Street	27 - 55 Drum Street 2 Ferniehill Road
Goldenacre	1 Inverleith Gardens 1 - 2 Bowhill Terrace 1 Goldenacre Terrace	58 - 66 Inverleith Row 1 - 27 Montagu Terrace

## Local Centres

Gracemount	1 - 21 Gracemount Drive 62 Captains Road	2 Gracemount Drive
Hillhouse Rd/ Telford Rd	2 - 14 Telford Road 12 - 34 Hillhouse Road	1 - 9 Telford Road 2 - 4 Strachan Road
Jocks Lodge	1 - 5 Wolseley Place 1 - 18 Willowbrae Road	1 - 7 Wolseley Terrace 23a - 29 Jocks Lodge
Juniper Green	574 - 606 Lanark Road 534 - 546d Lanark Road	553 - 573 Lanark Road 529 - 539 Lanark Road
Liberton Brae	129 - 149 Liberton Brae	
Main Street, Balerno	6 - 48 Main Street	15 - 29 Main Street
Main Street, Kirkliston	22 - 28, 66, 74 - 86 Main Street 1 - 5 Station Road	27 - 35 Main Street
Marchmont North	39 - 43 Warrender Park Road 26 - 60 Warrender Park Road 27a - 35 Marchmont Road 22 - 30 Marchmont Crescent 15 - 30 Argyle Place	2 - 8 Warrender Park Road 22 - 36 Marchmont Road 23 - 29 Marchmont Crescent 26 - 28 Roseneath Place 1 - 17 Roseneath Street
Marchmont South	94 - 110 Marchmont Road 123 - 129 Marchmont Road 2 - 4 Spottiswoode Road 20 - 21 Strathearn Road	126 - 148 Marchmont Road 1 - 5 Spottiswoode Road 92 - 104 Marchmont Crescent 2 - 10 Beaufort Road
Milton Road West	2 - 10 Milton Road West	96 - 98 Duddingston Park
Moredun Park Road	70 - 92 Moredun Park Road	101 - 117 Moredun Park Road

## Local Centres

Muirhouse / Pennywell	39 - 47 Pennywell Road 1 - 15 Pennywell Court	49 - 63 Pennywell Road 2 - 16 Pennywell Court
Oxgangs Broadway	1 - 18 Oxgangs Broadway	
Parkhead	283 - 291 Calder Road 8 - 10 Parkhead Gardens	299 - 345 Calder Road
Pentland View Court, Currie	1 - 9 Pentland View Court	
Piershill	4 - 42 Piersfield Terrace 89 Northfield Broadway	161 - 177 Piersfield Terrace 88 - 100 Northfield Broadway
Polwarth Gardens	1 - 7 Polwarth Gardens 2 - 14 Polwarth Crescent	2 - 18 Polwarth Gardens 38 - 44 Merchiston Avenue
Queensferry (Centre)	1 - 52, High Street, South Queensferry (odd and even) 2 - 6 Hopetoun Road (even) 15 & 19 West Terrace 12 & 14A West Terrace	23 - 45 Hopetoun Road (odd) 5 & 7 Mid Terrace 1 Old Post Office Close (now part of Orocco Pier Hotel)
Ratcliffe Terrace	44 - 78 Ratcliffe Terrace 27 - 63 Ratcliffe Terrace	2 Fountainhall Road 1 Grange Loan
Restalrig Road	133 - 165 Restalrig Road	
Rodney Street	1 - 25 Rodney Street	2 - 54 Rodney Street
Roseburn Terrace	1 - 59 Roseburn Terrace	2 - 28 Roseburn Terrace
Saughton Road North	73 - 89 Saughton Road North	A - H 100 Saughton Road North
Scotstoun Grove, Queensferry	1 - 7, 9 Scotstoun Grove	



**Local Centres**

Sighthill	483 - 501 Calder Road	
Stenhouse Cross	1 - 12 Stenhouse Cross	
Viewforth	1 - 12 St Peters Buildings	119 - 139 Gilmore Place
Walter Scott Avenue	62 - 104 Walter Scott Avenue	
Waterfront Broadway	3 Waterfront Broadway	
West Maitland Street	1 - 14 West Maitland Street 1 - 3 Grosvenor Street	5 - 32 West Maitland Street
Western Corner	1 - 7 Western Corner 127 - 31 Corstorphine Road	113 - 125 Corstorphine Road 50 - 84 Corstorphine Road
Whitehouse Road	185 - 199 Whitehouse Road	
Wester Hailes	1 & 2 Westside Plaza 3 - 34 & 36 Wester Hailes Centre (odd and even)	

