

City Plan 2030

Supplementary Guidance on
Developer Contributions and
Infrastructure Delivery



Draft for Consultation
June 2024



• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

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Part One Introduction and General Principles to Developer Contributions

Introduction and Purpose

- 1.1. It is only through the delivery of necessary infrastructure to support growth that we can achieve sustainable, thriving communities. This guidance interprets and implements City Plan 2030 Policy Inf 3 Infrastructure Delivery and Developer Contributions and NPF4 Policy 18 Infrastructure First.
- 1.2. Preparing this statutory supplementary guidance (SG) under Section 22 of the Town and Country Planning (Scotland) Act 1997 means that once it is adopted it will form part of the development plan. It will be used as policy to determine planning applications including the provisions to include legal agreements requiring contributions towards delivering infrastructure associated with development. This policy framework assists in the realisation of the aims of City Plan 2030 for an infrastructure first approach to development.
- 1.3. For each type of infrastructure listed in City Plan Policy Inf 3, this guidance explains how we envisage its delivery and how to calculate proportionate developer contributions, where necessary. This ensures transparency in applying contributions and for the development industry to understand the costs associated with development proposals. Accompanying the proportionate cost calculations are explanations showing that the levels of contributions sought fairly and reasonably relate in scale and kind to the proposed development, and reflect actual impacts of, and are proportionate to, the proposed development.

Managing New Infrastructure

- 1.4 A central aim of City Plan is to direct growth where infrastructure capacity exists or can be readily delivered – an ‘infrastructure first’ approach where planning for infrastructure is evidence based and informs the spatial strategy. This also means that it is the Council’s preferred approach to secure infrastructure delivery directly through the development design and layout wherever possible. This will be secured by condition or legal agreement, with timing of its delivery aligned with construction and occupancy.
- 1.5 Where it is not possible or reasonable for development to directly deliver infrastructure, Policy Inf 3 and this guidance provides the mechanism for securing financial contributions towards the cost of delivering the necessary interventions, proportionate to their impact. The Action (Delivery) Programme provides the detail of when and by whom they will be delivered.
- 1.6 Where the cumulative impact of more than one development necessitates a shared intervention, this guidance sets out our approach to cumulative contribution zones (see section 3 below).
- 1.7 Infrastructure needs are based on collaborative working with the relevant services responsible for delivering infrastructure and services, and the costs of infrastructure used in this guidance are provided by these services, using their most up-to-date comparator metrics.
- 1.8 It is also the aim of this guidance to manage community expectations that new development will not negatively impact on existing infrastructure and services, by setting out how mitigation will be delivered timeously.

1.9 Parts Two to Five of this guidance, the appendices and the supporting information in the addendums detail:

- The origin of the infrastructure requirements/proposals in Part 4 with reference to the relevant evidence base (appraisals accompanying City Plan 2030).
- How the infrastructure relates to development and serves a planning purpose and meets NPF4 Policy 18 Infrastructure First and the Planning Circular 3/2012: planning obligations and good neighbour agreements.
- The best estimate of the likely cost of infrastructure, and the basis for this estimate. It will also provide information about alternative funding sources, especially where the action may be addressing existing issues and falls within existing and future capital investment budgets, with only a proportion expected from developer contributions.
- Other funding sources that are required to ‘fund the gap’ or front-fund so that infrastructure limitations do not stall development. Where known, these are set out in the supporting information. As these will likely be from other services’ capital investment budgets, this information will be updated as information is available and included in updates to the Action (Delivery) Programme.

What types of infrastructure, what type of development it applies to and any exceptions

1.10 This guideline covers all infrastructure covered in City Plan Policy Inf 3 Infrastructure Delivery and Developer Contributions. The following table sets out where policy exceptions apply, and appendices will explain any particular circumstances where full contributions will not be sought. As a general principle, where a smaller development is proposed but is clearly part of a phased development of a larger site which would be subject to a developer contribution, a pro-rata sum will still be sought at an appropriate stage in the development of the site as a whole. This avoids sites subdividing to avoid triggering full developer contributions requirements (for examples, where the impact may appear trivial).

Infrastructure type	Applies to what type of development? (More detail on exceptions in each section)
Transport proposals and safeguards from City Plan Part 4 tables 3-10 or interventions identified in transport assessments in accordance with Policy Inf 4.	All residential units including student accommodation, build to rent. Commercial floorspace will be assessed on a case-by-case basis.
Education provision including new schools, early years nursery proposals, school extensions to accommodate additional classrooms, and associated requirements to support the additional pupil numbers such as dining and gym facilities.	All residential units including build to rent. No contributions required for one-bedroom units, student accommodation, care homes/assisted living.
Primary Healthcare infrastructure capacity – proposals to provide floorspace for the provision of new facilities or to extend existing facilities.	All residential development, including build to rent, student accommodation, care homes/assisted living.
Green blue network actions including in City Plan Part 4 table 1 and public realm where identified for the town centres or projects	All residential development, including build to rent, student accommodation, care homes/assisted living.

delivering the Council's City Centre Transformation.	Additional commercial floorspace in the city centre zone.
Delivery of National or regional strategies	TBC

Relationship with Action (Delivery) Programme

The Council's step-by-step approach to preparing the Action Programme and guideline on developer contribution is:

1

Infrastructure Appraisals establish the impact of City Plan growth on infrastructure (identifying if and where there is spare capacity) and recommends interventions to address the impact.

2

Appraisals are reviewed, and where new infrastructure is considered necessary to mitigate the impact, these are included as Proposals (see tables in Part 4 of the Plan).

3

Infrastructure supporting the delivery of development are included in statutory Action (Delivery) Programme, including who is responsible and an estimate of the delivery timescales.

4

Delivery timescales are based on the annual Housing Land Audit (and other relevant studies). The Action Programme is reviewed at least every two years, and can update expected delivery dates and amend actions, if necessary.

5

Costs estimates of each infrastructure proposal is set out in the Appendices of the SG.

6

Where the infrastructure proposals address the impact of more than one development, cumulative Contribution Zones are proposed in the SG.

7

The SG sets out the framework for the collection of developer contributions and apportioning costs for each contribution zone.

8

Potential to update SG appendices to allow a review of any consequential changes if cost estimates change.

Updates to the Action (and subsequent Delivery) Programme will provide details on costs, funding, how and by whom actions will be delivered.

- 1.11 The Action Programme is a statutory document, which is adopted by Planning Authorities and submitted to Scottish Ministers on at least a two-yearly basis. Regular updates of the Action (Delivery) Programme provide accurate alignment of likely delivery timescales that relate to housing programmes (the Council’s Housing Land Audit and Completions Programme), confirms who is to deliver the actions (developers, service delivery partners) and can provide progress updates on project delivery programmes and other funding sources. As details of the delivery project emerge, there is the potential to update cost estimates, and this can be published in the Action (Delivery) Programme.

Contribution Zone approach

- 1.12 This guidance explains the use of ‘contribution zones’ which are referred to in City Plan Policy Inf 3 and its supporting paragraphs 3.208 – 3.213. Contribution zones are identified and apply to infrastructure proposals where it either:
- Mitigates the impact of more than one site and the cumulative impact of more than one development requires a combined solution to mitigate their impacts, or
 - Where the infrastructure proposal cannot be reasonably delivered directly by a developer (for example it requires an action on third party land) and
 - Allows the calculation of the proportional cost of the impact of development when that intervention also serves the wider, existing community within the zone.
- 1.13 For each contribution zone, this guidance (in appendices and supporting information addendums) provides details on:
- The geographical extent and how it relates to the action, as this varies by type and nature of the infrastructure.
 - How the actions identified in each zone relate directly to the development proposed within that contribution zone.
 - How the cost of delivering infrastructure with zones (including land requirements, where necessary) is shared fairly between all developments which fall within the zone, with contributions proportionately calculated in relation to impact.
- 1.14 Generally, the cumulative contribution zone approach allows a fairer sharing of costs among development who impact on infrastructure, and away from a ‘first come first served’ approach.
- 1.15 Generally, a per unit rate has been calculated based on the housing output from allocated City Plan sites within a zone, divided by the estimated total cost (discounting existing community need, as appropriate). If additional housing is proposed, this too will need to contribute using the same methodology. If this were to result in more contributions than the cost of delivering the infrastructure, repayments can be made to developers.

How this guidance can be reviewed

- 1.16 The guidance is intended to provide planning officers and applicants with as much certainty as possible to work out a development’s likely contribution towards infrastructure so that these can be taken into account early in the proposal assessment.
- 1.17 However, there will always be a need to review and assess the impact of development on existing infrastructure, the impact of development and whether negative impacts need to

be mitigated for the development to be acceptable in planning terms, and to review the costs at the point of assessment of a submitted planning application.

- 1.18 The provisions in the Planning (Scotland) Act 2019 do not allow for the preparation of statutory supplementary guidance after the end of March 2025. Due to the timing of the preparation of this guidance, it will not be possible to review or update this SG. The appendices to this SG provide the estimated costs and the proportionate cost calculation. It is anticipated that updates to costs or funding, when and by whom they will be delivered, will be made in the Action (Delivery) Programme. This will allow costs to be reappraised (for example to reflect costs derived from project level work) and potentially an opportunity to change any actions where significant changes in circumstances have occurred. It is not anticipated that the zones in the Appendices will need to be amended. However, there may be circumstances where the zones need to be amended for example to reflect a change in school catchment area. The supporting paragraph 3.213 relating to Policy Inf 3 allows for the approach described above: *Other details on the delivery of the actions (proposals in Tables 3-12) regarding timing, updates to costs or funding, how and by whom they will be delivered, will be provided in updates to the Plan's action programme and subsequent delivery programme.*

Viability and Funding Mechanism

Viability

- 1.19 Where it can be demonstrated that there are such abnormally high site preparation costs that addressing the provisions of this guideline threatens the financial viability of developing the site, the requirement to make a contribution towards infrastructure in line with this guidance may be reviewed. It is accepted that for a development to be viable an appropriate site value needs to be achieved by the landowner and an appropriate return for the developer, taking account of market conditions and risk, needs to be achieved. However, developers should take account of the Council's policies (and the likely costs of contributions towards infrastructure, as set out in this SG) in bidding for land. The Council will not accept over-inflated land values as a reason for reducing contribution requirements. Financial viability will be assessed in accordance with the Royal Institution of Chartered Surveyors Guidance Note, Financial Viability in Planning (1st Edition, 2012). There is an expectation that the applicant will enter into an open book exercise in order to prove viability concerns. This open book exercise should include a financial appraisal supported by an evidence base including forecasting development values, development costs, any abnormally high site preparation costs, and an assessment of land value. Financial viability is one of many material considerations in the determination of a planning application.

Funding Mechanisms

- 1.20 Many of the infrastructure requirements in this SG seek proportionate contributions from development, with the remainder being from other capital budgets and/or external funding bids. These funding streams are subject to change and will be updated in the Action (Delivery) Programme. The financial impact of the City Plan Action (Delivery) Programme on capital and revenue budgets is reported annually to the Council's Finance & Resources Committee.

Legal Agreements and use of monies

Legal Agreements

- 1.21 Once Developer Contributions are agreed in line with this SG, a Section 75 agreement will normally be required, although other arrangements such as Section 69 agreements may be made where smaller contributions are to be delivered by the developer or paid up front.
- 1.22 The Council needs to ensure that contributions are received in good time to allow the necessary infrastructure to be delivered in step with new development. It is anticipated that planning applications will be submitted and construction started at varying timescales. The timescales for delivery will be agreed between the Council and the applicant. Developers will be required to demonstrate that a site can proceed in the short term prior to the delivery of other infrastructure projects that the site would be expected to contribute to. However, the Council appreciates that the timings of payments may have implications in terms of project cash flow and will take this into account in agreeing terms. Nevertheless, in order to protect from funding shortfalls, it will be expected that all contributions are paid in full at a determined point in the phasing of unit completions and/or occupation (may relate to a number of units, a percentage of units, or relate to the completion of a flatted block, or prior to the occupancy of the building for the intended purpose). In any case, it will be significantly before the last consented planning unit.

Land for schools

- 1.23 Where a development site includes the land safeguarded for a new school, the site will be secured as part of a legal agreement. The value of the land, as well as the cost of servicing and remediating the site (if appropriate), will be credited against that site's overall contribution requirement once the Council has confirmed that the new school will be delivered. It is likely that this will be following a statutory consultation process to establish the school location and catchment boundaries. All contributions from other development sites which are attributable to the cost of securing land for a new school will then be used towards the general cost of delivering the new education infrastructure that is required within the relevant zone. If the Council confirms that it requires a school site then following transfer, the land value of this can be credited against the overall value of the required contribution. Future financial contributions can then be adjusted accordingly. If the developer has serviced and remediated the site then the costs of this can also be credited against the overall contribution requirement on an open book basis. If the developer wants these costs fixed within the legal agreement then they must confirm what work will be carried out and provide evidence to be agreed with the Council that demonstrates what these costs are likely to be.

Index and Repayment

- 1.24 The Council will continue to collect contributions towards the delivery of infrastructure in Part 4 of City Plan and in contributions zones in the guidance even after infrastructure has been delivered. This may be when the Council or its partners have delivered the infrastructure in advance of the construction all the contributing sites. This also includes large cumulative infrastructure such as the Edinburgh Tram Project.
- 1.25 Any monies collected towards healthcare projects or actions on the trunk road network will be forwarded to NHS Lothian or Transport Scotland once the relevant project is confirmed.
- 1.26 Contributions collected within a specific zone can only be used for the actions within that zone. If there are more than one action within a zone, legal agreements should specify what action or actions the contribution can be used for.

- 1.27 Model agreement was updated to make the process of drafting and agreeing terms more efficient.
- 1.28 Indexation will always be applied to all payments for infrastructure contributions. This is based on the increase in the BCIS Forecast All-in Tender Price Index from the current cost date shown in the relevant infrastructure Appendix to the date of payment. The most recently calculated cost will apply – this may be in the most recently published Action (Delivery) Programme.
- 1.29 No indexing will be applied to payments towards land.
- 1.30 The Council will hold contributions towards healthcare and education infrastructure for 30 years from the date of construction of new school / healthcare infrastructure. This is in order for payments to be used for unitary charges associated with infrastructure projects which have been delivered through revenue based funding mechanisms. In other words, infrastructure that has been delivered in advance of the completion of all housing units, front-funded by other budgets in advance of recouping costs from developer contributions. Contributions can include the cost of borrowing and servicing debt that the Council has had to secure in order to deliver infrastructure in advance of the majority of developer contributions being paid.
- 1.31 For all other contributions, payments will be held for 10 years. If the actual costs of delivering the new infrastructure are lower, S75 legal agreements can make provision for the repayment of unused contributions. In addition, applicants have the opportunity to ask the Council to consider modifying existing S75s to reflect contribution rates that have been updated to take account of up-to-date costs.

Repayment

- 1.32 Legal agreements currently include a clause that any monies not spent within the stipulated period or any underspend (more money collected than was needed to fund the delivery, or more development came forward) can be requested by the named party in the legal agreement for repayment / return.
- 1.33 Contribution zones calculate proportionate cost estimates based on estimated housing outputs of relevant development proposals within the zone. If more housing comes forward, either because of a higher housing output or additional 'windfall development', there is potentially more contributions than expected. Provisions in legal agreements that allow for repayment of unused contributions could be used to make adjustments in contributions.

Part Two - Education

Education – introduction

- 2.1 Increasing the capacity of City of Edinburgh Council’s learning estate may be required where it is determined that new development is likely to generate demand for school places that cannot be accommodated within existing capacity. The Council, as education authority, must fulfil its statutory duty as set out in Section 1(1) of the Education (Scotland) Act 1980, to “secure... adequate and efficient provision of school education”. This includes provision for early years, primary and secondary stages of education including special educational needs and Gaelic medium.
- 2.2 City Plan 2030 policy Inf 3 Infrastructure Delivery and Developer Contributions sets out the provision for the Council to seek developer contributions for education infrastructure where necessary to mitigate any impact on demand for school places (either on an individual or cumulative basis), commensurate to scale of development. Criterion b) allows contribution towards education provision including new schools, early years nurseries, extensions of existing schools to accommodate additional classrooms and/or associated supporting spaces such as dining and gym facilities, taking into account opportunities to co-locate community services from Part 4, table 11.

Policy context

Evidence base – Education Appraisal and actions to mitigate the impact of development

- 2.3 The Education Appraisal (September 2021), published alongside the Proposed City Plan, assessed the cumulative impact of housing growth on the existing learning estate and identified actions where extensions or new settings for early learning and childcare, primary and secondary schools will be required to accommodate City Plan’s population growth.
- 2.4 A baseline roll for each primary and secondary school was used to assess whether the estimated pupils from cumulative housing developments could be accommodated in the existing estate and where additional accommodation to support housing developments is required.
- 2.5 Cumulative ‘housing output’ assumptions take account of growth from HLA sites (including LDP 2016 sites) and proposed City Plan 2030 housing sites. Housing capacity and mix assumptions were provided by Planning and are trend based.
- 2.6 Appendix 1 sets out the actions required to support housing developments across the city.

Pupil Generation Rate

- 2.7 Pupil Generation Rates (PGR) are used to estimate the number of pupils expected to arise from development. The split between denominational (RC) and non-denominational places is based on a city-wide average uptake of 13% of pupil choosing to attend a denominational school. However, it is acknowledged that uptake of denominational school places varies across the city and will be influenced by several factors that are difficult to model.
- 2.8 The Council will review the PGR annually and report any changes in Action (Delivery) Programme reports.

Table 1: Pupil Generation Rates (March 2023)

Sector	House Total	House ND	House RC	Flat Total	Flat ND	Flat RC
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Primary	0.428	0.372	0.056	0.156	0.136	0.02
Secondary	0.253	0.22	0.033	0.072	0.063	0.009
Early Learning and Childcare	0.124			0.059		

Per-unit-rate Formulas

- 2.9 The per-unit rates are informed by housing output assumptions, estimated capital costs based on recent projects to deliver education infrastructure (based on Q4, 2022 prices) and weighted using the PGR.

Per unit rate formula for flats:

$$\frac{\text{FPS} \times \text{F}}{(\text{FPS} \times \text{F}) + (\text{HPS} \times \text{H})} \times \text{C} / \text{F}$$

Per unit rate for houses:

$$\frac{\text{HPS} \times \text{H}}{(\text{FPS} \times \text{F}) + (\text{HPS} \times \text{H})} \times \text{C} / \text{H}$$

FPS = Primary School PGR Flats (Total)

HPS = Primary School PGR Houses (Total)

F = Total number of flats (>1bed)

H = Total number of houses

C = Capital cost

Per unit rate for flats:

£68,942 * PGR Secondary School Flat Total

Per unit rate for houses:

£68,942 * PGR Secondary School House Total

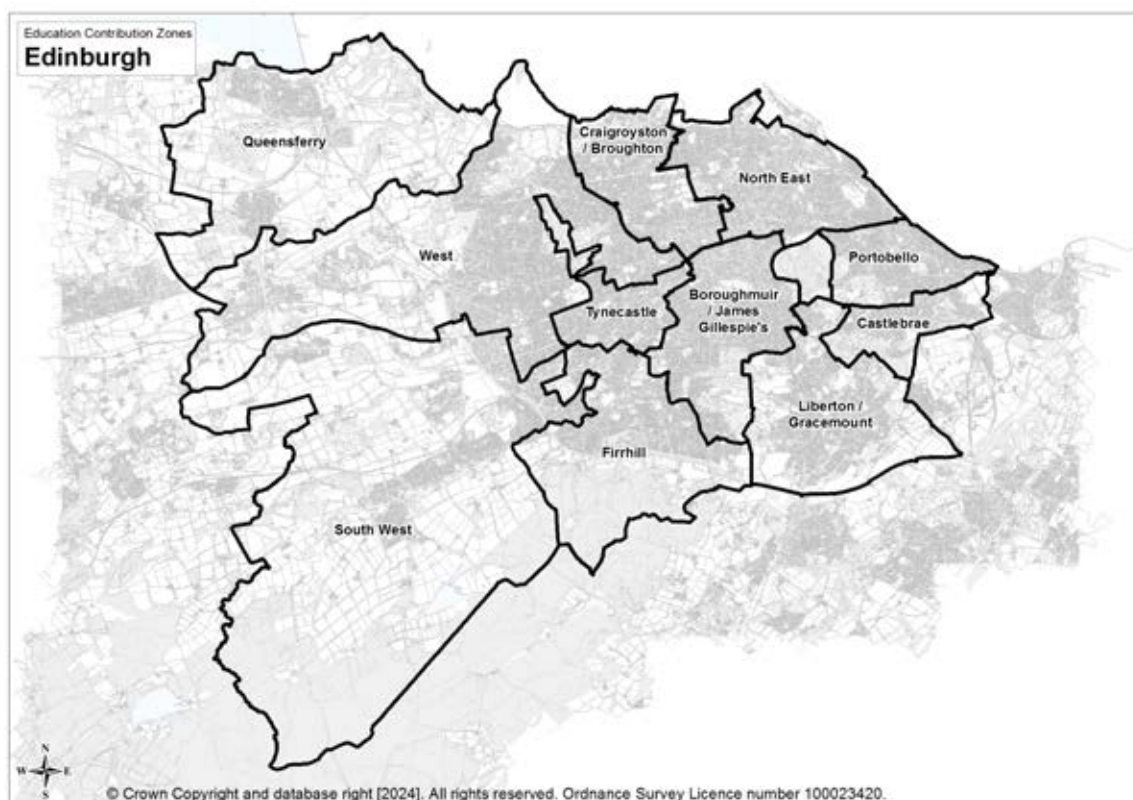
- 2.10 With the exception of a new secondary school in West Edinburgh (Place 16), the per unit rate for additional secondary school places is based on an estimated per pupil cost of £68,249 (Q4, 2022) and weighted using the PGR. Contributions for a new West Edinburgh High School will also have to capture servicing and remediation costs along with land costs and will be negotiated separately.
- 2.11 The RC PGR is used when additional secondary places are only required at a denominational secondary school.

Review of actions

- 2.12 The per unit rates provide the likely financial impact from known development. This is used to assess the likely contribution required from individual developments.

- 2.13 As explained above, the per-unit rates are informed by housing output assumptions, therefore:
- If a site is an allocated housing site in City Plan then the rates applied will be as per this guidance. Note: contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.
 - If a site is not an allocated housing site in the LDP then the rates applied will be assessed at the point of individual application. This is because the impact of housing on unallocated sites has on the learning estate has not been assessed.
- 2.14 The actions and underlying rates will be kept under review and changes reported through the Action (Delivery) Programme.
- 2.15 The Action Programme will be reviewed in the future as a new Delivery Programme. All actions, and the timing of their delivery, will be subject to review and change through this process so they can respond to the latest data and the outcome of any consultation processes or other external factors.

Apportioning the costs of delivering new infrastructure



General approach

- 2.16 Development should only progress where it is demonstrated that required education infrastructure can be delivered, and at the appropriate time. Where a development proposal

is likely to give rise to an impact on education infrastructure which cannot be appropriately mitigated in line with the Council's cumulative approach, it should be noted that planning permission may be refused.