**Proposed New Local Centres**

Fountainbridge  
Western Harbour  
Granton Waterfront

**Speciality Shopping Streets**

Cockburn Street	11 - 71 Cockburn Street	2 - 54 Cockburn Street
Grassmarket	1 - 9 Grassmarket 8 - 98 Grassmarket 1 - 13 Cowgatehead	15 - 29 Grassmarket 65 - 89 Grassmarket
High Street/ Lawnmarket/ Canongate	94 - 112 Canongate 154 - 172 Canongate 246 - 278 Canongate 1 - 137 High Street 124 - 180 High Street 351 - 381 High Street 322 - 346 Lawnmarket	97 - 145 Canongate 175 - 223 Canongate 259 - 299 Canongate 2 - 60 High Street 205 - 219 High Street 435 - 521 Lawnmarket
Jeffery Street/ St Mary's Street	1 - 37 Jeffery Street 2 - 68 St Mary's Street	2 - 16 Jeffery Street
Victoria Street/ West Bow	1 - 9 Victoria Street 80 - 118 West Bow	8 - 46 Victoria Street 87 - 105 West Bow
William Street/ Stafford Street/ Alva Street	3 - 31 William Street 2 - 26 William Street 14 - 18 Stafford Street 34 - 36 Alva Street	33 - 51 William Street 28 - 38 William Street 11 - 15 Stafford Street

# Appendix C - Glossary

## **ACTIVE FRONTAGE**

Ground floor building frontage designed to allow people to see and walk inside and out.

## **AFFORDABLE HOUSING**

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

## **AIR QUALITY MANAGEMENT AREAS**

Designated parts of the city where the Council considers that air quality objectives are unlikely to be achieved

## **BIODIVERSITY**

The variety of life on earth, both plant and animal species, commonplace and rare, and the habitats in which they are found.

## **BIODIVERSITY DUTY**

A duty placed upon every public sector body and office-holder to further the conservation of biodiversity in line with the Scottish Biodiversity Strategy. [Introduced by the Nature Conservation (Scotland) Act 2004]

## **BROWNFIELD**

Land which has been previously developed. The term includes derelict land and land occupied by redundant buildings.

## **BULKY GOODS**

Goods of such a size that they could not normally be transported by customers traveling by foot, cycle or bus and therefore need to be carried away by car or delivered to customers, and which require large areas to display them.

## **BUSINESS USE**

Class 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 which includes general office, light industry or research and development which can be carried out without detriment to the amenity of any residential area.

## **COMMERCIAL CENTRES**

Centres of strategic importance which have a more specific focus on shopping or shopping/leisure uses and do not have the diverse mix of uses found in town centres.

## **COMMUNITY**

The term community includes individuals and groups, and can be based on location (for example people who live in, work in or use an area) or common interest (for example businesses, sports or heritage groups)

## **CONSERVATION AREA**

An area designated under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve or enhance.

**CORE PATHS**

Under the terms of the Land Reform (Scotland) Act 2003, the Council has prepared a plan for a system of 'core paths' to give people reasonable access throughout their area for walking, cycling, horse riding and to inland water.

**COUNCIL GUIDANCE**

Guidance (other than that which is supplementary guidance), prepared, consulted on and approved by the Council on a range of planning matters. Council guidance will be a material consideration in determining planning applications.

**COUNTRYSIDE**

References to the "Countryside" (with a capital letter) relate specifically to the "Countryside Policy Area" shown on the Proposals Map. References to "countryside" relate to open land in the rural area and may include both "green belt" and "Countryside Policy Area"

**COUNTRYSIDE RECREATION**

Passive or active outdoor recreational pursuits or land uses. This may involve very limited buildings, which do not, of themselves, disrupt the peace and tranquility of the countryside (or neighbouring urban area) or threaten the character and amenity of the landscape and its enjoyment by others.

**DENSITY**

The floorspace or number of dwellings in a development divided by its land area.

**DEVELOPMENT BRIEF**

A document approved by the Council providing guidance on how a specific site of significant size or sensitivity should be developed in line with the relevant

planning and design policies. It will usually contain some indicative vision of future development form.

**EFFECTIVE HOUSING LAND SUPPLY**

Land identified for housing which is free or expected to be free of development constraints in the period up to 2024 and will therefore be available for the construction of housing.

**EMPLOYMENT USE**

Generally businesses, general industry or storage and distribution uses, each defined in the Town and Country Planning (Use Classes)(Scotland) Order 1997.

**EUROPEAN LANDSCAPE CONVENTION**

A treaty which promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.

**GREEN BELT**

Land defined in adopted local plans or local development plans which protects and enhances the landscape setting and identity of Edinburgh and protects and gives access to open space around the city and smaller settlements.

**GREENFIELD**

Land which has not previously been developed, or fully-restored formerly derelict land which has been brought back into active or beneficial use for agriculture, forestry, environmental purposes, or outdoor recreation.

**GREEN NETWORK**

The linking together of natural, semi-natural and man-made open spaces to create an interconnected network, that provides recreational opportunities, improves

accessibility and enhances biodiversity and the character of the landscape and townscape.

### **GREENSPACE**

Any vegetated land or structure, water or geological feature in the urban area including playing fields, grassed areas, trees, woodlands and paths

### **HOUSING IN MULTIPLE OCCUPATION (HMO)**

The term 'house in multiple occupancy' in relation to houses, means accommodation which is the only or principal residence of more than five unrelated people. This approach also applies, in general, to flat accommodation, although in smaller properties, proposals involving more than four unrelated people living together may be considered to constitute a HMO.

### **HOUSING LAND AUDIT**

Assessment of housing land across The City of Edinburgh Council, East Lothian, Midlothian and West Lothian as at 31 March each year. It is undertaken jointly by the four Councils in consultation with housing providers.

### **INFRASTRUCTURE**

Physical networks which serve development such as roads, paths, street lighting, supplies of water, gas, electricity and waste water drainage and services for occupants of developments such as public transport measures, schools and healthcare.

### **LIFE SCIENCES**

The scientific study of living things – plants, animals and humans.

### **LISTED BUILDING**

A building identified by Historic Scotland as being of special architectural or historical interest as set out in the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Categorized A, B, C(s) to reflect their relative importance.

### **LOCAL NATURE RESERVES**

Area of nature conservation interest with value for education and informal enjoyment designated by a local authority under the National Parks and Access to the Countryside Act (1949) as amended.

### **LOCAL NATURE CONSERVATION SITES**

Sites considered by the Council to be of local importance for wildlife or for their geological or geomorphological interest, usually following consultation with local voluntary nature conservation organisations, and therefore worthy of a measure of protection in this local plan.

### **LOCAL CENTRE**

For the purposes of this Plan a local centre is a shopping centre, usually of 10 units or greater, serving a local retail function. The local centres are listed in Table 6. In some instances, centres of less than 10 units have been included in order to provide a local centre within 15 minutes walk of residents where possible.

### **LOCAL TRANSPORT STRATEGY**

Document prepared by the Council setting out its transport objectives and an implementation programme.

### **LOW AND ZERO CARBON TECHNOLOGY**

Equipment provided on-site or integrated into buildings and which use solely



renewable sources, resulting in zero carbon dioxide emissions, or which include use of fossil fuels but with significantly lower carbon dioxide emissions overall, which may include combined heat and power (CHP) and/or a range of other methods.

### **MAJOR OFFICE DEVELOPMENT**

Proposals for office development exceeding 1,000 sq.m. gross floorspace, and those proposals of less than 1,000 sq.m., which could be linked to existing or proposed developments on adjacent sites, to create combined developments which together exceed 1,000 sq.m..

### **MASTER PLAN**

A detailed document that explains how a site or sites will be developed, usually prepared by or on behalf of the landowner, including a representation of the three-dimensional form of proposals and an implementation programme.

### **MATERIAL CONSIDERATION**

Any consideration relevant to the use and development of land taken into account when determining a planning application.

### **MODE SHARE TARGET**

The percentage of journeys made by different types of transport.

### **NATIONAL PLANNING FRAMEWORK (NPF)**

NPF is the Scottish Government's statutory strategy for Scotland's long term spatial development.

### **NATIONAL RENEWABLES INFRASTRUCTURE PLAN (N-RIP)**

A document prepared by Scottish Enterprise and Highlands and Islands Enterprise

to assist the development of a globally competitive off-shore renewables industry in Scotland through the creation of infrastructure to support large scale manufacturing, assembly, deployment and operations, and maintenance of offshore renewable energy devices.

### **NATURA 2000**

Sites selected by the European Commission for designation as Special Areas of Conservation (SACs) under the Habitats Directive or classified as Special Protection Areas (SPAs) under the Wild Birds Directive are referred to collectively in the Regulations as European sites. The network of sites across the European Community is known as Natura 2000.

### **NON-SHOP USES**

Defined as uses not covered by Class 1 of the Town and Country Planning (Use Classes) (Scotland) Order 1997.

### **OPEN SPACE**

Includes 'greenspace' (see definition) and 'civic space' consisting of squares, market places and other paved or hard landscaped areas with a civic function.

### **PLACEMAKING**

This is the process of creating better places, places that people enjoy being in. It is achieved through developers, public sector agencies and local communities working together.

### **PLANNING ADVICE NOTES (PAN)**

A series of documents, produced by the Scottish Government, to provide advice and information on technical planning matters.

**PLANNING CONDITIONS**

Conditions attached to a planning permission that are enforced through planning legislation.

**PUBLIC REALM**

The parts of the city (whether publicly or privately owned) that are available for everyone to see and use without charge 24 hours a day, including streets, squares and parks.

**PUBLIC TRANSPORT NODE**

A point of interchange on the public transport network.

**RENEWABLE ENERGY**

Natural energy from sources which will never run out such as sunlight, wind, rain, tides, waves and geothermal heat.

**SCHEDULED ANCIENT MONUMENTS**

Section 1 of the Ancient Monuments and Archaeological Areas Act, 1979 requires the Secretary of State for Scotland to maintain a schedule of monuments of national importance and to publish from time to time a list of such monuments (referred to as Scheduled Monuments). This responsibility passed to Scottish Ministers on 1 July 1999.

**SCOTLAND'S LANDSCAPE CHARTER**

A voluntary charter which encourages action from all sectors of society to fulfil its vision that, within a generation, we can be proud of all our landscapes.

**SCOTTISH GEODIVERSITY CHARTER**

A voluntary charter which encourages signatories, including the City of Edinburgh Council, to raise awareness of geodiversity and integrate it into policy and decision-making.

**SCOTTISH PLANNING POLICY (SPP)**

SPP is the statement of the Scottish Government's policy on nationally important land use matters.

**SHOP UNIT**

Premises at ground or basement level opening directly onto the street and designed primarily for shop use.

**SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)**

Areas of land or water that are of special interest by reason of their flora, fauna or geological or physiographical features. Designated by SNH under the provisions of the Wildlife and Countryside Act 1981 and in accordance with specific guidelines to protect the special interest of the site from damage or deterioration.

**SOUTH-EAST WEDGE**

The South-East Wedge refers to the area to the south of the existing built-up areas of Craigmillar and Niddrie, east of Little France, and north and east of Danderhall. It includes parts of the City of Edinburgh and Midlothian Council areas.

**SPECIAL LANDSCAPE AREAS**

An area designated by a local authority in development plans as being of special landscape character requiring special protection against inappropriate forms of development.

**SPECIAL PROTECTION AREA (SPA)**

An area of international importance for rare, threatened or migratory species of birds. Proposed developments must be considered against the risk to the ecological integrity of the site under the terms of EU Directive 79/409/EEC on the Conservation of Wild Birds (commonly known as the Birds Directive).

**STRATEGIC DEVELOPMENT PLAN**

In Scotland's four city regions, Strategic Development Plans provide a long term vision, a spatial strategy and strategic policies and proposals, setting clear parameters for Local Development Plans.

**SUPPLEMENTARY GUIDANCE**

Guidance prepared, consulted on and adopted by the Planning Authority to deal with further information or detail in respect of particular LDP issues. Supplementary guidance must be expressly identified in the LDP and be submitted to Scottish Ministers. Once adopted, supplementary guidance forms part of the development plan.

**SUSTAINABLE DEVELOPMENT**

Development which aims to minimise the impact of human activity on the environment as a whole, whilst supporting economic and social progress.

**SUSTAINABLE URBAN DRAINAGE**

A comprehensive approach to surface water management which aims through a combination of design measures to minimise the quantity and improve the quality of water before it is discharged from a development site so as to help prevent flooding and pollution.

**TOWN CENTRE**

Centres that provide a diverse and sustainable mix of activities and land uses which create an identity that signals the function and wider role.

**TOWNSCAPE**

The urban equivalent of landscape; for example, the appearance of streets.

**TRANSPORT ASSESSMENT**

Transport Assessment concerns person trips, not car trips. It is a comprehensive assessment that should enable all the potential transport impacts of a proposed development or redevelopment to be fully understood. The objective should be to encourage sustainable travel in relation to the transport mode hierarchy. The assessment should be presented in clear language so that lay people can understand the implications.

**TRAVEL PLAN**

Tool for an organisation to manage its transport needs to encourage safe, healthy and sustainable travel options. It is site based, reflecting the different needs and problems of different locations. The principal objective of a plan is typically to minimise car use associated with a development.

**TREE PRESERVATION ORDER (TPO)**

Made by a local authority under the Town and Country Planning (Scotland) Act 1997 to protect trees of importance for amenity.

**URBAN AREA**

The built up parts of the Council area i.e. the city and smaller settlements. The urban area is shown on the Proposals Map as those parts of the Council area not covered by green belt or countryside policy area designations.

**URBAN DESIGN FRAMEWORK**

Urban design frameworks show how planning and design policies should be implemented, and what principles should be followed by developers and their designers. They may be used to co-ordinate more detailed master plans and are likely to be prepared for any area where the likelihood of significant change calls for co-ordinated action.

**VITALITY AND VIABILITY (OF TOWN CENTRES)**

Vitality is a measure of how lively and busy a town centre is. Viability is a measure of its capacity to attract ongoing investment, for maintenance, improvement and adaptation to changing needs.

**WASTE/WASTE MANAGEMENT**

Includes any substance that constitutes a scrap material or an effluent or other unwanted surplus substance arising from the application of any process; and any substance or article that requires to be disposed of as being broken, worn out, contaminated or otherwise spoiled (but does not include explosives).

**WINDFALL**

A site which becomes available for development during the plan period which was not anticipated when the plan was being prepared

**WORLD HERITAGE SITE**

A cultural or natural site considered by UNESCO World Heritage Committee to be of 'outstanding universal value' and therefore one that needs to be preserved as part of the world heritage of humankind. The historic core of Edinburgh, essentially the Old and New Town, was inscribed in 1995.