2.17 Contribution zones based on non-denominational secondary school catchments have been identified so that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments where their cumulative impact gives rise to a requirement for new education infrastructure. In some circumstances, a contribution zone is merged across more than one secondary school catchment area. These education proposals are identified in the Table 11 of City Plan (and details will be updated in the Action (Delivery) Programme). In the event that an action changes, a new sub-zone may be created. For example; significant new housing development is planned in the Bonnington area that has cross boundary impacts affecting Broughton Primary School (Drummond High School), Leith Primary School and Trinity Primary School (Trinity Academy). Accordingly, it is necessary to consider the cumulative, cross boundary impacts. Sub-zones relate to the non-denominational primary school catchment areas.

2.18 The following principles apply:

- Where a site is an allocated housing site in the plan, contributions will be based on the 'per house' and 'per flat' rate for the appropriate part of the Zone. The current contribution rates for all zones are set out in Appendix 1.
- Contributions at the rates set out in Appendix 1 apply to all residential development - houses (Use Class 9) and sui generis flatted development (including affordable housing and build for rent housing).
- For zones which include proposals for a new school(s), a contribution towards the cost of securing and fully remediating the land for the school(s) as well as potential abnormal site costs are included within the relevant Contribution Zone, is also required. This allows the land costs to be attributed to, and recouped from all development within a zone. Land values will be based on the findings of the District Valuers Report (expected summer 2024). This is based on existing land use value, not educational value or the proposed use of the wider site.

Addressing capacity issues by catchment boundary changes

2.19 Review of school catchment boundaries may be an option to address capacity shortfalls in some areas and reference should be made to the Education Appraisal for further information.

Sites that have not been assessed in the Education Appraisal

2.20 The cumulative impact of unallocated housing sites will be assessed at the point of application.

2.21 If the estimated pupil generation from unallocated housing sites can be accommodated in existing actions, then the per unit rates in appendix 1 will apply.

2.22 If the estimated pupil generation from unallocated housing sites cannot be accommodated in existing actions, then a revised action and its additional costs will apply.

2.23 This will ensure sites not allocated within City Plan do not contribute proportionally less to the delivery of new education infrastructure than allocated housing sites.

Exceptions

2.24 In certain circumstances the full 'per unit' contribution will not be required:

- No contribution is required from developments that are not expected to generate at least one additional primary school pupil.
- If a development is expected to generate at least one primary school pupil but less than one nursery or secondary school pupil, only the 'primary school contribution' is required.
- If a development is expected to generate at least one primary school pupil and at least one secondary school pupil but less than one nursery pupil then the contribution will exclude Early Learning and Childcare rates.
- If a development is expected to generate at least one primary school pupil and at least one secondary school pupil and one nursery pupil, a 'full contribution' is required.
- No contribution is required for student accommodation or sheltered housing.

2.25 The Education Appraisal and the supporting information in the addendum to this chapter sets out how the additional education provision required to accommodate growth from housing:

- Serves a planning purpose,
- Relates to the proposed development, either individually or cumulatively
- Fairly and reasonably relate in scale and kind to the proposed development
- Reasonable in all other aspects.

Legal Agreements

2.26 Delays in the transfer of land for constructing new schools can result in limiting the number of housing completions. To avoid delays, the Council expects the following:

- Remediation and Servicing – our requirements will either be detailed in the legal agreement or the Council's generic servicing and remediation requirements will be appended to the S75.
- Use of the site – prior to the transfer of land to the Council, the site should remain clear and unused during the construction phase.
- Full topographical details before and after land transfer are required.
- Site boundaries must be clearly agreed.
- The Council reserves the right for school land to be developed into mixed use education campuses in the future, where complementary uses are added alongside the main education use, in order that the Council can respond to the service needs of current and future residents, and achieve its 'living well locally' neighbourhood ambitions.
- The transfer of land will generally be linked to a proportion of housing completion which will depend on factors such as any interim spare capacity in the catchment area. If the transfer of land for the school site is delayed or the site condition is not as agreed, the Council may impose limits on any further housing unit completions.

Use of monies and Phasing of payments

- 2.27 The Council will hold contributions towards education infrastructure for 30 years from the date they are received. This is in order for payments to be used for unitary charges associated with infrastructure projects which have been delivered through revenue based funding mechanisms. This does not affect the basis on which contributions are sought, and how they meet the Circular tests. This approach provides the Council with financial flexibility to manage long-term financial arrangements for capital funding.
- 2.28 While the model legal agreement's preferred clause is to receive contributions prior to commencement of development, it is recognised that it is also reasonable to negotiate the phased contributions with the completion of housing units. Therefore, in order to deliver infrastructure when required, the Council will borrow money in advance of receiving developer contributions. This incurs borrowing costs. These cost will apply standard interest rate borrowing charges from the point of borrowing, and applied to each payment instalment. This in addition to standard indexation which applies from the date the costs were made. These costs are set out in Appendix 1 along with the per unit rates.
- 2.29 The Council will prepare a business plan case for the funding and delivery of new education infrastructure, including assumptions on anticipated developer contributions and shortfall that will be expected to be from other capital budgets. This will be informed by the timings of development set out in updates to the Action (Delivery) Programme. Approved business cases are referred and inform the annual capital investment programme.

Delivery and phasing of Education Infrastructure

- 2.30 The Council's programme for the delivery of education infrastructure will be set out in the Action (Delivery) Programme. The Council reserves the right to adjust the timing of the education delivery programme to take account of relevant circumstances. Consideration will be given to delivering smaller schools in the short term with expansion plans in place in order to manage phased developments and manage borrowing when expected developer contributions are expected over a number of years. Other expansion plans could include the use of interim 'all through years' schools where Primary and Secondary use a joint campus until one or both schools reaches a critical capacity.
- 2.31 In setting the programme, the Council aims to balance the need for early provision of infrastructure with the risk of housing development stalling. Education infrastructure capacity will be delivered at a time that is appropriate to ensure that new pupils can be accommodated within their catchment schools. Scenarios whereby a new school is built on a site but the additional education capacity is required to serve other allocated sites, then the phasing of the school becomes more critical. If the site with the school is granted planning permission and phased to be delivered last, then the other sites will be deficient in education capacity until that site is delivered. This is why phasing plans for large masterplanned areas are critical.
- 2.32 If the pupils from a new development cannot be accommodated until education actions have been delivered, conditions may be used to restrict the occupancy of housing (influence the phasing of development) to ensure that the required education provision is ready to meet forecast demand.

- 2.33 The establishment of any proposed new school (both the intended site and catchment area), will be subject to a statutory consultation and can only be implemented following that process, if approved by the Council. A statutory consultation can only be carried out when a school site has been approved, can only be carried out during school term and takes approximately six months.
- 2.34 The Council may identify a need to provide education infrastructure over and above what is required to accommodate the number of pupils expected to be cumulatively generated from development sites. This will be set out in the Action (Delivery) Programme, and the Council's appropriate share of the infrastructure identified. The Council will not seek developer contributions to deliver its share of this infrastructure; instead the Council will seek an alternative funding mechanism.

Contents

Education Contribution Zones:

Boroughmuir/James Gillespie's
Castlebrae
Craigroyston/Broughton
North East
Firrhill
Liberton/Gracemount
Portobello
Queensferry
South West
Tynecastle
West Edinburgh

Notes on costs:

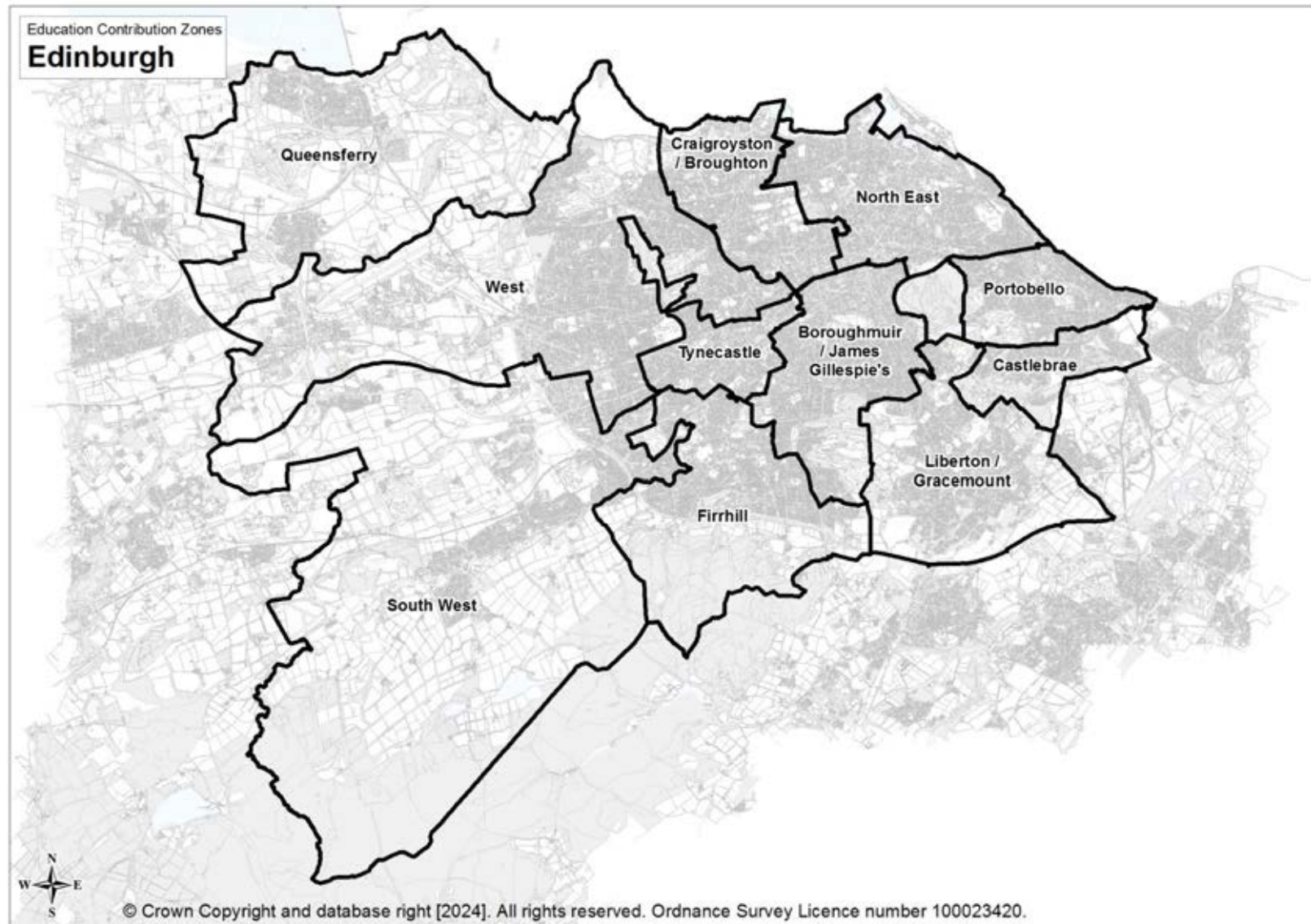
The costs for new primary schools and extensions are based on average costs for new schools at Maybury (West Contribution Zone) and Newcraighall (Castlebrae Contribution Zone). Where new schools have already been delivered (Canaan Lane Primary School including Deanbank House refurbishment, Frogston Primary School and Victoria Primary School) the costs are based on final accounts.

Where additional Early Learning and Childcare (ELC) places are required and form part of a new primary school (or annexe) the costs for additional ELC places will be included in the primary school per-unit rates.

Land values will be added to each action, as appropriate once the District Valuers' report is available. There are servicing costs from Q4 2017 and Q4 2022 from various current delivery projects.

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of City Plan Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.



Boroughmuir / James Gillespie's Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
BJ-1, BJ-2	New 64 place Early Learning and Childcare setting	£3,165,500
BJ-2	Contribution towards new 14-class primary school (Canaan Lane Primary School)	£10,557,030
BJ-1, BJ-2	Additional secondary school places – 170 places	£11,720,140
	TOTAL Boroughmuir / James Gillespie's	£25,442,670

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
BJ-1	Flats > 1bed	482	£1,550	£0	£4,964	£6,514
	Houses	24	£3,258	£0	£17,443	£20,701
BJ-2	Flats > 1bed	1,031	£1,550	£6,373	£4,964	£12,887
	Houses	228	£3,258	£17,485	£17,443	£38,186

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

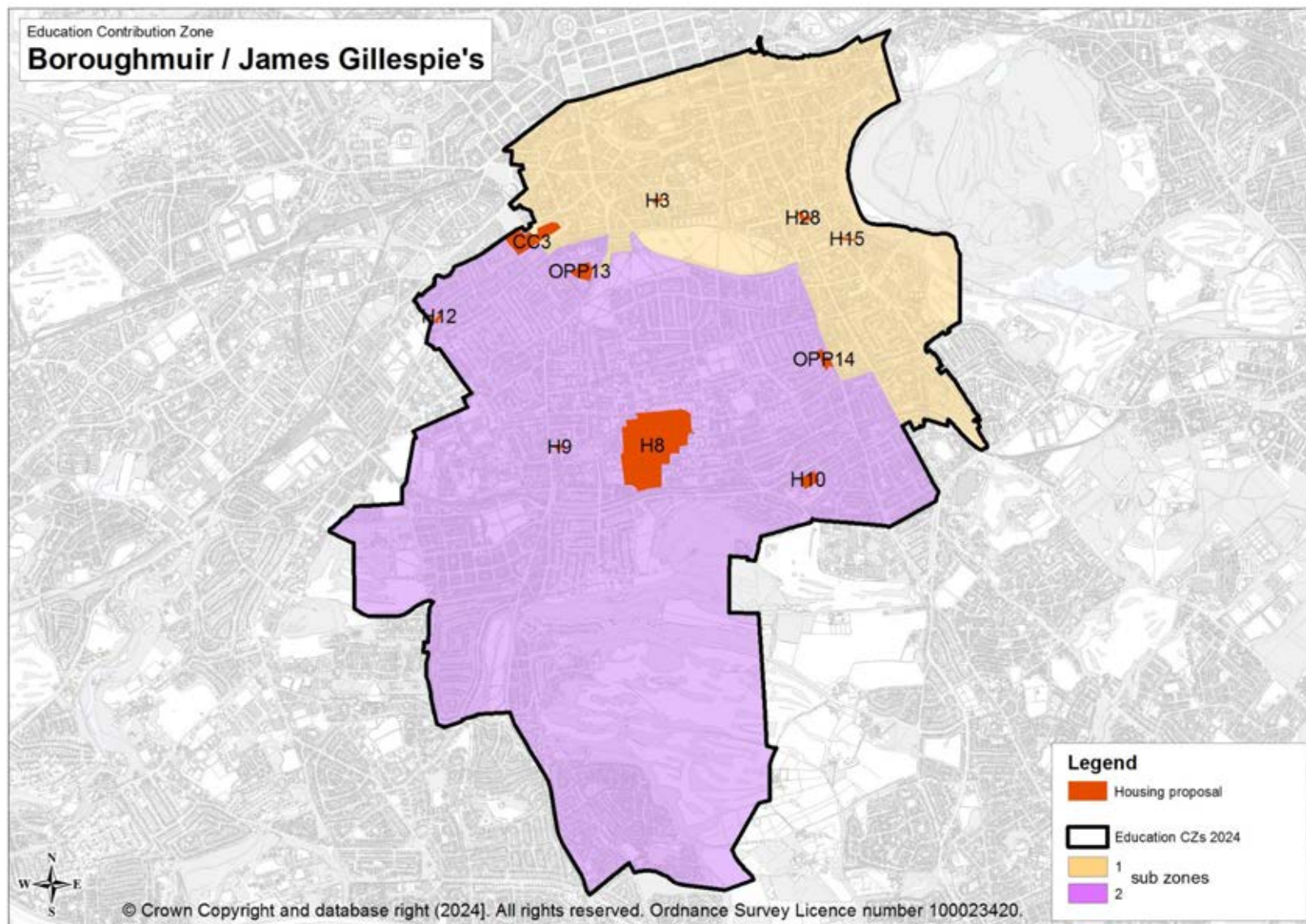
Note: sites not estimated to generate at least one primary school pupil are not listed.

BJ-1 affecting Preston Street Primary School, Royal Mile Primary School and Tollcross Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1bed	Flats > 1bed
5860	Upper Gray Street	3	3	0	0	0
6631	Cowan's Close	19	0	19	12	7
H15	St Leonard's Street	24	0	24	7	17
H28	Cowan's Close	36	0	36	11	25
22/04766/FUL	Dalkeith Road	174	0	174	29	145
3825	LPD CC2: New Street	167	10	157	47	110

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6177	Dumbiedykes Road	11	0	11	0	11
6350	Jeffrey Street	31	0	31	17	14
4900.2	LDP CC3: Fountainbridge (Vastint)	234	11	223	118	105
H3	Chalmers Street (Eye Pavillon)	68	0	68	20	48
	TOTAL	767	24	743	261	482

BJ-2 affecting Bruntsfield Primary School, Buckstone Primary School, Canaan Lane Primary School, James Gillespie's Primary School, Sciennes Primary School and South Morningside Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1bed	Flats > 1bed
4900.1	LDP CC3: Fountainbridge	340	0	340	153	187
6160	Viewforth	104	0	104	27	77
6398	St Peter's Place	14	4	10	5	5
6566	Temple Park Crescent	46	0	46	21	25
OPP13	Gillespie Crescent	166	20	146	37	109
5423	Craighouse Road	145	43	102	8	94
6080	Canaan Lane	10	0	10	1	9
6481	Morningside Road	10	0	10	0	10
6625	Watertoun Road	49	23	26	12	14
6331	Falcon Road West	11	0	11	0	11
6429	Hope Terrace	3	3	0	0	0
H8	Astley Ainslie Hospital	500	100	400	100	300
6320	Craigmillar Park	48	27	21	6	15
6382	Sciennes Road	126	8	118	25	93
OPP14	Ratcliffe Terrace	97	0	97	29	68
6211	Braid Road	7	0	7	0	7
6365	Morningside Drive	7	0	7	0	7
	TOTAL	1,683	228	1,455	424	1,031



Castlebrae Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
C-1	New 14-class primary school (Greendykes)	£23,967,312
C-2	New 21-class primary school (Brunstane)	£34,602,617
C-1, C-2	3 PS Classes + Dining Hall (St Francis' RC Primary School)	£4,644,000
C-1 (11%)	4 PS Classes (St John Vianney RC Primary School)	£415,696
C-1, C-2	Additional secondary school capacity – 687 places	£47,363,154
	TOTAL Castlebrae	£110,992,779

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
C-1	Flats > 1bed	860	£0	£6,464	£4,964	£11,428
	Houses	1,038	£0	£17,735	£17,443	£35,178
C-2	Flats > 1bed	353	£0	£8,193	£4,964	£13,157
	Houses	1,890	£0	£22,478	£17,443	£39,321

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

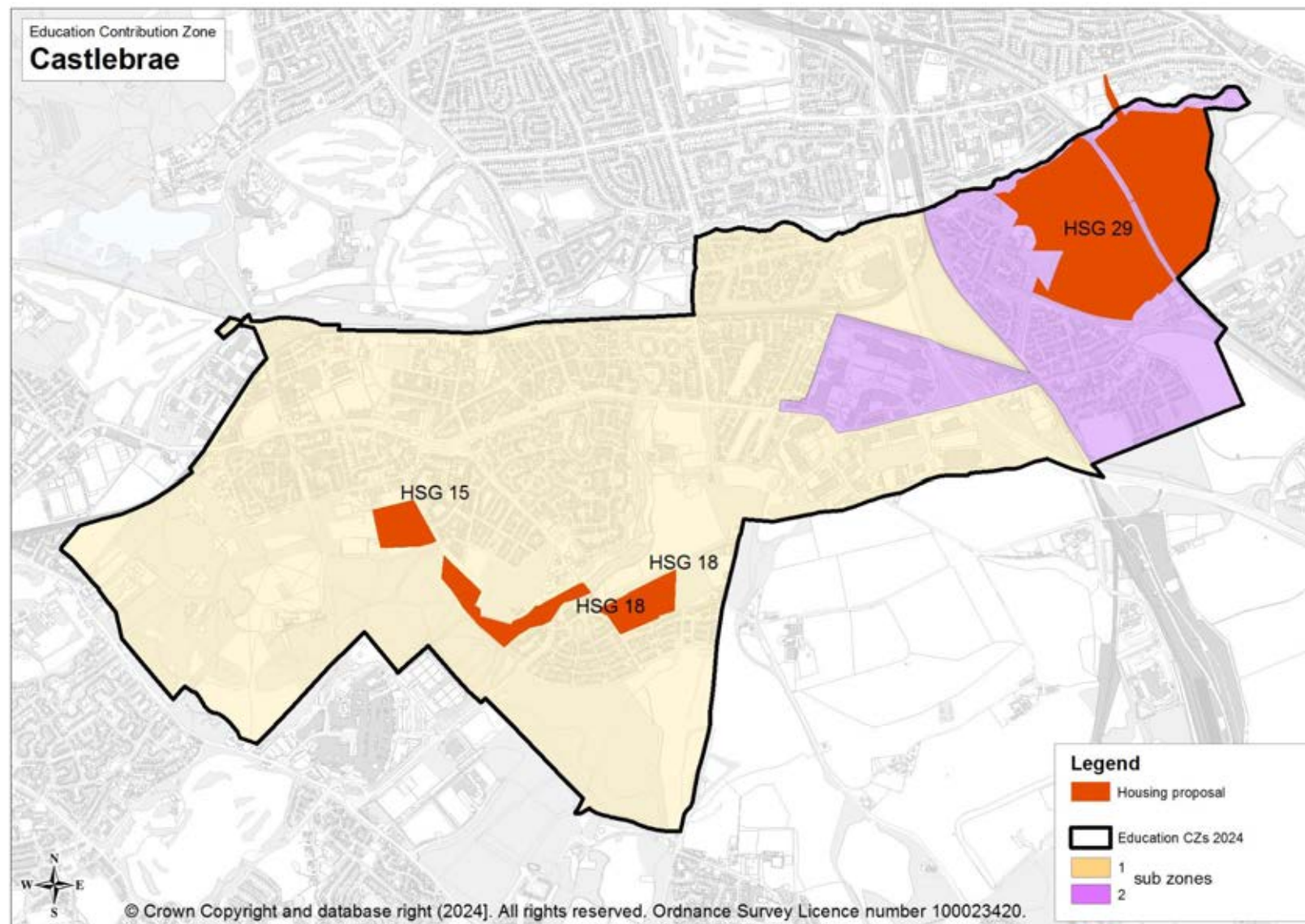
Note: sites not estimated to generate at least one primary school pupil are not listed.