# Appendix D - CEC Land Ownership Schedule

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
<b>CITY CENTRE</b>			
Land to north of Canongate, east of New Street	326309	673763	Proposal CC 2 New Street - mixed use development New Street Development Principles
Land to south of East Market Street, east of New Street	326158	673775	Proposal CC 2 New Street - mixed use development New Street Development Principles
Land at junction between Brandfield Street and Grove Street	324419	672949	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land between Upper Grove Place and Grove Street	324388	673036	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land between Fountainbridge and Union Canal	324326	672715	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land adjacent to 18 Gilmore Place	324767	672740	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at 5-11 Gilmore Place	324885	672807	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at 8-14 Gilmore Place	324870	672834	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land at 2-6 Gilmore Place	324884	672836	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at Thornybauk, north of Cameo Cinema	324866	672896	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at West Tollcross, south of fire station	324856	672922	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at Tollcross Primary School	324750	672911	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land north of Tollcross Primary School	324725	672972	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land between Dunbar Street and Ponton Street	324821	672989	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land east of Ponton Street	324784	672979	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land at Thornybauk, south of 89-95 Fountainbridge	324766	673007	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land at Thornybauk, south of 83-87 Fountainbridge	324798	673009	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land between Gibson Terrace and Dorset Place	324146	672532	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land south of Fountain Park, north of Dundee Street	324146	672639	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land adjacent to Western Approach Road between Dalry Road and Grove Street	324237	672942	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Narrow strip of with north –south orientation between Dundee Street and Caledonian Crescent	323939	672690	Proposal CC 3 Fountainbridge – mixed use development Fountainbridge Development Principles
Land between Western Approach Road and Dalry Road (Dalry Park)	323783	672641	Proposal GS 1 Dalry Community Park – extension and enhancement of park
<b>EDINBURGH WATERFRONT</b>			
Strip of land to north of Lindsay Place	325844	676994	Proposal EW 1a Leith Waterfront (Western Harbour) – housing led mixed use development Leith Waterfront Development Principles
Land between Chancelot Mill and Lindsay Road	326109	676933	Proposal EW 1b Leith Waterfront (Central Leith) – Mixed Use development Leith Waterfront Development Principles
Land at North Leith Sands	326302	676914	Proposal EW 1b Leith Waterfront (Central Leith) – Mixed Use development Leith Waterfront Development Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Small strip of land to north of Travelodge, off Ocean Drive	326519	676862	Proposal EW 1b Leith Waterfront (Central Leith) – Mixed Use development Leith Waterfront Development Principles
Land at Ocean Drive/Ocean Way, north of Constitution Place, east of Victoria Bridge	327294	676749	Proposal EW 1b Leith Waterfront (Central Leith) – Mixed Use development Leith Waterfront Development Principles
Land at and to west of Tower Street	327485	676530	Proposal EW 1b Leith Waterfront (Central Leith) – Mixed Use development Leith Waterfront Development Principles
Land to north of Leith Links, including Mary's RC Primary School	327745	676001	Proposal EW 1c Leith Waterfront (Salamander Place) – housing led mixed use development Leith Waterfront Development Principles
Land at Carron Place	327895	676110	Proposal EW 1c Leith Waterfront (Salamander Place) – housing led mixed use development Leith Waterfront Development Principles
Small area of land to south-east of Salamander Yards	328072	675981	Proposal EW 1c Leith Waterfront (Salamander Place) – housing led mixed use development
Strip of land to east of West Shore Road, west of Inchcolm House	321983	677221	Proposal EW 2a Granton Waterfront (Forth Quarter) -housing led mixed use development Granton Waterfront Development Principles
Small area to east of West Shore Road, east of Inchcolm House	322140	677186	Proposal EW 2a Granton Waterfront (Forth Quarter) -housing led mixed use development Granton Waterfront Development Principles
Strip of land to east of Marine Drive	321815	676655	Proposal EW 2b Granton Waterfront (Forth Quarter) -housing led mixed use development Granton Waterfront Development Principles
Small area of land immediately to west of Granton Square	323651	677097	Proposal EW 2b Granton Waterfront (Forth Quarter) -housing led mixed use development Granton Waterfront Development Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land between West Granton Road and West Harbour Road	323440	677165	Proposal EW 2b Granton Waterfront (Central Development Area) -housing led mixed use development Granton Waterfront Development Principles
Area of land to north of West Shore Road	322898	677417	Proposal EW 2b Granton Waterfront (Central Development Area) -housing led mixed use development Granton Waterfront Development Principles
Land to north of junction between Crewe Road North and West Granton Road	322763	676754	Proposal EW 2b Granton Waterfront (Central Development Area) -housing led mixed use development Granton Waterfront Development Principles
Land to south of West Harbour Road	323447	676165	Proposal EW 2b Granton Waterfront (Central Development Area) -housing led mixed use development Granton Waterfront Development Principles
Land to north and south of Waterfront Avenue	322862	677091	Proposal EW 2b Granton Waterfront (Central Development Area) -housing led mixed use development Granton Waterfront Development Principles
Land to north and south of West Shore Road	322359	677322	Proposal EW 2d Granton Waterfront (North Shore) - housing led mixed use development Granton Waterfront Development Principles
Area of land to west of Caroline Park Avenue	322599	677123	Proposal SCH 4 North of Waterfront Avenue, Granton -new primary school Granton Waterfront Development Principles
Area of land between Leith Links and Salamander Street	327914	676101	Proposal GS 3 – Leith Links Seaward Extension-Housing –led redevelopment of former industrial land east of Salamander Place Granton Waterfront Development Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
<b>WEST EDINBURGH</b>			
Land to north of Gogar Roundabout	317321	672700	Policy Emp 6 International Business Gateway – special economic area IBG Development Principles
Land at Eastfield Road (park and ride site)	315384	672583	Policy Emp 6 International Business Gateway – special economic area IBG Development Principles
Land adjacent to Gogarburn	315960	672762	Policy Emp 6 International Business Gateway – special economic area IBG Development Principles
Small area of land at Gogar Farm	316824	672529	Policy Emp 6 International Business Gateway – special economic area IBG Development Principles
Area of land between Castle Gogar and west of Gogar Burn	316594	672793	Proposal GS 6 IBG Open Space – Strategic Landscape Design and Open Space IBG Development Principles
Area of land to east of East Mains of Ingliston	315402	672892	Proposal GS 6 IBG Open Space – Strategic Landscape Design and Open Space IBG Development Principles
Narrow strip of land at Edinburgh Park and land to south of it	319091	671496	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Land to south and east of Premier Inn, Edinburgh Park	318413	671310	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Triangle of land to south of Ettrick House, South Gyle	318463	671439	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land between South Gyle Crescent and Edinburgh – Glasgow railway line	319092	671489	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Land to east of Cultins Road, south of South Gyle Crescent	318662	671410	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Land between South Gyle Crescent and South Gyle Crescent Lane	318640	671622	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Land between South Gyle Crescent and Broadway Park	318878	671621	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Land to east of South Gyle Crescent, opposite Drummond House	318536	671804	Policy DtS 5 Edinburgh Park and South Gyle - business led mixed uses Edinburgh Park and South Gyle Principles
Narrow strip of land to east of Cammo Walk	317846	674586	Proposal HSG 19 Maybury- housing led development Maybury and Cammo Site Principles
<b>SOUTH EAST</b>			
Land to east of Edinburgh Royal Infirmary	329520	670523	Policy Emp 2 Edinburgh Bioquarter –Special Economic Area Bioquarter Development Principles
Land at Peffer Place	328979	671926	Policy Emp 8 Business and Industry Areas (Peffer Industrial Estate/Castlebrae)
Narrow band of land to north of Kings Haugh, adjacent to Braid Burn	328603	672044	Policy Emp 8 Business and Industry Areas (Peffermill Industrial Estate/Prestonfield Park)
Land to south of Kings Haugh at Peffermill Industrial Estate	328452	671818	Policy Emp 8 Business and Industry Areas (Peffermill Industrial Estate/Prestonfield Park)