C-1 affecting Castlevie Primary School, Niddrie Mill Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
3753.4	LDP HSG 18: New Greendykes Areas G & AH3	165	87	78	2	76
3753.5	LDP HSG 18: New Greendykes Areas C & D	145	115	30	14	16
3753.7	LDP HSG 18: New Greendykes Areas H/AH1	130	106	24	2	22
3754.4	LDP HSG 17: Greendykes Road (areas D and J)	158	123	35	0	35

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3754.5	LDP HSG 17: Greendykes Road (area G)	75	13	62	27	35
3754.6	LDP HSG 17: Greendykes Road (areas N,Q,P,R)	169	111	58	2	56
3754.7	LDP HSG 17: Greendykes (areas K and L)	140	28	112	56	56
3755	LDP HSG 16: Thistle Foundation Phase 3	149	45	104	31	73
4157	LDP HSG 15: Castlebrae	145	109	36	5	31
6276	Niddrie Mains Road	136	0	136	41	95
3753.6	LDP HSG 18: New Greendykes Areas A,B	165	114	51	5	46
3756.8	LDP HSG 14: Niddrie Mains Road	149	79	70	8	62
3756.9	LDP HSG 14: Niddrie Mains	194	66	128	58	70
6022	The Wisp	139	0	139	0	139
6280	Duddingston Road West	125	0	125	85	40
6316	Corbieshot	54	42	12	4	8
	TOTAL	2,238	1,038	1,200	340	860

C-2 affecting Newcraighall Primary School and its feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5253	LDP HSG 26: Newcraighall North	220	194	26	0	26
5254	LDP HSG 27: Newcraighall East (East Part)	88	66	22	0	22
5254.1	LDP HSG 27: Newcraighall East phas 1-3	176	152	24	6	18
5254.2	LDP HSG 27: Newcraighall East Phase 4	37	37	0	0	0
5254.3	LDP HSG 27: Newcraighall East Phase 5	29	29	0	0	0
5711	LDP HSG 29: Brunstane	1330	997	333	53	280
6401	Whitehill Street	10	0	10	3	7
	TOTAL	1890	1475	415	62	353



Craigroyston / Broughton Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
CB-1	New 21-class primary school (Granton Waterfront)	£32,966,870
CB-1 (31%)	2 PS Classes (Holy Cross RC Primary School)	£617,167
CB-1, CB-2	1 PS Class (St David’s RC Primary School)	£1,645,021
CB-4	Extension to Flora Stevenson (Annexe, ELC and PS places)	£10,225,000
CB-1, CB-2, CB-3, CB-4	Additional secondary school places – 537 places	£37,021,854
	TOTAL	£82,475,912

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
CB-1	Flats > 1bed	4,177	£0	£7,171	£4,964	£12,135
	Houses	228	£0	£19,673	£17,443	£37,116
CB-2	Flats > 1bed	175	£0	£955	£4,964	£5,919
	Houses	239	£0	£2,619	£17,443	£20,062
CB-3	Flats > 1bed	191	£0	£0	£4,964	£4,964
	Houses	0	£0	£0	£17,443	£17,443
CB-4	Flats > 1bed	554	£0	£9,026	£4,964	£13,990
	Houses	211	£0	£24,763	£17,443	£42,206

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

Note: sites not estimated to generate at least one primary school pupil are not listed.

CB-1 affecting Forthview Primary School, Granton Primary School, Pirniehall Primary School and their feeder secondary school(s) and associated denominational school(s).

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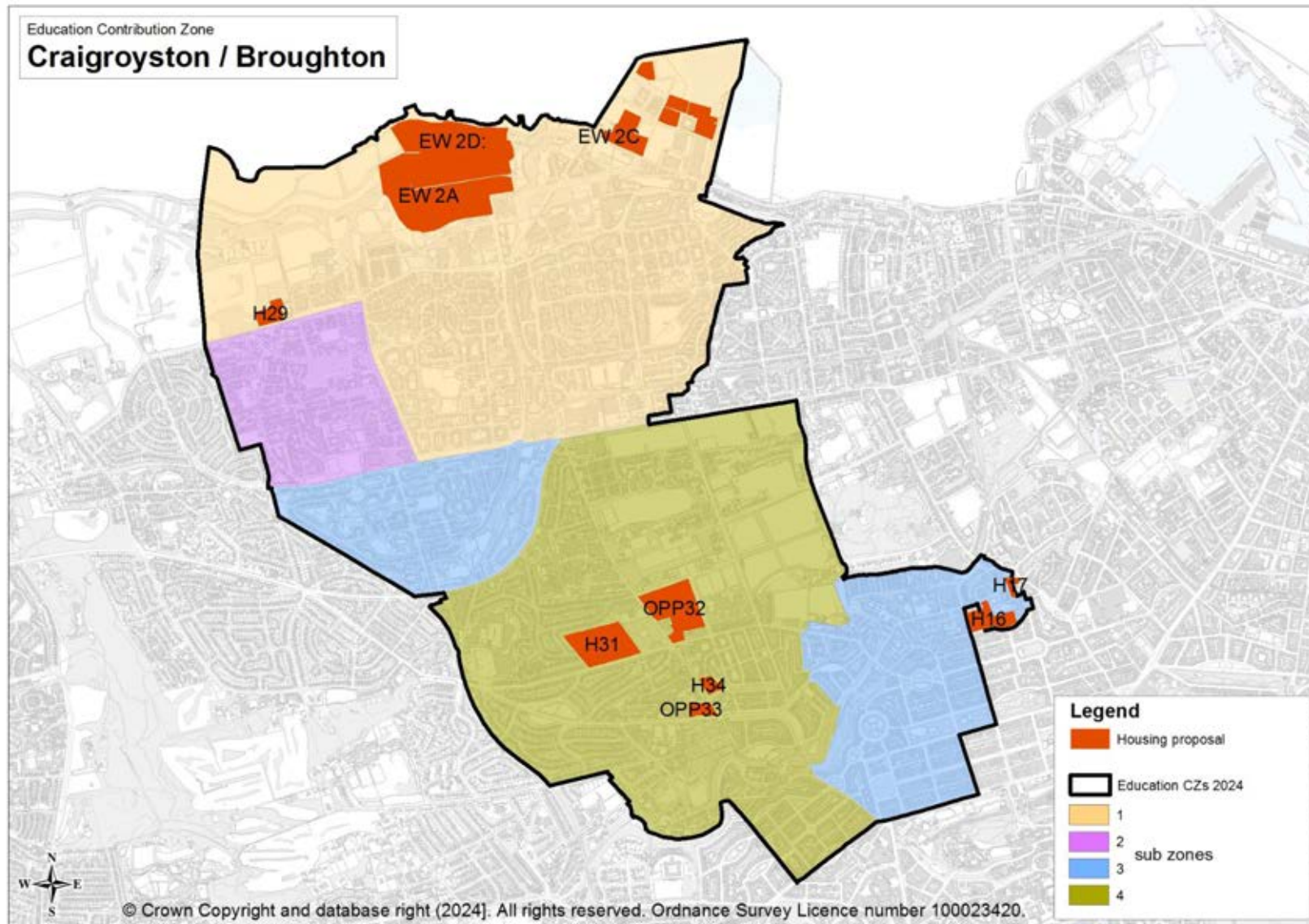
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
3733A	LDP EW 2B: Waterfront WEL - Central Dev Area	1188	0	1188	297	891
3733A.5	LDP EW 2B: Upper Strand Phs 3	89	0	89	24	65
3733A.7	LDP EW 2B: Upper Strand: Phase 2	100	33	67	7	60
3744A.10	LDP EW 2C: Granton Harbour	171	18	153	47	106
3744A.11	LDP EW 2C: Granton Harbour	98	0	98	10	88
3744A.2	LDP EW 2C: Granton Harbour	288	0	288	43	245
3744A.3	LDP EW 2C: Granton Harbour - Plot 3	104	0	104	36	68
3744A.4	LDP EW 2C: Granton Harbour - Plot 31	97	0	97	24	73
3744A.6	LDP EW 2C: Granton Harbour - Plot 29	108	0	108	19	89
3744A.7	LDP EW 2C: Granton Harbour Plots 26 and 27	264	0	264	12	252
3744A.8	LDP EW 2C: Granton Harbour Plots S1 and S2	302	0	302	118	184
3744A.9	LDP EW 2C: Granton Harbour Plots 9a/9b	104	0	104	14	90
3744B	LDP EW 2C: Granton Harbour	347	27	320	80	240
6630	Muirhouse Parkway	142	0	142	39	103
3105A	LDP EW 2A: West Shore Road - Forth Quarter	444	0	444	79	365
3105B	LDP EW 2A: West Shore Road - Forth Quarter	1027	150	877	219	658
3733A.8	LDP EW 2B: Waterfront - Waterfront Avenue	75	0	75	30	45
3733B	LDP EW 2D: Waterfront - WEL - North Shore	740	0	740	185	555
	TOTAL	5688	228	5460	1283	4177

CB-2 affecting Craigoyston Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
4996.4	Pennywell Road	99	99	0	0	0
5159.2	Pennywell Road	136	0	136	84	52
5159.3	Pennywell Road	315	140	175	52	123
	TOTAL	550	239	311	136	175

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CB-3 affecting Ferryhill Primary School, Stockbridge Primary School and their feeder secondary school(s) and associated denominational school(s).						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6486	Telford Drive	11	0	11	4	7
6404 (H16)	Fettes Row	261	0	261	114	147
6570	Henderson Place Lane	42	0	42	5	37
	TOTAL	314	0	314	123	191

CB-4 affecting Flora Stevenson Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5011	Shandwick Place	11	0	11	2	9
5888	Belford Road	50	0	50	5	45
H31	Royal Victoria Hospital	360	112	248	50	198
OPP32	Crewe Road South	320	99	221	44	177
OPP33	Orchard Brae Avenue	55	0	55	17	38
H34	Orchard Brae	124	0	124	37	87
	TOTAL	920	211	709	155	554



Firrhill Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
F-1, F-2	New 64 place ELC setting	£3,165,500
F-2	5 PS Classes, 1 GP Class, Assembly, Dining and Kitchen (Colinton Primary School)	£8,829,168
F-1, F-2	Additional secondary school places – Annexe to Firrhill High School	£8,100,685
	TOTAL	£20,095,353

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
F-1	Flats > 1bed	269	£2,760	£0	£4,964	£8,541
	Houses	20	£5,799	£0	£17,443	£26,110
F-2	Flats > 1bed	500	£2,760	£9,403	£4,964	£17,944
	Houses	180	£5,799	£25,798	£17,443	£51,908

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

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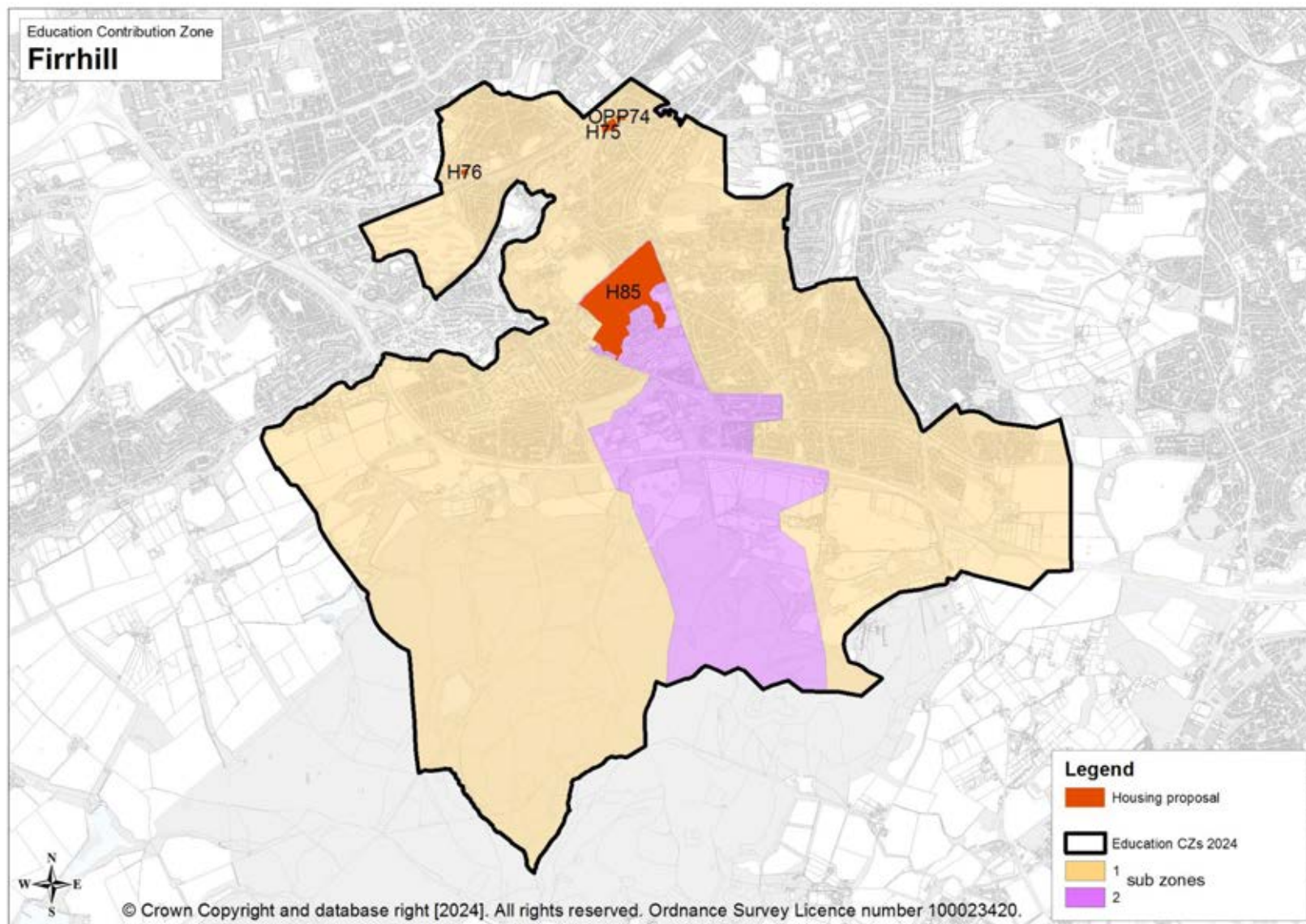
Note: sites not estimated to generate at least one primary school pupil are not listed.

F-1 affecting Bonaly Primary School, Longstone Primary School, Oxgangs Primary School, Pentland Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6313	Clovenstone Gardens	69	0	69	20	49
6559	Kingsknowe Road North	10	10	0	0	0
6285	Lanark Road	57	0	57	26	31
6514	Lanark Road	25	0	25	5	20
6520	Redhall House Drive	8	2	6	0	6

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OPP74	Craiglockhart Avenue	24	0	24	7	17
H75	Lanark Road (D)	80	0	80	24	56
6184	Oxgangs Green	85	6	79	9	70
6416	Oxgangs Path	11	2	9	0	9
6616	Oxgangs Path	11	0	11	0	11
	TOTAL	380	20	360	91	269

F-1 affecting Colinton Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
H85	Redford Barracks TOTAL	800	160	640	140	500
	TOTAL	380	20	360	91	269



Liberton / Gracemount Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
LG-1	New 15-class primary school (Frogston Primary School)	£21,855,938
LG-1	6 PS Classes and 1 GP Class (Frogston Primary School)	£7,253,928
LG-1	New 14-class primary school (Gilmerton Station Road)	£29,088,905
LG-1 (76%)	5 PS Classes and 1 GP Class (St Catherine’s RC Primary School)	£4,766,427
LG-1 (25%, LG-2 (64%))	4 PS Classes (St John Vianney RC Primary School)	£3,448,112
LG-2	New 14-class primary school (Bioquarter / Edmonstone)	£23,967,312
LG-1, LG-2, LG-3	Additional secondary school places – 789 places	£54,395,238
	TOTAL	£144,775,860

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
LG-1	Flats > 1bed	524	£0	£8,695	£4,964	£13,659
	Houses	2,489	£0	£23,855	£17,443	£41,298
LG-2	Flats > 1bed	2,342	£0	£7,407	£4,964	£12,371
	Houses	448	£0	£20,322	£17,443	£37,765
LG-3	Flats > 1bed	37	£0	£0	£4,964	£4,964
	Houses	0	£0	£0	£17,443	£17,443

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

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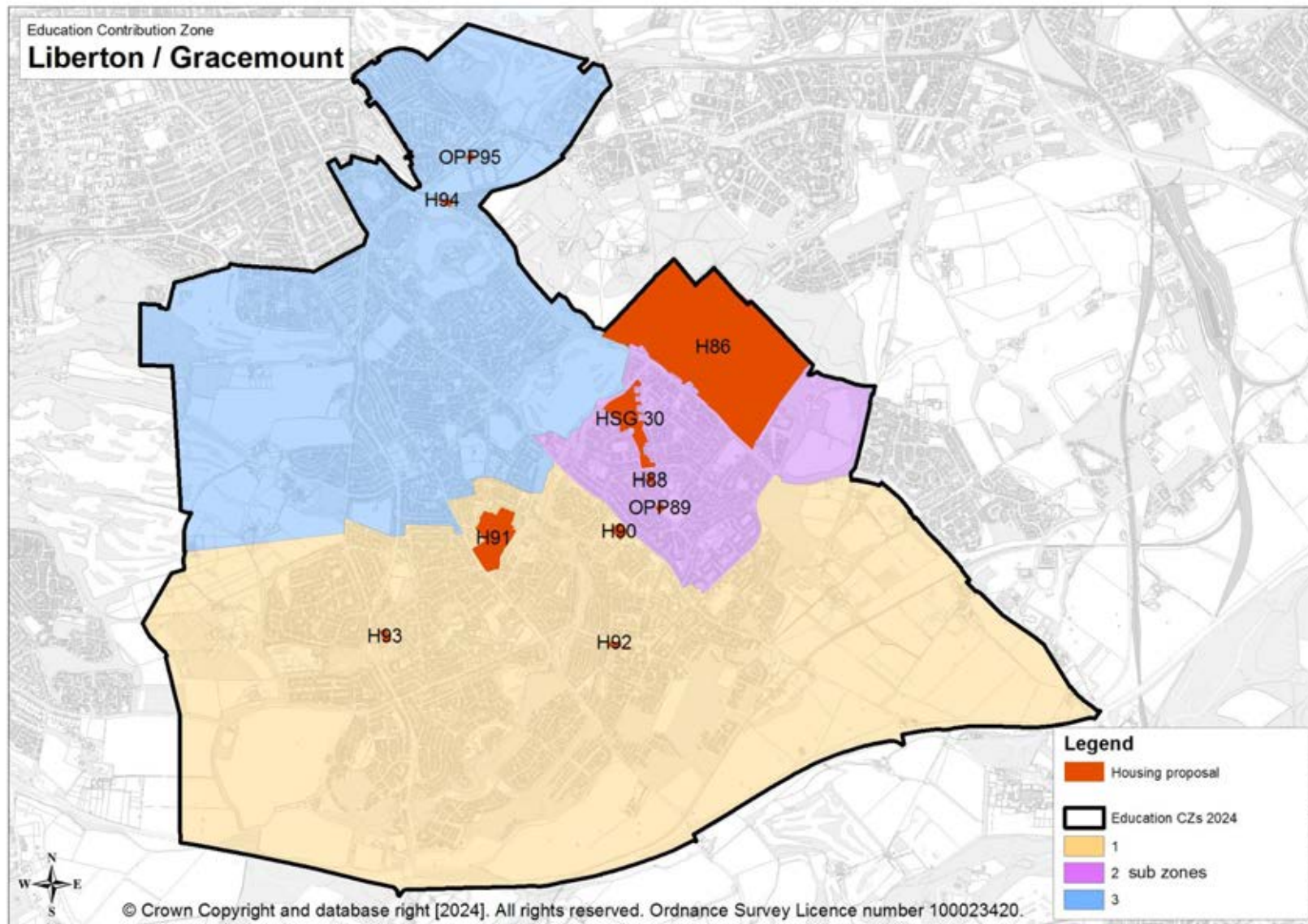
LG-1 affecting Frogston Primary School, Gilmerton Primary School and Gracemount Primary School and their feeder secondary school(s) and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5248	LDP HSG 21: Broomhills	633	560	73	0	73
5249	LDP HSG 22: Burdiehouse Road	210	145	65	12	53
6307	Burdiehouse Road	116	95	21	0	21
5251.1	LDP HSG 24: Gilmerton Station Road	199	152	47	7	40
5251.2	LDP HSG 24: Gilmerton Station Road	293	233	63	2	61
5251.3	LDP HSG 24: Gilmerton Station Road	315	270	45	0	45
5251.4	LDP HSG 24: Gilmerton Station Road	134	134	0	0	0
5252	LDP HSG 25: Candlemaker's Park	149	125	24	0	24
5717	LDP HSG 39: Lasswade Road	260	256	4	0	4
6178	Lasswade Road	335	299	36	12	24
H90	Morrisons at Gilmerton Road	32	0	32	10	22
H92	Gilmerton Dykes Street	24	0	24	7	17
5710	LDP HSG 28: Ellens Glen Road	240	180	60	8	52
6420	Lasswade Road	3	3	0	0	0
H91	Liberton Hospital	120	37	83	17	66
H93	Rae's Crescent	32	0	32	10	22
	TOTAL	3095	2489	609	85	524

LG-2 affecting Craigour Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5257	LDP HSG 30: Moredunvale Road	200	50	150	30	120
5383	Old Dalkeith Road	63	63	0	0	0
5383.1	Old Dalkeith Road	47	31	16	16	0
5704.1	LDP HSG 40: SE Wedge South - Edmonstone (1)	370	80	290	42	248
5704.2	LDP HSG 40: SE Wedge South - Edmonstone (2)	192	123	69	0	69

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5704.3	LDP HSG 40: SE Wedge South - Edmonstone (3)	120	101	19	0	19
5704.4	LDP HSG 40: SE Wedge South - Edmonstone (4)	176	0	176	79	97
H86	Edinburgh Bioquarter	2500	0	2500	750	1750
H88	Moredun Park Loan	32	0	32	10	22
OPP89	Moredun Park View	24	0	24	7	17
	TOTAL	3724	448	3276	934	2342

LG-3 affecting Liberton Primary School, Prestonfield Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
H94	Old Dalkeith Road	24	0	24	7	17
6039	Prestonfield Avenue	9	0	9	0	9
OPP95	Peffermill Road	16	0	16	5	11
	TOTAL	3724	448	3276	934	2342



North East Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
NE-1	New 14-class primary school (Bonnington area)	£23,967,312
NE-1	2 PS Classes (Broughton Primary School / new primary school capacity)	£1,978,344
NE-1	New 7-class primary school (Leith Primary School / new primary school capacity)	£13,968,816
NE-1 (18%), NE-2 (51%)	2 PS Classes (Holy Cross Primary School)	£1,361,177
NE-2	New 64-place ELC setting (Victoria Primary School's catchment area)	£3,165,500
NE-2	New 15-class primary school (Victoria Primary School)*	£11,540,842
NE-2	6 PS Classes and 1 GP Class (Victoria Primary School)	£7,253,928
NE-2	7 PS Classes, dining, kitchen (in Victoria Primary School's catchment area)	£8,829,168
NE-3	New 63-place ELC setting (Craigentenny's catchment area, Seafield)	£3,165,500
NE-3	5 PS Classes and 1 GP Class (Craigentenny Primary School)	£6,278,688
NE-1, NE-2, NE-3, NE-4	Additional secondary school places – 998 places	£68,804,116
	TOTAL	£150,313,391

* The original Victoria Primary School was a 7-class, 210 capacity school, proportionally pupil generation from new housing developments in Victoria Primary School's catchment area represent 52% of the replacement school's capacity. The remaining shortfall in primary school places in Victoria Primary School's catchment area is the equivalent of a 14-class primary school. The replacement school has an expansion plan to increase its capacity to 21 classes. Accordingly, it will be necessary to identify additional accommodation out-with the school site.

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
NE-1	Flats > 1bed	4,666	£0	£6,612	£4,964	£11,576
	Houses	519	£0	£18,140	£17,443	£35,583
NE-2	Flats > 1bed	3,039	£888	£7,677	£4,964	£13,529
	Houses	252	£1,865	£21,062	£17,443	£40,370
NE-3	Flats > 1bed	329	£2,309	£3,716	£4,964	£10,989
	Houses	496	£4,852	£10,195	£17,443	£32,490
NE-4	Flats > 1bed	1,486	£0	£0	£4,964	£4,964
	Houses	135	£0	£0	£17,443	£17,443

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The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

Note: sites not estimated to generate at least one primary school pupil are not listed.

NE-1 affecting Broughton Primary School, Leith Primary School, Trinity Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1bed
4773	LDP HSG 11: Shrub Place	342	0	342	104	238
4793	St James Centre	150	0	150	77	73
4946	Gayfield Square	11	0	11	3	8
5727	Beaverbank Place	8	0	8	0	8
5732	Bonnington Road Lane	201	0	201	43	158
5882	Ashley Place	58	0	58	10	48
5983	Warriston Road	180	0	180	27	153
6029	Newhaven Road	52	0	52	10	42
6282	Bonnington Road Lane	464	0	464	224	240
6423	Broughton Road	27	0	27	17	10
6573	Logie Green Road	48	0	48	16	32
4773A	LDP HSG 11: Shrub Place - Tramway Wshop	43	0	43	11	32
6404B	Fettes Row	174	0	174	98	76
H17	Eyre Place	69	0	69	21	48
H19	Broughton Road (Powderhall)	262	31	231	58	173
OPP20	Broughton Market	41	0	41	12	29
OPP21	East London Street	41	0	41	12	29
OPP22	McDonald Road (B)	158	0	158	47	111

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OPP23	McDonald Place	152	18	134	33	101
OPP44	Newhaven Road (B)	90	0	90	27	63
H45	Newhaven Road (C)	145	17	128	32	96
OPP48	Stewartfield	207	25	182	46	136
OPP50	Bonnington Road	56	0	56	17	39
OPP51	Broughton Road	23	0	23	7	16
6629	Pilrig Street	9	0	9	1	8
4893	LDP EW 1B: Central Leith waterfront (East)	462	92	370	93	277
4894	LDP EW 1C: Leith Waterfront -Salamander Place	719	144	575	144	431
5984	Wellington Place	35	0	35	25	10
6011	Ocean Drive	57	0	57	33	24
6561	Constitution Street	39	0	39	26	13
6571	Maritime Street	22	0	22	11	11
4893B	LDP EW1B: CLW - Bath Road	212	0	212	28	184
4893C	LDP EW1B: CLW - Bath Road	95	0	95	3	92
4893D	LDP EW1B: CLW - Baltic Street	18	0	18	8	10
4894.1B	LDP EW 1C: Salamander Place Phase 1 and 2	163	0	163	43	120
4894.1C	LDP EW 1C: Salamander Place phase 3 and 4	199	0	199	85	114
4894.1D	LDP EW 1C: Salamander Place Phase 5	155	44	111	37	74
4894.1E	LDP EW 1C: Salamander Place Phase 6 and 7	151	0	151	32	119
OPP41	Jane Street	372	45	327	82	245
OPP46	Bangor Road (Swanfield Industrial Estate)	290	35	255	64	191
OPP49	Corunna Place	24	0	24	7	17
5370	West Bowling Green Street	97	0	97	15	82
6021	West Bowling Green Street	77	0	77	35	42
6191	South Fort Street	115	0	115	5	110
OPP37	Coburg Street	152	18	134	33	101
OPP38	Commercial Street	45	0	45	14	31

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H39	Pitt Street	98	0	98	28	70
OPP43	West Bowling Green Street	83	0	83	25	58
OPP47	South Fort Street	414	50	364	91	273
	TOTAL	7105	519	6586	1920	4666

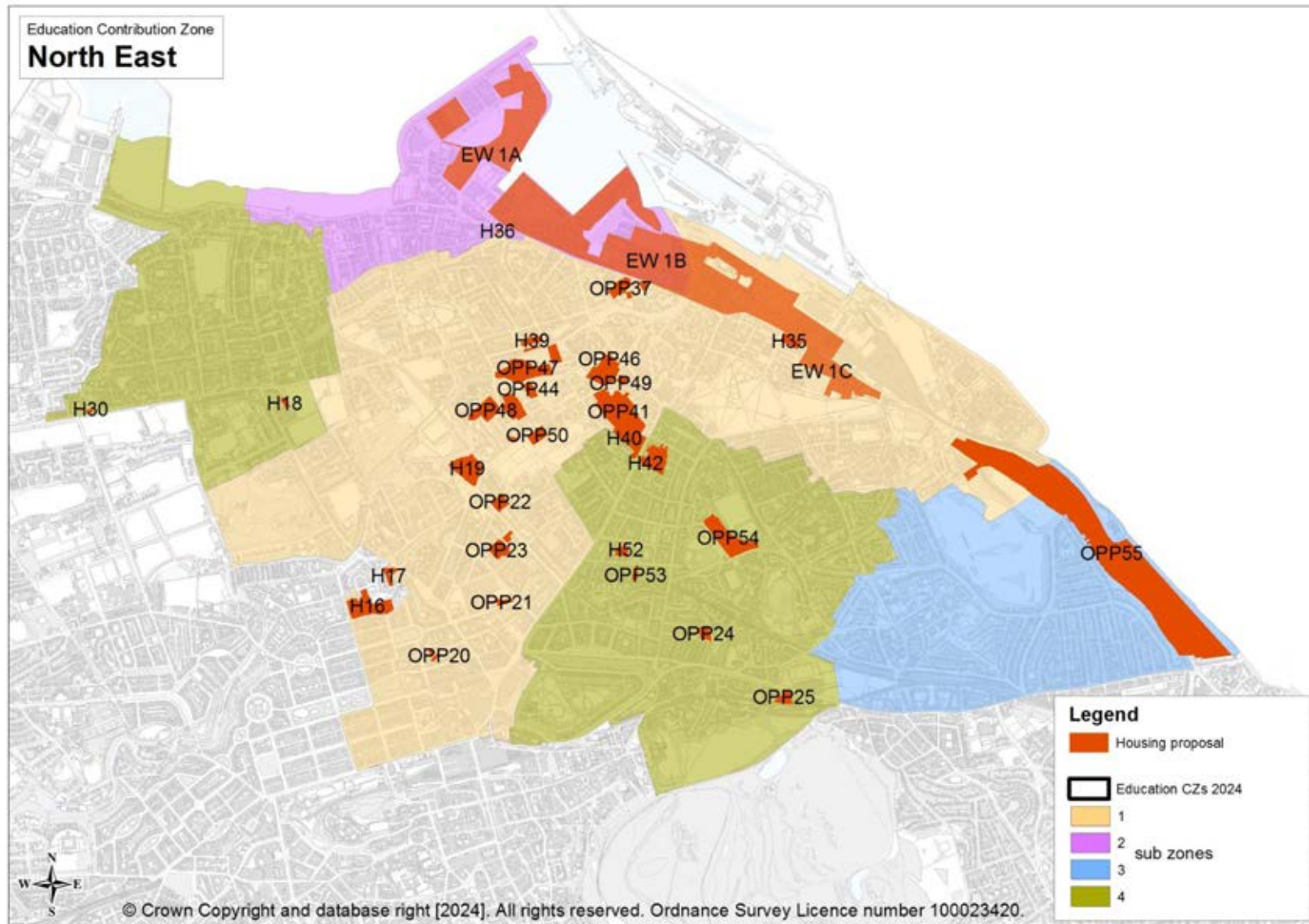
NE-2 affecting Victoria Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
3424	LDP EW 1A: Western Harbour	669	0	669	201	468
3424.1	LDP EW 1A: Western Harbour- Sandpiper Drive	40	0	40	0	40
3424.1	LDP EW 1A: Western Harbour - Platinum Point	452	0	452	0	452
3424.6	LDP EW 1A: Western Harbour View	258	11	247	36	211
3623	Ocean Drive	338	0	338	173	165
4893	LDP EW 1B: Central Leith waterfront	590	119	471	117	354
4893	LDP EW 1B: Central Leith waterfront	392	78	314	79	235
6159	Park Road	4	4	0	0	0
6527	Laverockbank Road	7	7	0	0	0
3424.11A	LDP EW 1A: Western Harbour	118	0	118	45	73
3424.11B	LDP EW 1A: Western Harbour	205	0	205	46	159
3424.11C	LDP EW 1A: Western Harbour	615	0	615	161	454
3424.11D	LDP EW 1A: Western Harbour	142	0	142	52	90
4893A	LDP EW1B: CLW - Ocean Drive	390	33	357	19	338
	TOTAL	4220	252	3968	929	3039

NE-3 affecting Craigentenny Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5027	London Road	116	0	116	30	86
OPP55	Seafield*	800	496	304	61	243

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	TOTAL	916	496	420	91	329
* a new primary school to accommodate pupil generation from housing developments in Seafield if the housing output assumptions exceed and/or differ from what has been assessed.						

NE-4 affecting Abbeyhill Primary School, Hermitage Park Primary School, Leith Walk Primary School, Lorne Primary School, Wardie Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
3965	LDP HSG 12: Albion Road	205	48	157	43	114
5544	Marionville Road	165	14	151	75	76
5719	Abbey Lane	139	0	139	19	120
6067	London Road	596	0	596	189	407
6403	Abbey Lane	66	0	66	12	54
6415	Leith Walk	152	0	152	63	89
6518	Iona Street	80	0	80	55	25
6648	Arthur Street	33	0	33	7	26
H18	Royston Terrace	28	0	28	8	20
OPP24	Norton Park	69	0	69	21	48
OPP25	London Road (B)	113	0	113	34	79
H30	Ferry Road	14	0	14	4	10
H42	Leith Walk /Halmyre Street	235	28	207	52	155
OPP53	Albert Street	28	0	28	8	20
OPP54	St Clair Street	373	45	328	82	246
	TOTAL	2296	135	2161	672	1489



Contribution Zone Portobello

Sub zone	Actions	£ (Q4, 2022)
P-2	4 PS Classes and 1 GP Class (The Royal High Primary School)	£4,839,048
P-1, P-2	Additional secondary school places – 63 places	£4,343,346
	TOTAL	£9,182,394

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
P-1	Flats > 1bed	103	£0	£0	£4,964	£4,964
	Houses	3	£0	£0	£17,443	£17,443
P-2	Flats > 1bed	407	£0	£6,881	£4,964	£11,845
	Houses	108	£0	£18,878	£17,443	£36,321

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

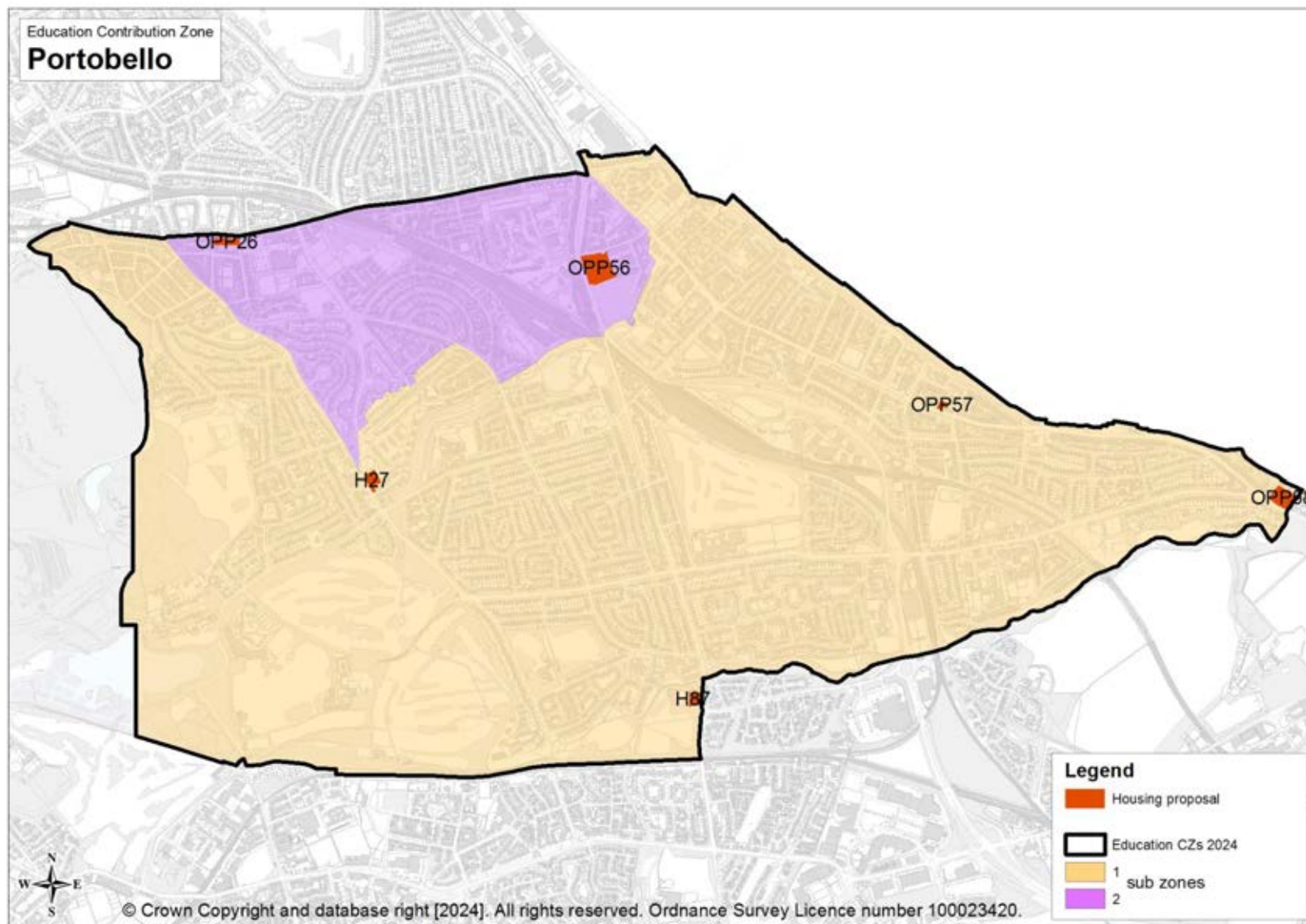
The per unit rates have been informed by the following housing output assumptions:

Note: sites not estimated to generate at least one primary school pupil are not listed.

P-1 Brunstane Primary School, Duddingston Primary School, Parsons Green Primary School, Towerbank Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
OPP58	Eastfield	40	0	40	12	28
H87	Duddingston Park South	24	0	24	7	17
6623	Willowbrae Road	48	0	48	17	31
H27	Willowbrae Road	24	0	24	7	17
3885	Argyle Crescent	3	3	0	0	0
6459	Pipe Lane	10	0	10	0	10

	TOTAL	149	3	146	43	103
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P-2 The Royal High Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6025	Fishwives Causeway	435	76	359	39	320
OPP26	Portobello Road	41	0	41	12	29
OPP56	Sir Harry Lauder Road	104	32	72	14	58
	TOTAL	580	108	472	65	407



Contribution Zone Queensferry

Sub zone	Actions	£ (Q4, 2022)
Q-1	2 PS Classes and Dining Hall (Echline Primary School)*	£2,953,584
Q-1	3 PS Classes and Dining Hall (Queensferry Primary School)*	£3,668,760
Q-1	New 12-class primary school (Builyeon Road)*	£21,874,206
Q-2	2 PS Classes (Kirkliston Primary School, new annexe)	£1,978,344
Q-1, Q-2	Additional secondary school places – 295 places	£20,337,890
	TOTAL	£50,812,784

* It is now necessary to extend existing primary schools to accommodate pupils coming forward from housing sites in Echline Primary School and Queensferry Primary School catchment areas because of timings around the transfer and delivery of the new primary school site.

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
Q-1	Flats > 1bed	749	£0	£8,840	£4,964	£13,804
	Houses	902	£0	£24,253	£17,443	£41,696
Q-2	Flats > 1bed	8	£0	£5,773	£4,964	£10,737
	Houses	122	£0	£15,838	£17,443	£33,281

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

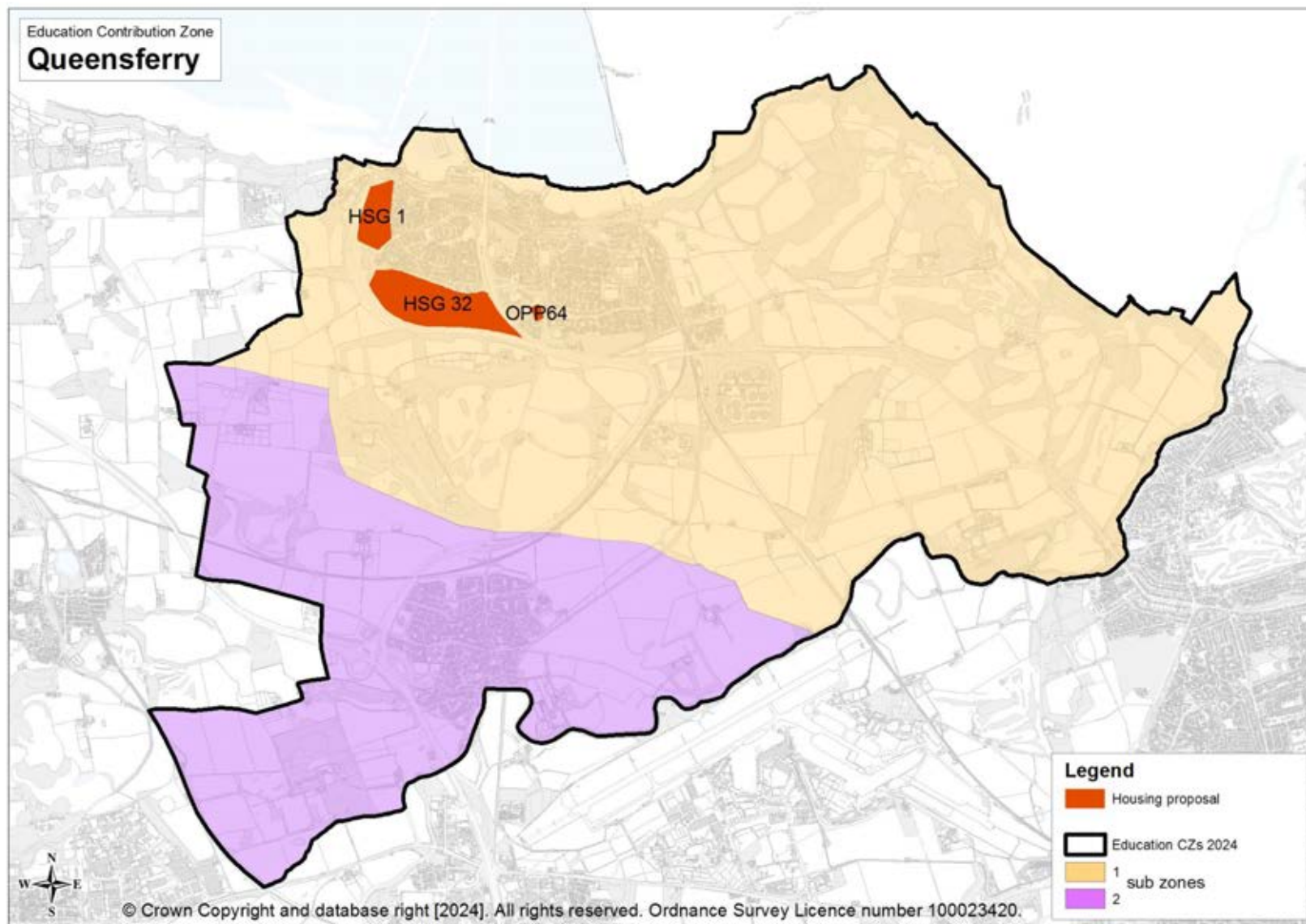
Note: sites not estimated to generate at least one primary school pupil are not listed.

Q-1 Dalmeny Primary School, Echline Primary School, Queensferry Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5714	LDP HSG 34: Dalmeny	15	15	0	0	0

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3760	LDP HSG 1: Springfield	176	89	87	27	60
5712	LDP HSG 32: Buileyon Road	255	24	231	58	173
5712.1	LDP HSG 32: Buileyon Road (Phases 1 and 2)	398	214	184	0	184
5712.2	LDP HSG 32: Buileyon Road (Phase3)	327	122	205	59	146
5713	LDP HSG 33: South Scotstoun	306	214	92	12	80
3762	RWELP HSG : Ferrymuir Gait	124	83	41	11	30
5713.1	LDP HSG 33: South Scotstoun (Dimma Park)	72	72	0	0	0
6562	Stoneycroft Road	5	5	0	0	0
6612	Scotstoun Avenue	3	3	0	0	0
OPP64	Land at Ferrymuir	88	27	61	12	49
21/04755/FUL	1 Scotstoun House	25	25	0	0	0
22/01987/FUL	North of Inchgarvie Lodge, Society Road, Port Edgar	49	9	40	13	27
		1843	902	941	192	749

Q-2 Kirkliston Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6244	Wellflats Road	124	116	8	0	8
21/06742/FUL	Overton Farm Road, Newliston	6	6	0		0
	TOTAL	130	122	8	0	8



South West Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
SW-1	4 PS Classes (Dean Park Primary School)	£3,863,808
SW-3	New 64-place ELC setting (Canal View / Sighthill Primary Schools' catchment area)	£3,165,500
SW-3	2 PS Classes and 1 GP Class (Canal View Primary School)	£2,693,520
SW-3	3 PS Classes and Dining Hall and Kitchen (Sighthill Primary School)	£4,268,760
SW-3, SW-4	1 PS Class (St Joseph's RC Primary School)	£825,372
SW-1, SW-2	Additional secondary school places – 65 places	£4,481,230
Sw-3, SW-4	Additional secondary school places (RC only) – 13 places	£896,246

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
SW-1	Flats > 1bed	171	£0	£4,659	£4,964	£9,623
	Houses	240	£0	£12,781	£17,443	£30,224
SW-2	Flats > 1bed	0	£0	£0	£4,964	£4,964
	Houses	0	£0	£0	£17,443	£17,443
SW-3	Flats > 1bed	1,467	£1,791	£4,161	£621	£6,573
	Houses	143	£3,764	£11,415	£2,276	£17,455
SW-4	Flats > 1bed	181	£0	£169	£621	£790
	Houses	47	£0	£462	£2,276	£2,738

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

Note: sites not estimated to generate at least one primary school pupil are not listed.