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land between Niddrie Mains Road and cycle track to north	329339	671831	Proposal HSG 14 Niddrie Mains – Housing
Land at Castlebrae Community High School	329275	671282	Proposal HSG 15 Greendykes Road – Housing
Land bounded by Greendykes Avene/Tudsbury Avenue and Greendykes Road	329689	671146	Proposal HSG 17 Greendykes – Housing
Land to west of Greendykes Road	329592	671003	Proposal HSG 18 New Greendykes – Housing
Strip of land located to south-east of Niddrie Burn Parkland	330190	671078	Proposal HSG 18 New Greendykes – Housing
Land to south-west of Cloverfoot Cottages, off The Wisp	330190	671078	Proposal HSG 18 New Greendykes – Housing
Land adjacent to Wauchope Place	329286	671721	Proposal SCH 2 High School, Craigmillar – new high school
Land in south-west corner of Hunters Hall Public Park	330188	671069	Proposal SCH 3 New Greendykes – new two stream primary schools
Land to north of Niddrie Mains Road, east of Craigmillar Police Station	329036	671695	Proposal S 1 Niddrie Mains Road – Enhancement of Craigmillar Local Centre
Large area of land between The Wisp and Edinburgh Bioquarter	330148	670455	Proposal GS 4 South East Wedge Parkland
Area of land to west of The Wisp, near Cloverfoot Cottages	330470	671060	Proposal GS 4 South East Wedge Parkland
Strip of land running between Hunters Hall Public Park to south of New Greendykes	329918	670985	Proposal GS 5 Niddrie Burn Parkland



Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land at Craigmillar Castle Waste Management Site	328441	670916	Policy RS 2 Craigmillar Castle Waste Management Site
<b>ELSEWHERE</b>			
Strip of land at Sighthill Industrial Estate bounded by Edinburgh Glasgow railway line to north and Cultins Road to west	3189920	671331	Policy Emp 8 Business and Industry Areas (Sighthill)
Area of land at Sighthill Industrial Estate to east of Bankhead Drive	319374	671023	Policy Emp 8 Business and Industry Areas (Sighthill)
Area of land to north of A89 at Newbridge Roundabout	312367	672771	Policy Emp 8 Business and Industry Areas (Newbridge)
Small area of land on east side of Newbridge roundabout at intersection between M8 and A8	312592	672619	Policy Emp 8 Business and Industry Areas (Newbridge)
Small area of land at Harvest Road, Lochend Industrial Estate, north of Bathgate Junction	312644	672187	Policy Emp 8 Business and Industry Areas (Newbridge)
Land adjoining Cliftonhall Road at Newbridge Estate between Huly Hill and the Edinburgh Glasgow railway line	312441	672228	Policy Emp 8 Business and Industry Areas (Newbridge)
Land at Lochend Industrial Estate between A8 and Queen Ann Drive	312117	672563	Policy Emp 8 Business and Industry Areas (Newbridge)
Land between Harvest Drive and Hillwood Primary School	312943	672258	Policy Emp 8 Business and Industry Areas (Newbridge)