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SW-1 Dean Park Primary School, Currie Primary School, Juniper Green Primary School, Nether Currie Primary School and their feeder secondary schools						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5947	Lanark Road West	53	0	53	0	53
6563	Gogarmuir Road	10	7	3	0	3
5706	LDP HSG 38: Ravelrig Road	140	116	24	0	24
5716	LDP HSG 37: Newmills Road	206	91	115	24	91
6001	Long Dalmahoy Road	8	8	0	0	0
6626	Lanark Road West	6	6	0		0
6171	Baberton Avenue	5	5	0	0	0
6565	Lanark Road	4	4	0	0	0
6531	Blinkbonny Road	3	3	0	0	0
	TOTAL	435	240	195	24	171

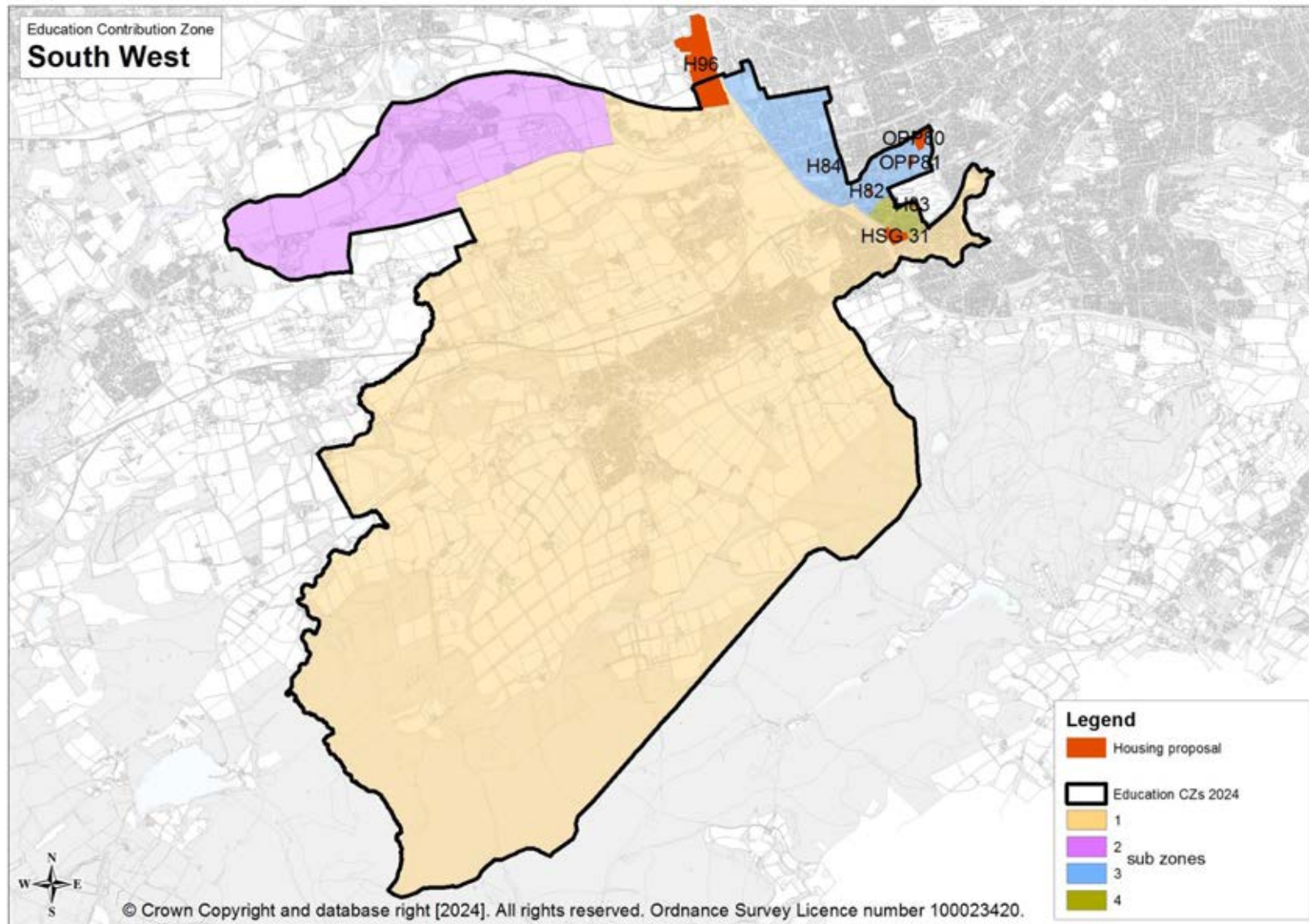
SW-2 Ratho Primary School and its feeder secondary school						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
	No sites proposed / assessed					

SW-3 Canal View Primary School, Sighthill Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5777	Hailesland Place	32	10	22	7	15
6249	Dumbryden Drive	49	14	35	3	32
6451	Dumbryden Gardens	8	0	8	0	8
OPP80	Murrayburn Road	384	119	265	53	212
OPP81	Dumbryden Drive	124	0	124	37	87
H82	Murrayburn Gate	135	0	135	41	94
5245.2	LDP Del 4: Edinburgh Park / South Gyle	1737	0	1737	738	999
H84	Calder Estate (H)	28	0	28	8	20

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	TOTAL	2497	143	2354	887	1467
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SW-4 Clovenstone Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5256	LDP HSG 31: Curriemuirend	188	47	141	28	113
H83	Clovenstone House	97	0	97	29	68
	TOTAL	285	47	238	57	181



Tynecastle Education Contribution Zone

Sub zone	Actions	£ (Q4, 2022)
T-1 (5%)	1 PS Class (St Joseph's RC Primary School)	£49,328
T-2	New 64-place ELC setting (Balgreen Primary School's catchment area)	£3,165,500
T-2	5 PS Classes and 1 GP Class and Kitchen (Balgreen Primary School)	£6,878,688
T-1, T-2	Additional secondary school places (RC only) – 8 places	£551,536
	TOTAL	£10,645,052

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
T-1	Flats > 1bed	402	£0	£88	£621	£709
	Houses	59	£0	£241	£2,276	£2,517
T-2	Flats > 1bed	884	£2,861	£5,856	£621	£9,338
	Houses	106	£6,012	£16,064	£2,276	£24,352

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

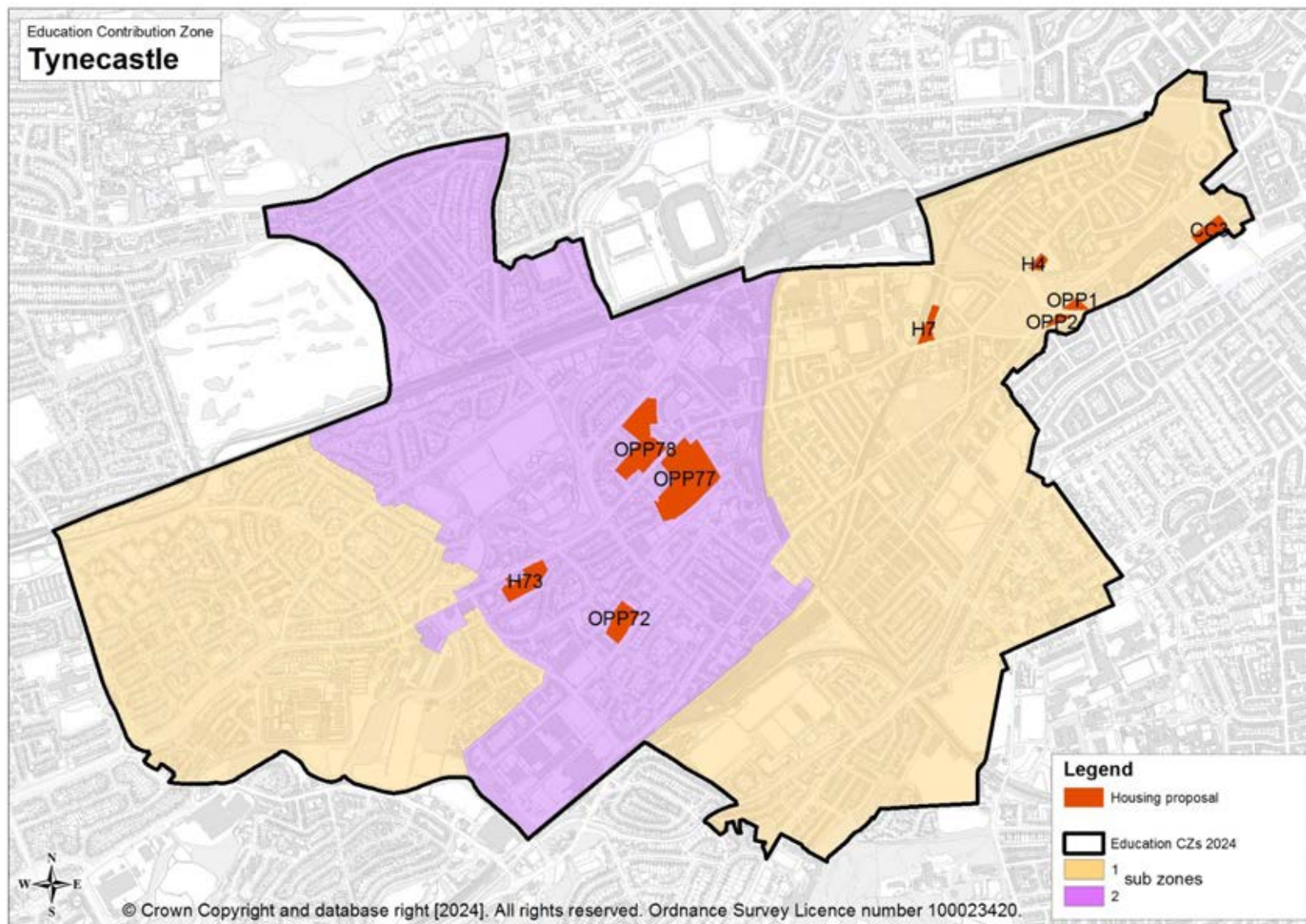
Note: sites not estimated to generate at least one primary school pupil are not listed.

T-1 Craiglockhart Primary School, Dalry Primary School, Stenhouse Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6314	Colinton Road	19	0	19	0	19
6454	Polwarth Terrace	8	0	8	0	8
4338.5	LDP CC3: Fountainbridge	125	0	125	63	62
4338.7	LDP CC3: Fountainbridge	140	0	140	73	67

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6061	Gorgie Road	48	9	39	28	11
OPP1	Dundee Street	45	0	45	14	31
OPP2	Dundee Terrace	45	0	45	14	31
H4	Dalry Road	45	0	45	14	31
H7	Murieston Lane	69	0	69	21	48
5800	Longstone Road	157	50	107	13	94
	TOTAL	701	59	642	240	402

T-2 Balgreen Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6396	Gorgie Road	35	0	35	10	25
6470	Gorgie Road	8	0	8	1	7
OPP72	West Gorgie Park	110	0	110	33	77
H73	Gorgie Road (Caledonian Packaging)	126	15	111	28	83
OPP77	Gorgie Road (east)	469	56	413	103	310
OPP78	Stevenson Road	290	35	255	64	191
22/00670/FUL	117m SW of 6 New Market Road	392	0	392	201	191
	TOTAL	1430	106	1324	440	884



West Edinburgh Education Contribution Zone (excluding Place 16 sites and East of Milburn Tower Application)

Sub zone	Actions	£ (Q4, 2022)
W-1	New 21-class primary school (Maybury Primary School)	£32,722,784
W-1	3 PS Classes and Dining and Kitchen (Hillwood Primary School)	£4,268,760
W-3 (60%)	2 PS Classes (Gylemuir Primary School)	£1,187,006
W-5	New 64-place ELC setting (Broomhouse Primary School's catchment area)	£3,165,500
W-5	1 PS Class (Broomhouse Primary School)	£975,240
W-5 (10%)	1 PS Class (St Jospeh's RC Primary School)	£100,540
W-1, W-2, W-3, W-4, W-5	Additional secondary school places – 556 places	£38,124,926
	TOTAL	£80,544,757
Application	New 14-class primary school (East of Milburn Tower)	£23,967,312

Sub zone	Housing Output Assumptions		Per unit rates			
	Type	Housing Output	ELC	Primary	Secondary	Full
W-1	Flats > 1bed	1,141	£0	£5,951	£4,964	£10,915
	Houses	1,850	£0	£16,326	£17,443	£33,769
W-2	Flats > 1bed	268	£0	£0	£4,964	£4,964
	Houses	30	£0	£0	£17,443	£17,443
W-3	Flats > 1bed	102	£0	£11,638	£4,964	£16,602
	Houses	0	£0	£0	£17,443	£17,443
W-4	Flats > 1bed	39	£0	£0	£4,964	£4,964
	Houses	0	£0	£0	£17,443	£17,443
W-5	Flats > 1bed	177	£8,221	£2,399	£4,964	£15,584
	Houses	99	£17,278	£6,580	£17,443	£41,301
APPLICATION	Flats > 1bed	675	£0	£12,022	£4,964	£16,986
	Houses	575	£0	£25,267	£17,443	£42,710

Note: allocated sites and proposals consistent with the housing output assumptions in the tables below will be assessed in line with per-unit rates in this guidance, subject to any update reported in the Delivery Programme. Contributions may be likely to change if proposed applications differ from the housing output assumptions that informed the per unit rates set out in the guidance.

The impact of unallocated sites has not been assessed and will be assessed at the point of application.

The per unit rates have been informed by the following housing output assumptions:

Note: sites not estimated to generate at least one primary school pupil are not listed.

W-1 Corstorphine Primary School, Hillwood Primary School, Maybury Primary School and their feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6317	Corstorphine Road	76	0	76	16	60
6289	St John's Road	36	4	32	2	30
6405	Meadow Place Road	24	0	24	0	24
4897	LDP HSG 7: Edinburgh Zoo	80	60	20	3	17
OPP66	St John's Road (A)	14	0	14	4	10
OPP67	St John's Road (B)	72	0	72	22	50
OPP68	Kirk Loan	16	0	16	5	11
3747	LDP HSG 5: Hillwood Rd	132	96	36	4	32
H65	Old Liston Road	104	32	72	14	58
5247A	LDP HSG 20: Cammo	197	83	114	6	108
5247B	LDP HSG 20: Cammo	458	185	273	35	238
5246.1	LDP HSG 19: Maybury East	250	205	45	0	45
5246.2.1	LDP HSG 19: Maybury Central – 124 Turnhouse Road	5	5	0	0	0
5246.2.2	LDP HSG 19: Maybury Central – Plot 4	158	35	123	42	81
5246.2.3	LDP HSG 19: Maybury Central – Plot 5	142	43	99	44	55
5246.2.4	LDP HSG 19: Maybury Central – Plot 1	213	198	15	0	15
5246.2.5	LDP HSG 19: Maybury Central – Plots 2/3	269	210	59	8	51
5246.2.6	LDP HSG 19: Maybury Central – Plots 6a/6b/7/8	267	163	104	9	95
5246.2.7	LDP HSG 19: Maybury Central – Plot 13	125	55	70	30	40
5246.2.8	LDP HSG 19: Maybury Central – Plots 10/11/12	318	278	40	0	40
5246.2.9	LDP HSG 19: Maybury Central – Plot 9	122	51	71	17	54
5246.2.10	LDP HSG 19: Maybury Central – Plot 6c	49	49	0	0	0
5246.3	LDP HSG 19: Maybury West	130	98	32	5	27

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	TOTAL	3257	1850	1407	266	1141
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W-2 Blackhall Primary School, Clermiston Primary School, Cramond Primary School, Davidson's Mains Primary School, East Craig's Primary School, Fox Covert Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6024	Ravelston Dykes Road	3	3	0	0	0
6271	Barnton Avenue West	11	0	11	0	11
6564	Barnton Avenue West	48	4	44	9	35
4502	West Coates	203	0	203	105	98
6318	Corstorphine Road	28	5	23	0	23
H5	Roseburn Street	152	18	134	33	101
	TOTAL	445	30	415	147	268

W-3 Gylemuir Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6399	Gylemuir Road	126	0	126	24	102
	TOTAL	126	0	126	24	102

Note: Housing development as part of LDP Del 4 (HLA ref 5245.2) is aligned to Sighthill Primary School (South West Contribution Zone). Further development in Gylemuir Primary School's catchment area will need to be assessed separately.

W-4 Carrick Knowe Primary School, Murrayburn Primary School and their feeder secondary schools and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6374	Pinkhill	46	0	46	18	28
H69	Corstorphine Road (A)	16	0	16	5	11
	TOTAL	62	0	62	23	39

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W-5 Broomhouse Primary School and its feeder secondary school and associated denominational schools.						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
H79	Broomhouse Terrace	320	99	221	44	177
	TOTAL	320	99	221	44	177

East of Milburn Tower Application Site						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
6519	East of Milburn Tower	1,350	675	675	100	575
	TOTAL	1,350	675	675	100	575

West Edinburgh – W-6 – Place 16 and the West Edinburgh Planning Framework and Strategic Masterplan

Sub zone	Actions	£ (Q4, 2022)
W-6	New 21-class primary school	£29,481,024
W-6	New 21-class primary school	£29,481,024
W-6	New 14-class primary school	£23,967,312
W-6	New 14-class primary school (RC)	£23,967,312
	TOTAL Primary School Infrastructure	£106,896,672
W-6	New 1,200 secondary school (with expansion to 1,800)	£81,898,740
	TOTAL Secondary School Infrastructure	£81,898,740

The above costs are project construction costs only and exclude servicing and remediation costs and land value. The Council requires school sites to be fully serviced and remediated and free from any constraints.

Housing Output Assumptions

W-6 Place 16 and the West Edinburgh Planning Framework and Strategic Masterplan						
Ref	Site	Capacity	Houses	Flats	1 bed	Flats > 1 bed
5244	LDP Emp 6 IBG	350	260	90	12	78
H59	Land at Turnhouse Road (SAICA)	1,000	200	800	320	480
OPP60	Turnhouse Road	200	40	160	64	96
H61	Crosswinds	2,500	500	2,000	800	1,200
H62	Land adj to Edinburgh Gateway	250	50	200	80	120
H63	Edinburgh 205	7,000	1,400	5,600	2,240	3,360
	TOTAL	11,300	2,450	8,850	3,516	5,334

Estimated Pupil Generation based on above Housing Output Assumptions:

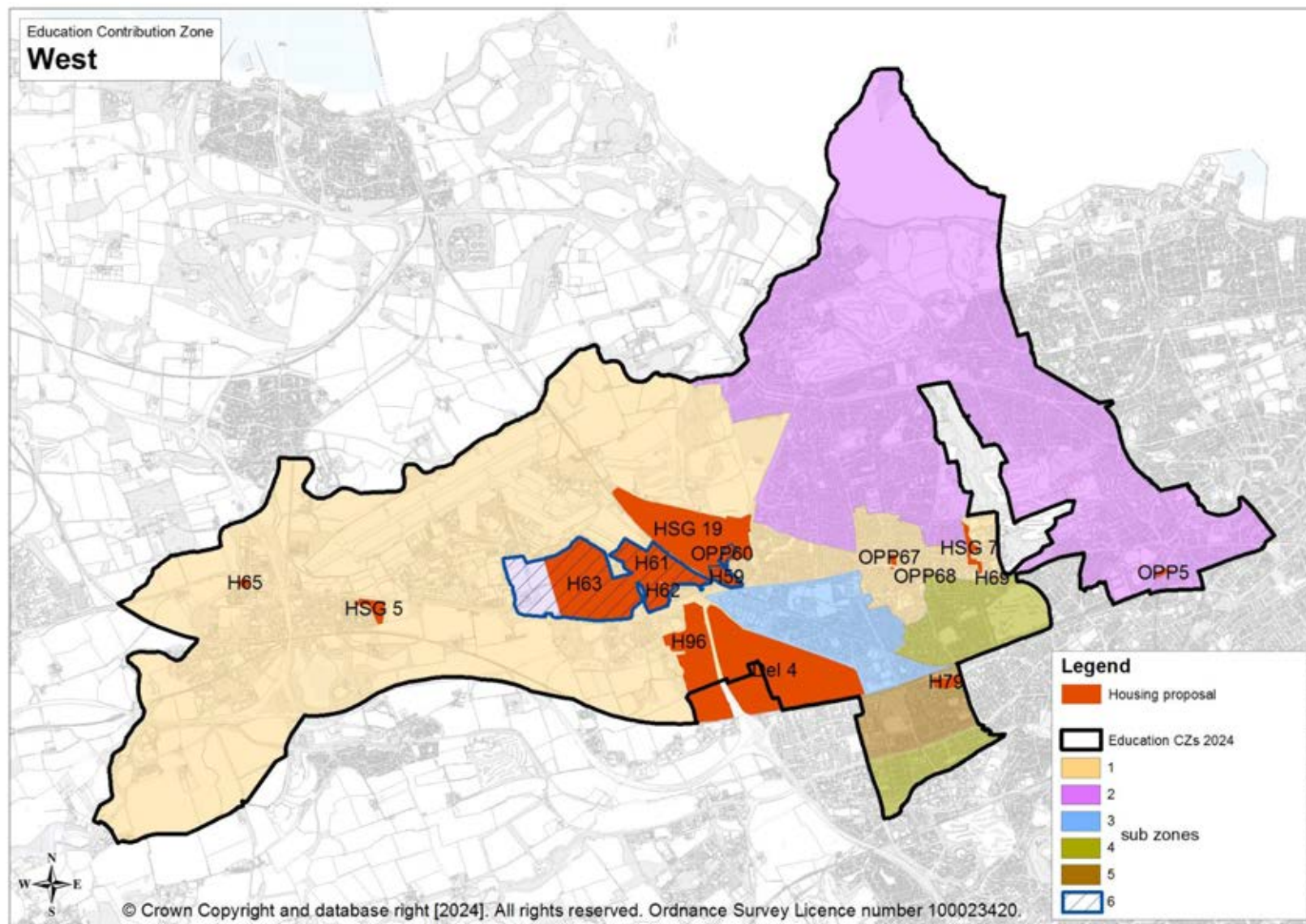
Ref	Site	PS	% share of PS	SS	% share of SS
5244	LDP Emp 6 IBG	123	6.5%	71	7.1%

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H59	Land at Turnhouse Road (SAICA)	160	8.5%	85	8.5%
H60	Turnhouse Road	32	1.7%	17	1.7%
H61	Crosswinds	401	21.3	213	21.2%
H62	Land adj to Edinburgh Gateway	40	2.1%	21	2.1%
H63	Edinburgh 205	1,123	59.8%	596	59.4%
	TOTAL	1,879	100%	1,003	100%

Per site costs based on the above assumptions:

Ref	Site	% PS	£ PS	% SS	£ SS	£ FULL
	Total Primary and Secondary Infrastructure Costs		£106,896,672		£81,898,740	
5244	LDP Emp 6 IBG	6.5%	£6,997,494	7.1%	£5,797,419	£12,794,913
H59	Land at Turnhouse Road (SAICA)	8.5%	£9,102,431	8.5%	£6,940,572	£16,043,003
H60	Turnhouse Road	1.7%	£1,820,487	1.7%	£1,388,115	£3,208,602
H61	Crosswinds	21.3	£22,812,968	21.2%	£17,392,255	£40,205,223
H62	Land adj to Edinburgh Gateway	2.1%	£2,275,608	2.1%	£1,714,730	£3,990,338
H63	Edinburgh 205	59.8%	£63,887,687	59.4%	£48,665,653	£112,553,340
Site contributions exclude servicing and remediation costs and land value.						



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Type of intervention	Education infrastructure additional capacity to meet forecast demand from allocated City Plan sites. Level of intervention depends on contribution zone and sub-zones – can be additional classrooms in extended school premises or whole new schools.
Origin of the intervention	City of Edinburgh Education Appraisal September 2021
Contribution Zone details	The proposed education contribution zones in Appendix 1 use the current non-denominational secondary school catchment areas, with current non-denominational primary school catchment areas as sub-zones. This is a reasonable basis as pupils from new housing development will be accommodated in the secondary and primary schools of the catchment area in which the development lies.
Cost / Delivery information	Costs are based on recently completed projects with indexation to apply from Q4 2022. Land value costs will be added where relevant using the conclusions of a report by the district valuer (2024). Servicing and remediation costs associated with the transfer of land to the education authority to deliver new schools or school extensions will also be borne by development.
Circular Tests:	
Necessity	The legislative requirements to provide adequate school provision is set out in the Education Appraisal. Education infrastructure is a key community infrastructure as set out in City Plan policy Inf 3.
Planning purpose	Contributions towards mitigating the impact of new development on the education capacity is set out in City Plan policy Inf 3 Infrastructure Delivery and Developer Contributions criterion b).
Relationship to proposed development	The education appraisal explains the methodology for assessing where spare capacity in the education estate exists, or where new capacity is required. In addition, the model and assumptions of expected housing output within each zone and how much additional capacity is required to accommodate expected pupil generation within a zone, is set out in our background information published alongside this consultation.
Scale and kind	Developers are expected to contribute towards mitigating the cumulative impact of development. They are not expected to mitigate the impact of baseline projections. The proportionate cost is based on a per unit (house and flat) rate based on expected pupil generation. This ensures each development only pays for its impact.
Reasonableness	The above methodology ensures a reasonable and fair approach to setting out the expected impact, and the likely costs based on the best and most up to date information available. Further assessments may be required to test the assumptions at the point an application is submitted, and the 'reasonable test' will apply at this point and through the detailed clauses in legal agreements.

Part Three: Transport

Contents

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Cumulative Approach – principles

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Granton Framework

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Shared mobility: Car clubs and Mobility Hubs

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Existing Transport Contribution Zones

- Legacy LDP1 zones
- North Edinburgh

Overview

- 3.1 City Plan's mobility infrastructure policies as well as the principles within the 'place-based approach' require development to have better active travel and public transport infrastructure at its heart.
- 3.2 The identified infrastructure required to support the Plan's aims and mixed-use housing proposals is set out in Part 4, Tables 3 – 10. For the most part, these will be delivered within development layouts, by development as it is constructed. Some of these proposals are attributable to the needs of a single development site only and the intervention is in the immediate vicinity of the site on Council controlled land. These are also expected to be delivered directly by development.
- 3.3 These requirements to deliver connectivity for walking and wheeling, and good accessibility by public transport, are put in place to reduce the reliance on private car use, reduce private car trip generation and therefore directly relates to mitigating the impact of development on the road network. The direct relation of impact with mitigation, and apportioning the delivery, is shown in Appendix 2.
- 3.4 These accord with the transport hierarchy and the aim of the plan for 'a city where you don't need to own a car to move around', contributing to the delivery of a net zero city by 2030, cleaner air and supporting our physical and mental well-being.

Policy Context

- 3.5 **NPF4** Policy 13, Sustainable Transport seeks proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs.
- 3.6 **NPF4** Policy 18, Infrastructure First, seeks to encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.
- 3.7 **NPF4** Policy 14 Design, quality and place supports development proposals that consistent with the six qualities of successful places, including Connected: Supporting well connected networks that make moving around easy and reduce car dependency.

3.8 **City Plan 2030** has a commitment to an infrastructure first approach. The following policies set the expectations for ensuring infrastructure capacity is available and cumulative assessment applied to understanding the impacts of development:

Policy Inf 3 Infrastructure Delivery and Developer Contributions:

Where, by the nature of the infrastructure, it cannot be delivered by the developer directly, developer contributions will be sought. Proposals will be required to deliver or contribute to the following infrastructure provision where relevant and necessary to mitigate any negative impact (either on an individual or cumulative basis) and to ensure the proposal can meet the Council's sustainable transport targets (mode share targets) and where commensurate to the scale of the proposed development:

- a. transport proposals and safeguards from Part 4, tables 3-10 and/ or interventions identified in transport assessments and/or transport consultations in accordance with Policy Inf 4 Provision of Transport Infrastructure.*

Policy Inf 4 Provision of Transport Infrastructure:

Development proposals relating to housing or other development sites which would generate a significant amount of trips, shall demonstrate through an appropriate transport assessment or statement, and proposed mitigation (including development layout, form, design and other measures) that:

- a. local, city-wide and cross boundary individual and cumulative transport identified in the City Plan Transport Appraisal modelling and analysis can be timeously addressed where this is relevant and necessary for the proposal; and*
- b. the required transport infrastructure, as set out in Part 4 Tables 3-10, place policies/ development principles or forthcoming guidance in Place Briefs/Masterplans has been addressed where relevant to the proposal.*

This policy requires that proposals carry out further assessment at the planning application stage to further inform any local impacts. This should take into account the impact of any windfall sites. Cross-boundary impacts may need to be considered for any unallocated proposals near or at the local authority boundary. A similar approach would be expected for the assessment of the impact of any new allocations or windfall proposals in adjacent local authority areas. A proportionate approach to the scope of the assessment will be applied at the application stage.

Evidence base

3.9 The transport appraisals that have informed the spatial strategy, understanding the impacts of proposed growth on the transport network and identified interventions to mitigate the impacts include:

- City Plan 2030 Transport Assessment (Jacobs, September 2021),
- Edinburgh Strategic Sustainable Transport Study (Steer/Jacobs, October 2019)
- LDP Transport Appraisal (2013, 2014)
- West Edinburgh Transport Assessment (WETA) Refresh 2016
- North Edinburgh Transport Action Plan (NETAP) (2008)

3.10 Some of these earlier appraisals provide the reference case for the City Plan appraisal – the understanding that the proposed mitigation in LDP 1, including the interventions in WETA, would be implemented.

Cumulative Approach - Principles

- 3.11 The principle of assessing the cumulative impact is set out in NPF4 to require development plans to be informed by transport appraisals that identify any potential cumulative impacts. NPF4 defines cumulative impacts (in the context of the strategic transport network) in Part 3 Annexes. City Plan Inf 3 and Inf 4 and the supporting paragraphs set out the circumstances where cumulative interventions are addressed in contribution zones (paragraphs 3.208-3.213).
- 3.12 Cumulative contribution zones are used where the impact of more than one development, cumulatively give rise to an impact that requires mitigation.
- 3.13 Contribution zones are also used to calculate the proportionate cost new development, where there is an existing community need.
- 3.14 Contributions will be sought towards the following transport infrastructure types, where relevant and necessary to mitigate any additional impact (either individual or cumulative) and/or to meet the Council’s sustainable transport mode share targets, where commensurate to the scale of the proposed development:

Type of transport infrastructure	Detail and purpose
Active travel infrastructure	Cycle Segregation, shared use paths, crossings to facilitate safe routes for active travel (pelican, toucan etc) Serves more than one development To calculate proportionate contributions on a per unit basis.
Shared mobility – car clubs and mobility hubs	Type, service provision will vary but an essential list of components is listed and forms the basis of cost estimates.
Public transport infrastructure	New or improved bus stops or access improvements to bus stops.
Public transport service enhancements	Financial subsidy awarded to bus operators to secure enhanced or new bus service.
Junction improvements	Can include a range of improvements to the running efficiency of the signals, to junction redesign.
Tram	Servicing the cost of borrowing repayments associated with the delivery of the tram. Delivered in advance to support the Plan’s spatial strategy (servicing new growth in West Edinburgh, continued housing and mixed-use development in brownfield sites in North Edinburgh and the city centre).

New Proposed Active Travel Contribution Zones

Read this section alongside Appendix 2 and addendums.

- 3.15 The transport proposals contained within this guideline and for which we are seeking proportionate contributions are in order that the sites are acceptable in planning terms, taking into account:
- The Plan's objective that sites and the spatial strategy as a whole do not require people to own cars to move around.
 - The Transport Appraisal acknowledgement that the transport demand of new sites in brownfield locations and five further strategic sites can largely be accommodated without local and/or wider transport network problems, but it did identify improvements to the local active travel and/or public transport network required for these sites to realise high levels of sustainable travel use. These local improvements identified in the TA are considered reasonable to be included as transport proposals associated with sites, necessary to realise the sustainable transport targets for the sites.
 - Obligations and financial contributions towards their delivery are therefore considered necessary to make the development acceptable in planning terms, serves a planning purpose, relates to the development.
- 3.16 The supporting information in Addendum 2 sets out how the contribution zones meet the Circular 3/2012 policy tests and NPF4 Policy 18.
- 3.17 Active travel contribution zones are produced by applying an accessibility threshold. A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. This distance threshold relates to cycling infrastructure policy (see supporting information addendum).
- 3.18 The estimated costs of each infrastructure intervention are set out in the Appendices. Wherever possible these are based on recently commissioned projects that act as cost comparators. In the case of the active travel infrastructure, it applies a cost rate per metre based on a costing document commissioned by the Council to inform the high-level costs of implementing the Active Travel Action Plan (by consultants Faithful and Gould in November 2022) as well as costs derived by recent CEC led projects.
- 3.19 Proportional contributions are on a per unit basis. Expected housing output numbers (as published in the Plan Part 4, Table 2) for each site in the contribution zone is calculated. All existing housing units within the zone is calculated using the GIS Corporate Property Database. The proportion of new units as a percentage of all potential users in the zone (existing and new units) is calculated.
- 3.20 This percentage is applied to the infrastructure cost to work out a per unit cost. All detailed cost calculations are set out in Appendix 2.
- 3.21 Strategic Active Travel Projects and Safeguards (ATSR) are routes defined in the Proposed Plan as: *safeguarded routes that are longer distance active travel routes, sometimes more leisure in nature, that do not necessarily have a direct relationship with the plan's development sites. It also includes proposals that serve a cluster of development sites.*
- 3.22 The routes that have the potential for contribution zones are ones that have been identified in the Transport Appraisal to mitigate the impacts of development and to ensure that each development is, or will be, well served by sustainable transport to meet the Council's mode share targets, and to meet the requirement for low or private car parking free development where identified in Place Based Policies and Inf 7 Private Car Parking.
- 3.23 Either the routes serve more than one development or by their strategic nature, will serve to expand the wider network and serve a wider population. For this reason, it is appropriate to take

a cumulative approach towards funding the action, with each development within a reasonable walking/cycling access to the routes paying a proportionate contribution towards its delivery.

Strategic active travel routes (various)

- ATSR13 Bonnington Link East-West Great Junction Street to Powderhall (Bonnington Cluster)
- ATSR14 Leith Walk to West Bowling Green Street (Bonnington Cluster)
- ATSR15 Foot of Leith Walk to Ocean Terminal (phase 1 of Leith Connections)
- ATSR16 Lanark Road/Slateford Road Segregated route along main arterial road, related to development.

3.24 Routes mitigate the impact of development proposals. However, these interventions are significant in nature and it is necessary to calculate the proportional impact of the new development relative to wider existing community need. The proportion of expected housing output in relation to existing housing units is worked out, and the percentage is then used to calculate a per unit cost against the estimated cost of the intervention. All detailed cost calculations are set out in Appendix 2.

Active travel proposals related to development (various)

- ATPR 1 Active Travel Route: Along Seafield Road and Portobello High Street
- ATPR 3 Seafield City Centre along Portobello Road/London Road
- ATPR 13 Redford Barracks to City Centre
- ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll
- ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre
- ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian
- ATPR 36 Great Junction Street to Cables Wynd

3.25 Routes mitigate the impact of development proposals. However, these interventions are significant in nature and it is necessary to calculate the proportional impact of the new development relative to wider existing community need. The proportion of expected housing output in relation to existing housing units is worked out, and the percentage is then used to calculate a per unit cost against the estimated cost of the intervention. All detailed cost calculations are set out in Appendix 2.

Granton Framework

3.26 Proposed City Plan has eight active travel proposals and two mobility hubs within Granton Framework (Place 4 – Edinburgh Waterfront):

- ATPR41 Promenade link to Granton Harbour
- ATPR42 West Granton Road - Key Street Interface 8
- ATPR43 Marine Drive / West Shore Road - Key Street Interface 7 (Forth Quarter Park to Promenade)
- ATPR44 Key Street Interface 1 - West Shore Road Key Street and Interface 2 - West Harbour Road
- ATPR45 East West Primary Route (Waterfront Park/Broadway/Avenue)

- ATPR46 West Granton Road / Saltire Street / West Shore Road Route
- ATPR47 Waterfront Broadway Key Street Interface 3
- ATPR48 Key Street Interface 4 – The Diagonal
- ATPR50 Mobility Hub – Granton
- ATPR51 Mobility Hub – Granton Square

- 3.27 The contribution zone for Granton follows the red line boundary of the [approved Development Framework](#). This cumulative approach ensures that all development within the Framework area contributes towards the package of key active travel interventions planned to meet the mobility outcomes for the area, and mitigate against the development's impact on the road network.
- 3.28 These actions are mainly on public roads. Some actions could be delivered directly by one development partner as part of construction layout. The cost calculation for a cost per unit rate is required to allow development parties to reimburse the cost of infrastructure works to the delivering party.
- 3.29 The costs are based on a consultancy benchmarking exercise carried out on behalf of the Council's Granton Development team.
- 3.30 Cost per unit is based on the housing output number assumptions as a proportion of the existing community (existing housing units).

New Proposed West Edinburgh Zone (transport interventions)

- 3.31 City Plan's vision for West Edinburgh is for it to become a vibrant, high-density, mixed-use extension to the city. City Plan's Place 16 West Edinburgh sets out development principles for several new housing led sites: H61 Crosswinds, H62 Land adjacent to Edinburgh Gateway, H63 Edinburgh 205 and H60 Turnhouse Road; OPP59 Land at Turnhouse Road with a total housing potential of 11,146 units. Place 16 states that a cumulative Transport Contribution Zone will be applied to address the area wide transport interventions as identified through the City Plan Transport Appraisal and the West Edinburgh Transport Appraisal (WETA) / West Edinburgh Transport Improvement Programme (WETIP) package of measure identified to bring cross boundary and strategic improvements to public transport and active travel as well as WETA actions previously identified to enable development at West Edinburgh. These are individually identified in Part 4, Table 8 West Edinburgh Improvements in City Plan 2030.
- 3.32 West Edinburgh was a key area of focus for City Plan's transport assessment, and Appendix C: Mitigation Measures present mode share estimation where the proposed mitigation measures situation is 'high-quality active mode infrastructure introduced in an area where there is otherwise little provision' and 'high-quality public transport infrastructure and services introduced in an area where there is otherwise little provision'.
- 3.33 In total, there are 40 West Edinburgh Transport Improvements identified in Table 8 of City Plan that together mitigate the impact of the significant growth and development of a new urban quarter for the city. All development within the zone will benefit from these improvements and the transport appraisals have assessed the impacts based on these actions being delivered.
- 3.34 A number of these will be delivered through the WETIP programme of works (Broxburn to Maybury Public Transport and Active Travel Improvements) using identified funds from City Deal. Where these funds are committed, this guidance does not propose to seek developer contributions towards these specific actions. Revised Table 8 clarifies where developer contributions will not be required.
- 3.35 Several identified improvement proposals will be delivered as part of the development layout. The following are the proposals that require proportional contributions:
- WE6, WE10, WE14, WE15, WE16, WE17, WE19, WE20 and WE21

- City Plan Table 8 and the West Edinburgh Placemaking Framework provide detail on the delivery of the remaining interventions – to be delivered as part of City Deal funded core package of WETIP action, or directly delivered by development.

- 3.36 Appendix 4 sets out the estimated calculation for each intervention on a per housing unit basis.
- 3.37 Place 16 also required the delivery of site-specific measures in order for individual sites to be developed. These measures should be identified through site specific transport assessments and must align with the Refresh Study objectives and the principles of high-quality master planning and place making set out for West Edinburgh.

Shared Mobility (Car Sharing Schemes and Mobility Hubs)

Overview

- 3.38 Car sharing schemes ('car clubs') have operated in Edinburgh since 1999, with many vehicles (part) funded and delivered by developer contributions. They are an integral part of the City's mobility offering giving residents an alternative to private car ownership. The scheme supports the City Plan outcome for a city where you don't need to own a car to move around. City Plan's Place Based Policies provide clear instruction for these sites to only provide for accessible parking, or for very limited private parking spaces on-site. This approach to parking is supported by measures to improve safe active travel infrastructure, directing development to where there is high accessibility to public transport and requiring access to shared transport, including car club provision on-site. The outcome of this approach will be development layouts with a service/delivery vehicle access and accessible and car club spaces provided for residents, with only limited, if any, private car parking.

Policy Context - Car sharing schemes ('Car Clubs')

- 3.39 City Plan Policy Inf 7 Private Car Parking criterion e) uses the availability of shared mobility services, including car club spaces, to determine the appropriate level of private car parking, where some private car parking is proposed. Paragraph 3.200 states that where shared mobility services are necessary to mitigate the impact of development, but is not practical to deliver on site, contributions to off-site delivery will be sought.
- 3.40 City Plan Policy Inf 3 Infrastructure Delivery and Developer Contributions requires proposals to deliver or contribute towards infrastructure provision where relevant and necessary to mitigate any negative impact and to ensure the proposal can meet the Council's sustainable transport targets (mode share targets) and where commensurate to the scale of the proposed development. Therefore, contributions towards delivering the car sharing scheme either on-site or off-site will be required to mitigate against demand and requirement for higher levels of car parking spaces.
- 3.41 Costs are calculated based on size of housing development and the appropriate level of shared cars based on the most recent parking standards and circumstances of the development in terms of meeting Policy Inf 7.
- 3.42 Contributions are based on individual applications, and contribution zones are not proposed for this type of infrastructure.
- 3.43 It is expected that car sharing infrastructure will be delivered within development on to-be adopted roads, or in the vicinity of the development. The costs include the cost of providing new vehicles and the administrative costs to the Council associated with providing car sharing bays.

Mobility Hubs

- 3.44 NPF4 Policy 13 Sustainable Transport supports proposals to improve, enhance or provide active travel infrastructure or multi-modal hubs.
- 3.45 City Plan 2030 identifies a number of mobility hubs (see Part 4, Table 4 and 8) to support the sustainable growth of the city and mitigate against impact of development by facilitating sustainable transport through the development of mobility hubs. Policy Inf 7 Private Car Parking criterion f) requires all major development to provide shared mobility services potentially in a mobility hub.
- 3.46 The Council’s 20 Minute Neighbourhood team commissioned three feasibility studies for different areas of the city. This has helped to inform what key components we expect to be included in a mobility hub and has provided capital cost estimates.
- 3.47 Proportional contributions are on a per unit basis. Expected housing output numbers (as published in the Plan Part 4, Table 2) for each site in the contribution zone is calculated. All existing housing units within the zone is calculated using the GIS Corporate Property Database. The proportion of new units as a percentage of all potential users in the zone (existing and new units) is calculated. This percentage is applied to the infrastructure cost to work out a per unit cost. All detailed cost calculations are set out in Appendix 5.
- 3.48 There will be on-going revenue costs for their implementation, but only capital costs will be sought through planning obligations and/or where delivered directly as part of development.
- 3.49 Proposals for mobility hubs to support the sustainable travel for a single development site:
- For example, in major developments or where identified in the Place Based Policy principles, these should be appropriate to scale and impacts of development and include the required components (see below). It is expected this will be delivered directly by the development.
- 3.50 City Plan identifies indicative locations for mobility hubs with their final location to be determined with the site’s layout design and optimal placing for the mobility hub’s requirements. In addition, flexibility to expand the services on offer should be taken into account when siting the mobility hubs.
- 3.51 Detailed guidance on mobility hubs for new development is likely to be included in updates to the Edinburgh Design Guidance. For this SG, the following key components will be required for any proposed mobility hub:

Easy access to public transport	City bike hire station (&EV)
Sheltered stops/halts with timetables	Cargo bike share scheme
Secure bike storage (membership)	Bike library
Open access bike storage (bike racks)	Cycle repair stand
EV car charging facilities	EV bike charging facilities
Taxi bays	Pick-up and drop-off bays
Car club	Future proof for e-scooters
Maps & real time information boards (wayfinding)	Postal drop-off lockers
Digital and real time information boards	
Easy access to walking and cycling routes	
Local information notice board	
Local amenities and route signage	
CCTV provision	
WiFi and charging facilities	

- 3.52 Mobility hubs that serve more than one development: Where a mobility hub mitigates the impact of more than one development (for example, a cluster of developments, or a strategic

site that is likely to be developed in phases), a new contribution zone is proposed. They apply an approximate ten-minute walk distance from the indicative hub location. This distance is consistent with that used in the three feasibility studies: NPF4 Local Living and Edinburgh's 20-minute neighbourhood approach to living well locally, and Edinburgh's interpretation of a 20-minute round trip is where people's daily needs can be met within 10 minutes walk/wheel of their house, as explained in the City Mobility Plan. A ten-minute isochrone (800m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map.

3.53 Proposed mobility hubs proposals in Granton and West Edinburgh are included in their transport contribution zone alongside the wider package of transport interventions.

3.54 New proposed contribution zones for mobility hubs:

- Bonnington mobility hub
- Fettes Avenue mobility hub

Tram

3.55 This SG provides the mechanism to continue to seek proportionate contributions towards Edinburgh Tram Line 1 (Airport to St Andrews Square) and 1a (Trams to Newhaven).