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land between Claylands Road and Airdrie Bathgate railway line at Newbridge Industrial Estate	312077	671699	Policy Emp 8 Business and Industry Areas (Newbridge)
Land between Edinburgh Glasgow Line to the north and Airdrie Bathgate railway line to the south bisected by Cliftonhall Road at Newbridge Industrial Estate	311484	671893	Policy Emp 8 Business and Industry Areas (Newbridge)
Land between Newcraighall Road and Whitehill Road, Newcraighall Industrial Estate	331195	671602	Policy Emp 8 Business and Industry Areas (Newcraighall)
Land at Edinburgh Park and Ride to south of Newcraighall Road	331825	671653	Policy Emp 8 Business and Industry Areas (Newcraighall)
Land between Newcraighall Road and south suburban line, adjacent to A1 trunk road, Newcraighall Industrial Estate	331496	671928	Policy Emp 8 Business and Industry Areas (Newcraighall)
Land to south of Sir Harry Lauder Road, A1 Industrial Park/Freightliner Terminal, Portobello	330761	673485	Policy Emp 8 Business and Industry Areas (Portobello)
Narrow strip of land to west of Sir Harry Lauder Road at Telferton Industrial Estate, Portobello	329954	673232	Policy Emp 8 Business and Industry Areas (Portobello)
Land to south of Glasgow Road	313617	672476	Proposal HSG 4 Hillwood Road, Ratho Station – Housing development and community facilities
Land between South Gyle Access and Broomhouse Road	319490	671765	Proposal HSG 6 South Gyle Wynd -Housing development

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Small area of land to south of Arneil Place	322879	676036	Proposal HSG 8 Telford College - Redevelopment of former college site.
Land between Pilton Drive and West Winnelstrae	323460	675966	Proposal HSG 9 City Park - Housing development
Land bounded by Edinburgh City Bypass and Wester Hailes Road	320327	669186	Proposal HSG 29 Curriemuirend – Housing and allotments Curriemuirend Development Principles
Land between Moredunvale Road and Moredunpark Road	328838	669810	Proposal HSG 30 Moredunvale – Housing development and open space improvements Moredundale Development Principles
Land at Portobello Public Park, off Milton Road	330603	673113	Proposal SCH 1 Portobello High School – Replacement High School
Area of land between Inverleith Park and Grange Cricket Ground	324352	675002	Proposal GS 8 Inverleith Depot – Green Space
Land to south-east of Clovenstone Drive, Curriemuirend	320634	669269	Proposal GS 10 Curriemuirend –Enhance existing open space in conjunction with housing
Land site bounded by Turnhouse Golf Club to west and Craigs Road to south	317409	673787	Policy RS 2 Braehead Quarry, Craigs Road – Waste Management Facility Safeguard
Land at Sighthill Industrial Estate bounded by Bankhead Crossway North and Bankhead Avenue	319365	671066	Policy RS 2 Sighthill Recycling Centre-Waste Management Facility Safeguard
Land between Water of Leith and Broughton Road, west of Redbraes Park	352842	675554	Policy RS 2 Powderhall Waste Management Site - Waste Management Facility Safeguard
Land to west of Seafield Road East, east of sewage pumping station, off Fillyside Road	329160	675467	Policy RS 3 Seafield Waste Management Site - Waste Management Facility Safeguard

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
<b>TRANSPORT INFRASTRUCTURE</b>			
Land to south of Huly Hill, Newbridge to north of Edinburgh Interchange	312314	672579	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land adjacent to Alexandra Business Park, Newbridge	312405	672186	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land to north of Bathgate Junction, Lochend Industrial Estate, Newbridge	312649	672189	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land off Harvest Road to south-east of Connect Business Park	313030	672236	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land to south-east of Hillwood Rise, Ratho Station	313579	672257	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land off A8 to west of Ingliston Castle	313997	672455	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between East Mains of Ingliston and Hilton Hotel, Edinburgh Airport	315399	672854	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between East Mains of Ingliston and Gogar Burn, north of Gogarburn Junction	316146	672755	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Gogar Burn and Gogar Burn Junction	316768	672642	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land surrounding 194 Glasgow Road	316824	672533	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land to north of Glasgow Road at Gogar Roundabout	317339	672709	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Area of land between Gyle Shopping Centre to north of Fife railway line at Edinburgh Park	317900	671903	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Novotel Hotel at Edinburgh Park and Jenners Depository, off Balgreen Road	320548	671805	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land on either side of Water of Leith at Murrayfield	322289	672538	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Russell Road/ Balbirnie Place and junction between west Granton Road and Waterfront Broadway	322361	674615	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Balbirnie Place and Haymarket Station	323647	673048	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Princes Street and Queen Street	325657	674125	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land at Ocean Drive, east of Tower Place Leith	327296	676745	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Trinity Road and Wardie Square	324532	677061	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Edinburgh Bioquarter and New Greendykes	329685	670643	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land between Green Dykes and New Greendykes	329816	670912	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Land between Newcraighall Road adjacent to Newcraighall railway station (park and ride site)	331814	671703	Proposal T 1 Edinburgh Tram –Phase 1 between airport and city centre and safeguards for long-term extensions
Small area of land to south-east of Royal Elizabeth Yard	314297	676075	Proposal T 2 Edinburgh Glasgow Improvement Project Safeguards –Almond Chord
Small area of land at New Greendykes, south-east of Greendykes Road	329866	670797	Proposal T 6 Greendykes Public Transport Link-Improvement to link ERI and Bioquarter
Area of land at Lang Loan on north side of Edinburgh City Bypass	327892	667014	Proposal T 8 various off-road cycle/footpath links
Land between Guardwell Crescent and Burdiehouse Burn	328343	669567	Proposal T 8 various off-road cycle/footpath links
Land to east of A1 trunk road at Brunstane	331359	672146	Proposal T 8 various off-road cycle/footpath links
Land west of Gilbertstoun, Brunstane	331458	672317	Proposal T 8 various off-road cycle/footpath links
Land on seafront, Eastfield, Portobello	332561	673285	Proposal T 8 various off-road cycle/footpath links
Land east of Liberton Dams, east of Liberton Road	327187	670483	Proposal T 8 various off-road cycle/footpath links
Land at Chesser to east of Water of Leith walkway near New Mart Gardens	321877	670976	Proposal T 8 various off-road cycle/footpath links
Land between Powderhall Depot and Redbraes Park	325897	675590	Proposal T 8 various off-road cycle/footpath links
Land near junction of Fillyside Road and Seafield Road East	329433	675353	Proposal T 8 various off-road cycle/footpath links