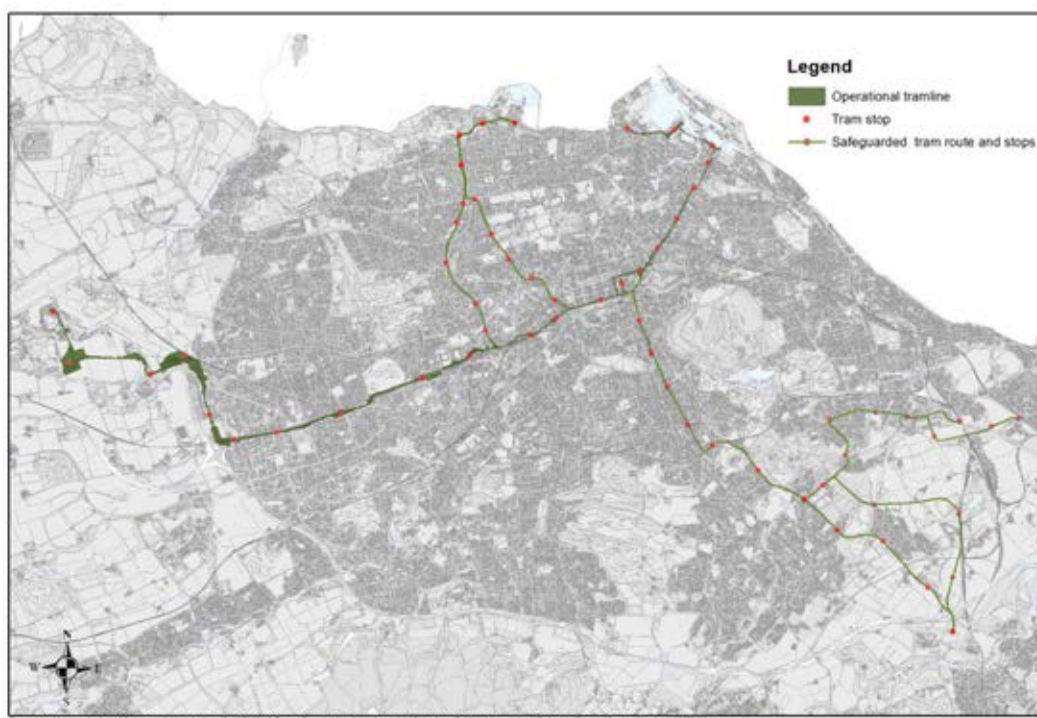
3.56 It also proposes to agree in principle the contributions framework for the extension of Edinburgh trams to Granton and BioQuarter and beyond, once the route is confirmed.

Background and Policy Context

3.57 Tram line 1 in operation since 2014 and Trams to Newhaven in operation from June 2023 provide a key public transport service for the city. This is an enabling infrastructure in place that facilitates growth in West Edinburgh/Edinburgh Park, North Edinburgh urban sites along near route of Trams to Newhaven, and continued economic growth of the city centre.

3.58 Extending the tramline network is a key component of the City Plan's spatial strategy. It will help achieve the City's net zero ambitions and City Mobility Plan's aim to reduce car kilometres by 30%. To inform the Proposed Plan stage of City Plan, the Edinburgh Strategic Sustainable Transport Study (ESSTS) was commissioned. It recommended the case to extend the tramline on existing and revised safeguarded routes. A report on the Strategic Business Case (SBC) for Tram from Granton to BioQuarter and Beyond on 1 February 2024 sets out the preferred route and consultation process to progress to SBC stage. Until the project has reached that stage and confirms the route, City Plan includes all safeguarded options for future tram lines. This includes the continuing safeguard of tramline extension shown in LDP (2016) to Granton and South East Edinburgh.

3.59 This guideline provides details on how to calculate developer contributions towards the operational tramlines as well as setting out the intention to take contributions towards the future tramline.



- 3.60 An extended tramline is supported in national transport policy STPR2 (which recommends enhanced cross-boundary public transport comprising tram and bus-based transit) and NPF4 states plans to extend the tram network in Edinburgh offers the opportunity to reduce levels of car-based commuting.
- 3.61 Delivering the City Mobility Strategy – the draft Public Transport Action Plan (2023) contains policy PR5 Develop mass rapid transit plan (including tram and BRT for the city and region).
- 3.62 The principle of seeking developer contributions for trams is well established and is summarised:
- Guidance on tram contributions was first adopted in 2004 with iterations to refine it to the guidance in use today.
 - Principle of contributions has been based on the size and type of proposed development, its proximity to the tramline corridor and stops.
 - Established an infrastructure first approach – contributions continue to be sought for the operational tramline, where necessary infrastructure has been delivered by the Council in advance of proposed developments that will benefit from it and allows development to proceed by meeting the transport needs of future residents.
 - To enable the front-funding and delivery of the tram, the Council borrowed funds against future anticipated contributions from developers. The independent review of the tram funding noted that the Council had budgeted to receive £25.4m over a 20 year period to 2028 (or longer if the Council is still paying off the borrowing costs) in contributions from assumed development within 750m of the tram route.
 - Previous developer contributions guidance used £23m (taking into account contributions already taken) relied on this funding strategy and used it as a 'cap' for developer contributions. Contributions towards the tramline 1 would apply until the amount of borrowing, including costs, has been repaid. It is considered that this is still an appropriate mechanism for 'front funding' essential infrastructure.
 - To date, the 'cap' has not been reached, but there are some significant contributions in minded to grant decisions or unimplemented permissions which takes the total contributions near to £23m (IBG (Ref 15/05580/PPP) with a tram contribution

requirement of £13,604,295 and Millburn Tower (Ref 15/04318/PPP) with a contribution of £1,432,205)

Justification for increasing the cap on developer contributions towards Tramline 1 (operation tram).

- 3.63 As only a small proportion of developer contributions had been collected by the time the line to York Place had been completed, the Council had to meet borrowing costs from its own revenue budgets. The Review of the Tram Funding Strategy (2007) states: ‘The legal advice has been to allow the council to go collecting contributions as long as the need can be justified by borrowing costs. This time period can be beyond completion of tram construction as long as the Council is still paying off the costs of the tram.’
- 3.64 This SG proposes to increase the £23m cap to reflect a better understanding of the borrowing costs. If we include interest costs of £16.9m based on 4% interest over 30 years (the rate achieved when borrowing was undertaken), this brings the total we can collect up to £39.9m.

Principles for Tram Contributions

- 3.65 Where the tram network will help to address the transport impacts of a development, an appropriate contribution will be sought towards its construction costs and associated public realm works.
- 3.66 This guidance applies to all new developments requiring planning permission within the defined proximity of the existing tram lines (Tram line 1 and Trams to Newhaven) as shown in the map in Appendix 6 with major developments elsewhere in the city on a case by case basis.
- 3.67 This ensures that development contributes towards the necessary transport infrastructure that has been delivered in advance and allows developments’ impacts to be mitigated from the outset.

Proportionate level of contributions

- 3.68 The level of contribution required depends on the following factors:
- i. type of development,
 - ii. distance from tram route, and
 - iii. size of development
- 3.69 The level of contribution will be calculated as follows:
- i. Firstly, from table in Appendix 6 establish scale-factor (1-15) by type of and size (GEA) of development proposed;
 - ii. Secondly, choose appropriate zone within which the development lies. Determination of the zone will be based on the shortest walking distance between any part of the site and the nearest edge of the constructed tram corridor. If the development lies within different zones, the zone closest to the tram will be used. Sites within 250 metres are Zone 1 and sites lying between 250 metres and 500 metres are Zone 2.
 - iii. Thirdly, those sites based on the shortest walking distance between any part of the site and the nearest part of a tram stop lying between 500 metres and 750 metres are Zone 3.
 - iv. Fourthly, using the Zone appropriate to the particular development, move along Table 2 to the column numbered as the scale factor obtained from Table 1. The figure shown is the amount in £’000s to be contributed towards the tram project by that particular development.
 - v. Fifthly, the contribution, once agreed, will be index-linked from Q3 2018 on the basis of the BCIS All-in Tender Price Index.

3.70 If any part of the proposal's red line boundary is within the zone, the whole site applies. Where development proposals are in excess of the tables in Appendix 6 i.e. very large developments and/or further than 750m from the tramline, and these tables will be applied on a pro rata basis to calculate the minimum level of contribution required.

Proposals for change of use:

3.71 In cases of a change of use within a premises where there is no proposed change to floorspace or demolition, calculation of the level of contribution will be calculated by:

- Deducting the contribution based on the existing/last known use/lawful planning use from of the Proposed Use contribution (as calculated per table 1). Where, the resultant contribution is positive then that will be the contribution that is required to be paid for that development.

3.72 Changes of use or subdivision falling below the thresholds shown in Table 1 will not normally be expected to provide a contribution.

3.73 For the avoidance of doubt, proposals for the redevelopment of land with existing premises and uses, involving demolition and clearing to make way for new development and uses, will be calculated solely on the resulting proposed development floorspace(GEA) /uses in Table 1.

Other Significant Developments

3.74 Large developments, as defined within scale factor 15 in the table in Appendix 6, but on land outwith the defined zone 3 will also be considered in regards to their net impact on transport infrastructure. Where there is a net impact on infrastructure, specifically in relation to trip generation on public transport and this requires mitigation developments may be required to make a contribution to the tram system. In such cases, the Transport Assessment submitted with the application should address fully the potential role which could be played by tram in absorbing the transport impacts of the development.

3.75 Policy Exemptions are as follows:

- i. Small developments falling below the thresholds shown in the table in Appendix 6 will not be expected to provide a contribution unless they are clearly part of a phased development of a larger site. In such cases the Council will seek to agree a pro-rata sum with the applicant.
- ii. In the event of a developer contributing land towards the development of the tram system, the amount of the contribution required under this mechanism may be reduced. Each application will be considered on its individual merits, taking into account factors such as the value of the land, its condition, and the location of existing and proposed services.

City Plan 2030 – future tram lines /proposed new tram line safeguards.

3.76 The strategic business case (SBC) for a tram extension for Edinburgh is in preparation, after consultation in 2024, the SBC will progress and a funding strategy can be prepared based on the preferred route. As with tramline 1, it is likely that part of the funding strategy will include assumptions based on potential development within 750m of the tramline 'Granton to BioQuarter and Beyond' and assumptions on potential developer contributions.

3.77 Once the SBC has been approved by Council, and proceeding towards an Outline Business Case, it is proposed that Appendix 6 Tram can be amended to include a new contribution zone with a threshold of 750m from the confirmed alignment of the Granton to BioQuarter and Beyond tramline. This will allow the Council to take proportionate contributions from development applying a similar methodology as tramline 1 (Trams to Newhaven).

Traffic Regulation Orders (TRO), land costs and other transport infrastructure

Traffic Regulation Orders (TRO)

- 3.78 For all development, the Council may require a contribution towards a Traffic Regulation Order / Stopping Up Order. Where an action can only be delivered by the Council as local authority, indicative costs are provided in Appendix 7.

Land Costs

- 3.79 The delivery of any transport action, including those with proposed contribution zones in Appendix 2, where its delivery would involve use of land outwith the developer's control, and the Council is able and willing to deliver such an action, if necessary using its compulsory purchase powers, the full cost of such an action (including land acquisition costs) will be sought. It is the intention to provide an understanding of any such land access/land costs in updates to the Action (Delivery) Programme, and when delivery projects are initiated with relevant delivery partners.

Bus Service Infrastructure

- 3.80 City Plan transport appraisal identifies new bus routes and service improvements in Part 4, Table 6: Orbital Bus Route and Improved Bus Connections. The City Plan Transport Assessment states: *'Public transport operating costs are anticipated to be recoverable from increased passenger revenue once the development(s) is/are fully occupied. There may, however, be a need for some subsidy payment to bus operators to ensure that an adequate service is in place from the moment of first occupation of the development whilst transport demand builds.'* Contributions towards PT1 – 17 can be sought on a case by case basis, where the level of bus service at the point of an application would justify a service subsidy to assist in meeting mode share targets and reducing the need for private car use.

Existing Transport Contribution Zones

- 3.81 Until the identified actions have been completed, it is proposed to retain the contribution zones for legacy housing sites:
- a) Legacy LDP 2016 transport contribution zones – see Appendix 8
 - b) North Edinburgh legacy actions – see Appendix 9 and Addendum 7

Active Travel Contribution Zones for Proposals relating to development sites and Strategic Projects and Safeguards

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ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian
ATPR 36 Great Junction Street to Cables Wynd

Note on Costs

In the case of the active travel infrastructure, it applies a cost rate per metre based on a costing document commissioned by the Council to inform the high-level costs of implementing the Active Travel Action Plan (by consultants Faithful and Gould in November 2022) as well as costs derived by recent CEC led projects. Indexation should apply from November 2022. With the exception of Roseburn to Union Canal the cost is based on a current project and Foot of Walk to Ocean Terminal (which is based on Leith Connections project cost, dated 2022).

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.

Summary Table of costs

Refer to individual tables for detail of cost estimates for each infrastructure intervention and breakdown of cost calculations to determine the per unit rate.

City Plan Active Travel Proposal	New units as a proportion of all potential users within distance threshold (existing properties and estimate of new units)	Total cost of project	Cost to be borne by development(s) (Q3 2023).	Cost per new unit
ATSR 2 Roseburn to Union Canal	3.7%	£3,750,000	£138,750	£680.15
ATSR13 Bonnington Link East-West Great Junction Street to Powderhall	28.4%	£1,218,051	£345,926	£171.80
ATSR14 Leith Walk to West Bowling Green Street	27%	£561,863	£151,703	£83.58
ATSR15 Foot of the Walk to Ocean Terminal	13.8%	£7,400,000	£1,021,200	£806.60
ATSR16 Lanark Road/Slateford Road	4.1%	£7,303,932	£299,461	£785.99

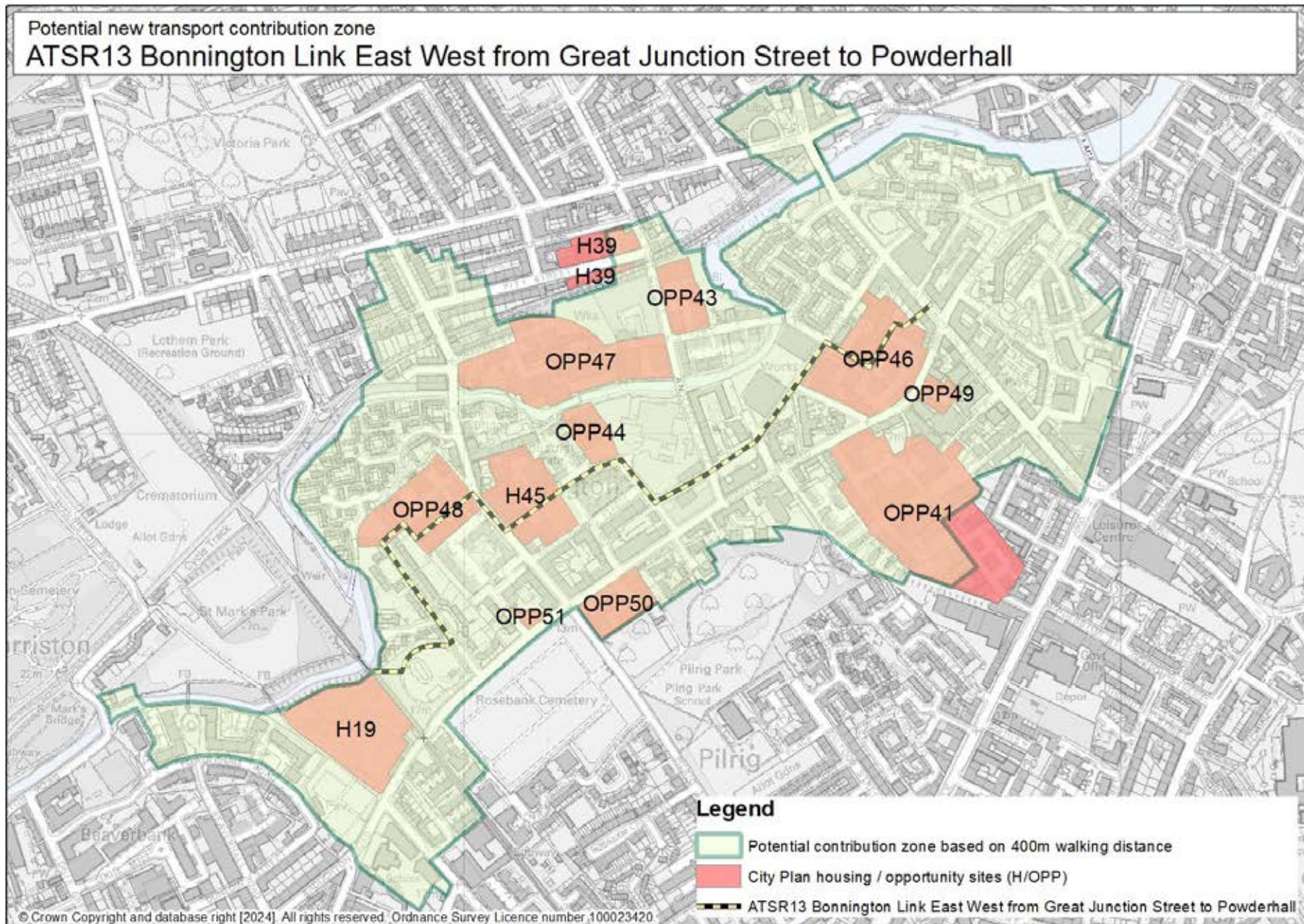
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City Plan Active Travel Proposal	New units as a proportion of all potential users within distance threshold (existing properties and estimate of new units)	Total cost of project	Cost to be borne by development(s) (Q3 2023).	Cost per new unit
ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street	17.5%	£8,960,932	£1,568,163	£1,719.50
ATPR 3 – Seafield City Centre along Portobello Road/London Road	11.5%	£8,137,676	£935,832.70	£830.40
ATPR 13 – Redford Barracks to City Centre	15.4%	£11,096,953	£1,708,930.80	£2,136.20
ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll	15.7%	£8,029,991	£1,260,709	£1,585.80
ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre	3.4%	£3,722,644	£126,569.90	£1,054.70
ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian	54.6%	£11,572,333	£6,318,494	£2,503.40
ATPR 36 – Great Junction Street to Cables Wynd	15.29%	£1,118,586	£171,031.80	£249.32

Active Travel Strategic Projects and Safeguards

Cost and apportioning methodology: ATSR2 ROSEBURN TO UNION CANAL	
Cost estimate of intervention:	£3,750,000 capital to be met from Council funds (which can be supplemented by developer contributions)
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	5287 properties
Estimated unit numbers from City Plan sites within the zone:	City Plan sites: OPP1 Dundee Street 45 OPP2 Dundee Terrace 45 H4 Dalry Road 45 H7 Murieston Lane 69 Total number of proposed units: 204
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (204) + Existing Number of properties within 400m contribution zone (5287) = All potential units (5491) $204/5491 \times 100 = 3.7\%$
Cost of project to be met by development within zone (% of total project cost)	$£3,750,000 \times 0.037 = £138,750$ (3.7% of total project cost)
Cost per unit	$£138,750/204 =$ £680.15 per unit

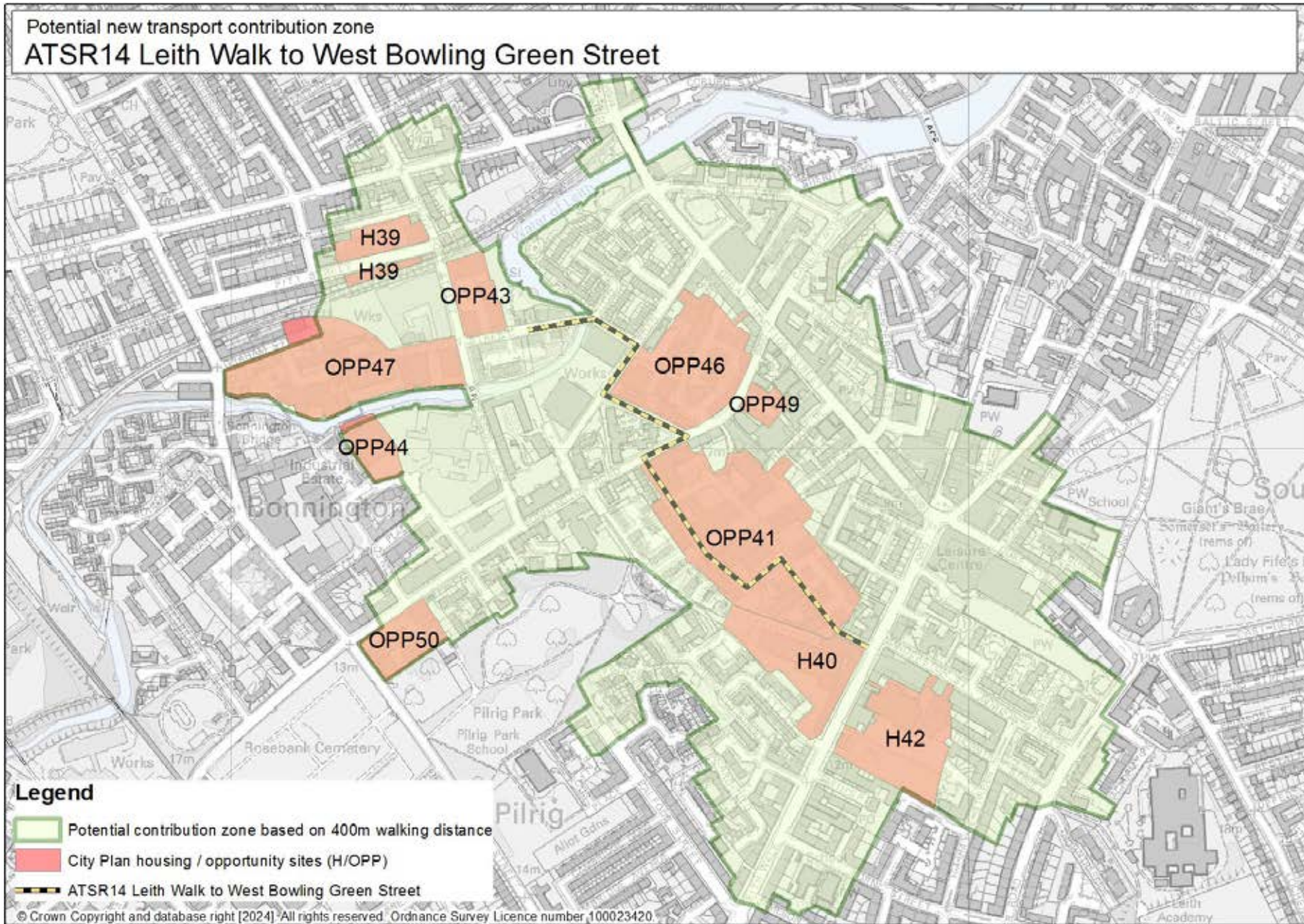
Cost and apportioning methodology: ATSR13 Bonnington Link East-West Great Junction Street to Powderhall	
Cost estimate of intervention:	75m @£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £1,218,051
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	5088
Estimated unit numbers from City Plan sites within the zone:	H19 262 OPP41 372, OPP43 83, OPP44 90, H45 193, OPP46 290, OPP47 414, OPP48, 207 OPP49, 24 OPP50, 56 OPP51 23 Total = 2,014
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (2014) + Existing Number of properties within 400m contribution zone (5088) = All potential units (7102) $2014/7102 \times 100 = 28.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£1,218,051 \times 0.284 =$ £345,926 (28.4% of total project cost)
Cost per unit	$£345,926 / 2014 \text{ units} =$ £171.80 per unit