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land to east of Craigentiny Avenue North	328983	675330	Proposal T 8 various off-road cycle/footpath links
Land to south of Citadel Place, Leith	326666	676598	Proposal T 8 various off-road cycle/footpath links
Land at Granton seafront, north of West Shore Road, west of Hanging Craig	322338	677443	Proposal T 8 various off-road cycle/footpath links
Land between Ferry Road path and West Winnelstrae	323505	676006	Proposal T 8 various off-road cycle/footpath links
Land between Western Approach Road and Caledonian Crescent	324050	672798	Proposal T 8 various off-road cycle/footpath links
Land to north and east of St Augustine's RC High School	319386	671921	Proposal T 8 various off-road cycle/footpath links
Land to north-east of Gogar Roundabout	317579	672741	Proposal T 8 various off-road cycle/footpath links
Land between Silverknowes Dell and Silverknowes Road East	320947	675573	Proposal T 8 various off-road cycle/footpath links
Land to north of Western Approach Road between 209 Dalry Road and Edinburgh-Glasgow Central Railway Line	323529	672711	Proposal T 8 various off-road cycle/footpath links
Land between Sauchiebank and Russell Road	323396	672836	Proposal T 8 various off-road cycle/footpath links
Land to south of Balbirnie Place	323319	672954	Proposal T 8 various off-road cycle/footpath links
Land to north and south of Western Approach Road between Edinburgh-Glasgow Central Railway Line and South Suburban feeder line (east)	323094	672681	Proposal T 8 various off-road cycle/footpath links

Description of land owned by the planning authority	Grid X	Grid Y	Reference to policies, proposals or views contained in the local development plan which relate to the occurrence of development of the land
Land to north and south of Western Approach Road between and south suburban railway feeder line (east) and south suburban railway feeder line (west)	322754	672654	Proposal T 8 various off-road cycle/footpath links
Small area of land south of 478 Lanark Road West, Balerno	316607	667023	Proposal T 8 various off-road cycle/footpath links
Land in north-east corner of Pilrig Park	326543	675799	Proposal T 8 various off-road cycle/footpath links
Land at East Mains of Ingliston	315392	672810	Proposal T 10 Gogar Link Road –single carriageway through IBG to allow public transport priority
Land to south of Castle Gogar	316496	672773	Proposal T 10 Gogar Link Road –single carriageway through IBG to allow public transport priority
Land west of Gogar Roundabout	317220	672657	Proposal T 10 Gogar Link Road –single carriageway through IBG to allow public transport priority
Land to south of A8, east of Ratho Station	313733	672554	Proposal T 11 A8 Additional road junction
Most of land at Gogar Roundabout	317491	672589	Proposal T 13 Improvements to Gogar Roundabout
Land on western side of Sheriffhall Roundabout	331781	667985	Proposal T 14 Sheriffhall Junction Upgrade -Grade separation of existing roundabout
Land at junction between Drum Street and Newtoft Street	329248	668679	Proposal T 20 Gilmerton Crossroads- Junction reconfiguration



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You can make written representations on the Proposed LDP between **1 May and 14 June 2013**. Representations should be submitted:

by email to [localdevelopmentplan@edinburgh.gov.uk](mailto:localdevelopmentplan@edinburgh.gov.uk)

or by post to Local Development Plan Team, Waverley Court (G3), 4 East Market Street, Edinburgh, EH8 8BG

You can find out more about engagement on the Proposed LDP at [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

online - [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

email - [localdevelopmentplan@edinburgh.gov.uk](mailto:localdevelopmentplan@edinburgh.gov.uk)

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AIM1: Support the growth of the city economy

AIM2: Help increase the number and improve the quality of new homes being built in Edinburgh

AIM3: Help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes and can access jobs and services by these means

AIM4: Look after and improve our environment for future generations in a changing climate

AIM5: Help create strong, sustainable communities, enabling all residents to enjoy a high quality of life