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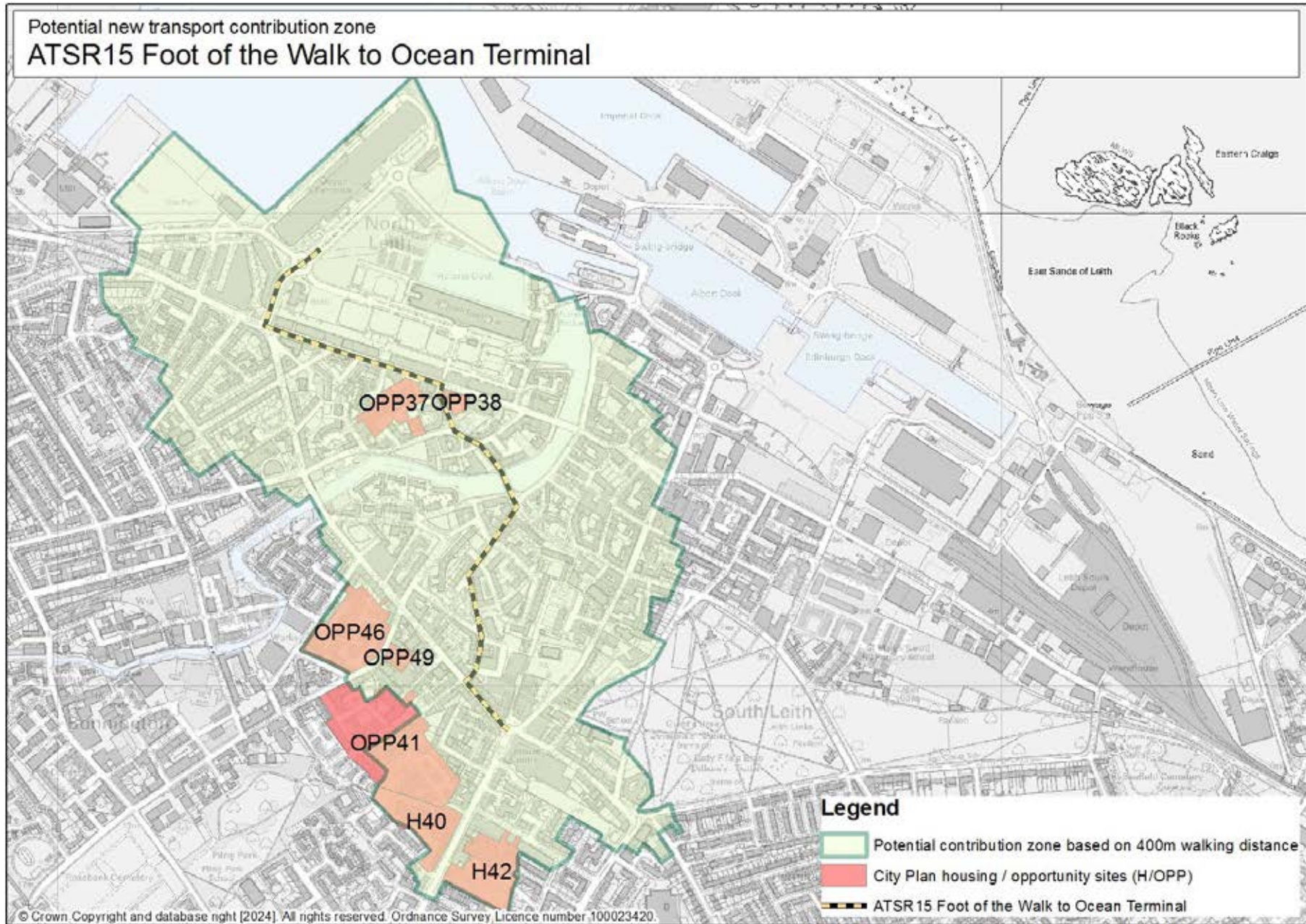
Cost and apportioning methodology: ATSR14 Leith Walk to West Bowling Green Street	
Cost estimate of intervention:	60m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £561,863
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4910
Estimated unit numbers from City Plan sites within the zone:	H39 103 H40 148 OPP41 372 H42 235 OPP43 83 OPP44 90 OPP46 290 OPP47 414 OPP49 24 OPP50 56 = 1,815 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1815) + Existing Number of properties within 400m contribution zone (4910) = All potential units (6725) $1815/6725 \times 100 = 27\%$
Cost of project to be met by development within zone (% of total project cost)	$£561,863 \times 0.27$ (27% of total project cost) = £151,703
Cost per unit	$£151,703/1,815$ units = £83.58

***Cost / Delivery information** E.g. if the intervention is part of strategic AT plans/projects/strategies being progressed by the Council or partners. Indicate here if route's delivery mechanism is within CEC's capital investment programme, and how new development should pay a proportionate contribution.



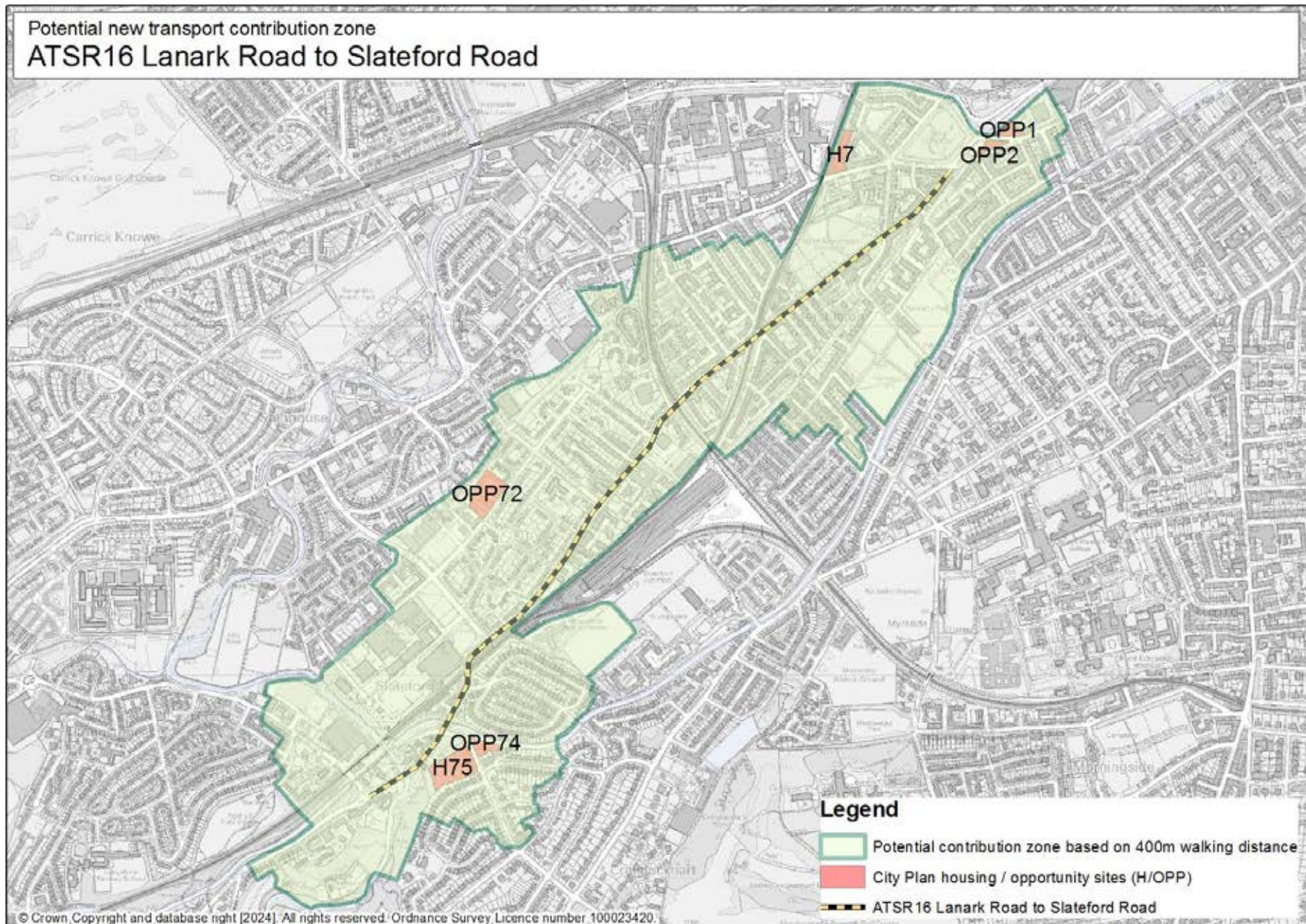
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Cost and apportioning methodology: ATSR15 Foot of the Walk to Ocean Terminal	
Cost estimate of intervention:	£7,400.000 cost estimate from Leith Connections project
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	7881 properties
Estimated unit numbers from City Plan sites within the zone:	OPP37 152 OPP38 45 H40 148 OPP41 372 H42 235 OPP46 290 OPP49 24 = 1,266 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1266) + Existing Number of properties within 400m contribution zone (7881) = All potential units (9147) $1266/9147 \times 100 = 13.8\%$
Cost of project to be met by development within zone (% of total project cost)	$£7,400,000 \times 0.138$ (13.8 % of total project cost) = £1,021,200
Cost per unit	$£1,021,200/1266$ units = £806.6 per unit



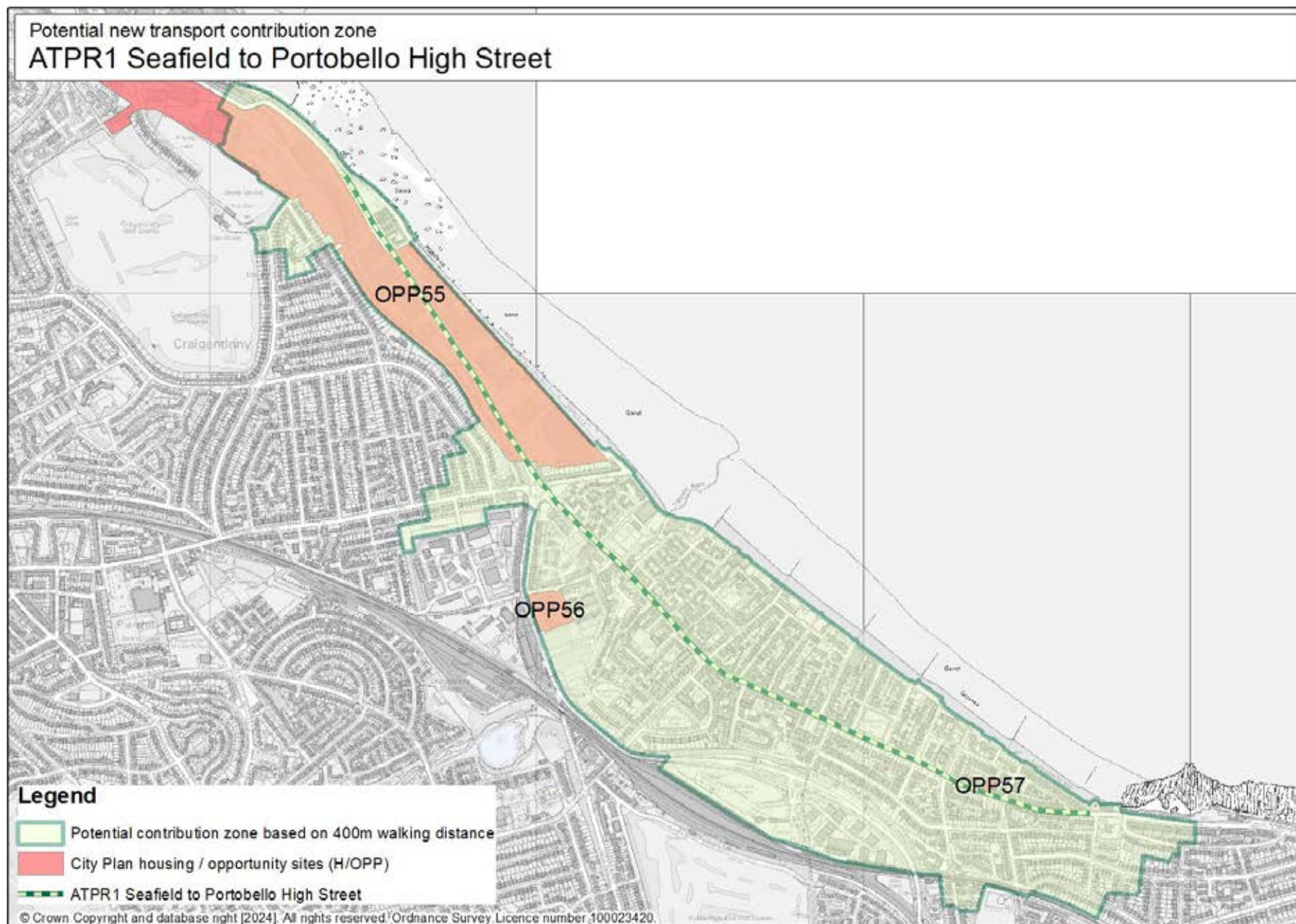
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Cost and apportioning methodology: ATSR16 Lanark Road/Slateford Road	
Cost estimate of intervention:	2269@£1,253 generic segregation and 226m @£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £7,303,932
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	8,939 properties
Estimated unit numbers from City Plan sites within the zone:	OPP1 45 OPP2 45 H7 69 H11 8 OPP72 110 OPP74 24 H75 80 = 381 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (381) + Existing Number of properties within 400m contribution zone (8939) = All potential units (9320) $381/9320 \times 100 = 4.1\%$
Cost of project to be met by development within zone (% of total project cost)	$£7,303,932 \times 0.041$ (4.1 % of total project cost) = £299,461
Cost per unit	$£299,461 / 381$ units = £785.99 per unit

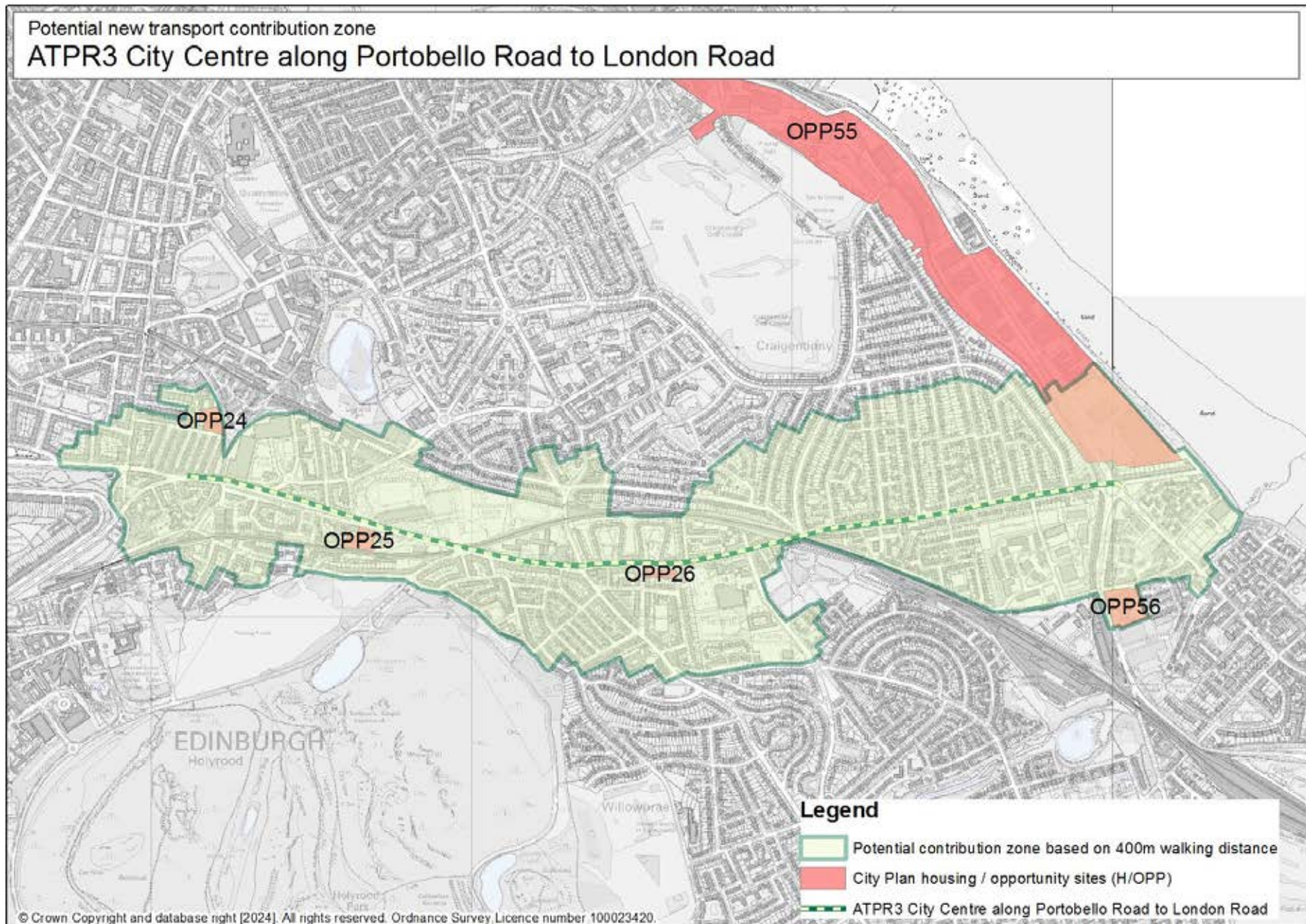


Active Travel Proposals related to development

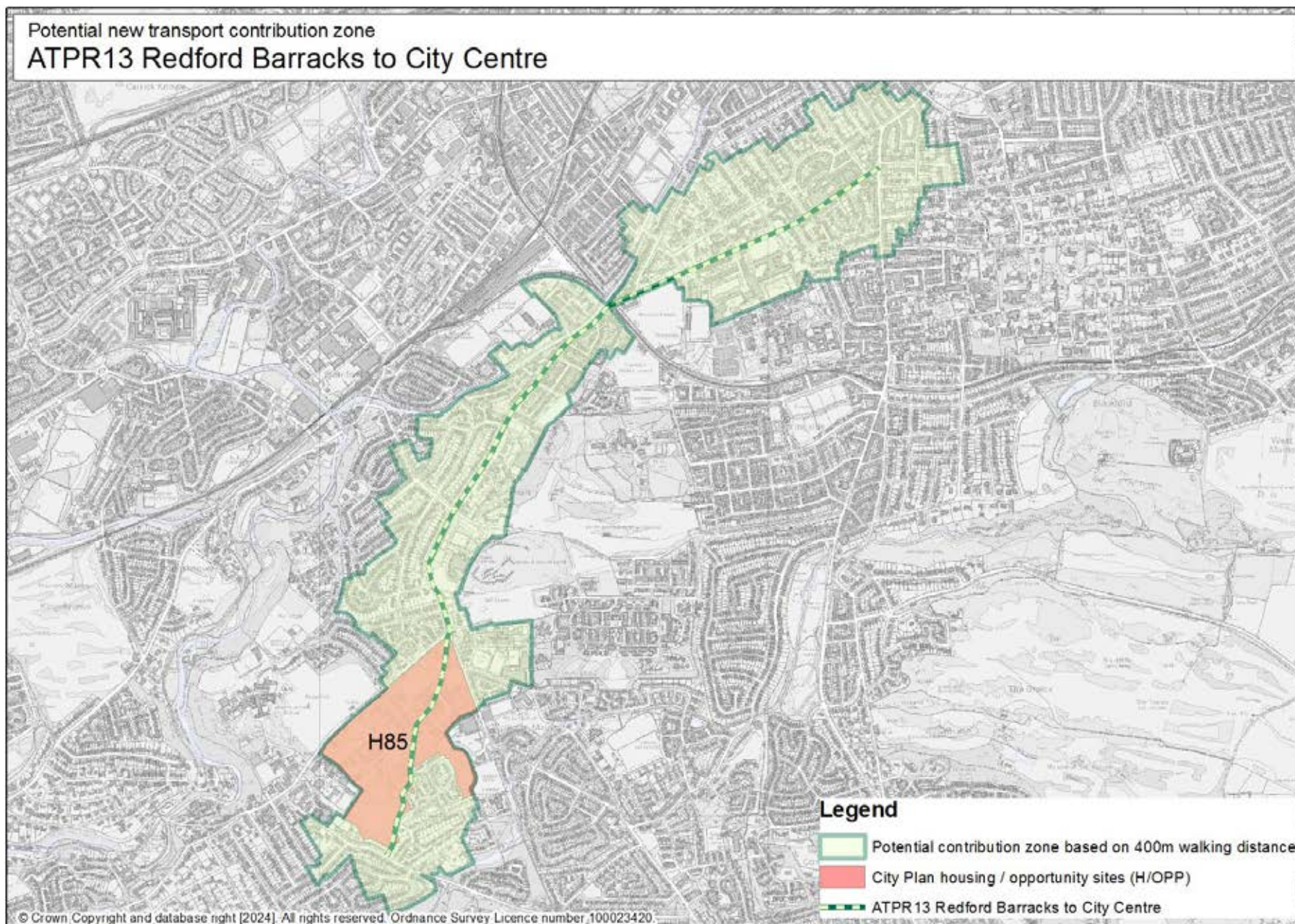
Cost and apportioning methodology: ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street	
Cost estimate of intervention:	2099m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,960,932
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4228 Properties
Estimated unit numbers from City Plan sites within the zone:	OPP55 800 OPP56 104 OPP57 8 = 912 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (912) + Existing Number of properties within 400m contribution zone (4228) = All potential units (5140) $912/5140 \times 100 = 17.7\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,960,932 \times 0.177$ (17.7 % of total project cost) = £1,586,085
Cost per unit	$£1,586,085 / 912$ = £1,739 per unit



Cost and apportioning methodology: ATPR 3 – Seafield City Centre along Portobello Road/London Road	
Cost estimate of intervention:	2978.51m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,137,676
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	8670 properties
Estimated unit numbers from City Plan sites within the zone:	OPP24 69 OPP25 113 OPP26 41 OPP55 800 OPP56 104 = 1,127 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (1127) + Existing Number of properties within 400m contribution zone (8670) = All potential units (9797) $1127/9797 \times 100 = 11.5\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,137,676 \times 0.115$ (11.5 % of total project cost) = £935,832.70
Cost per unit	$£935,832.70 / 1,127$ = £830.40 per unit

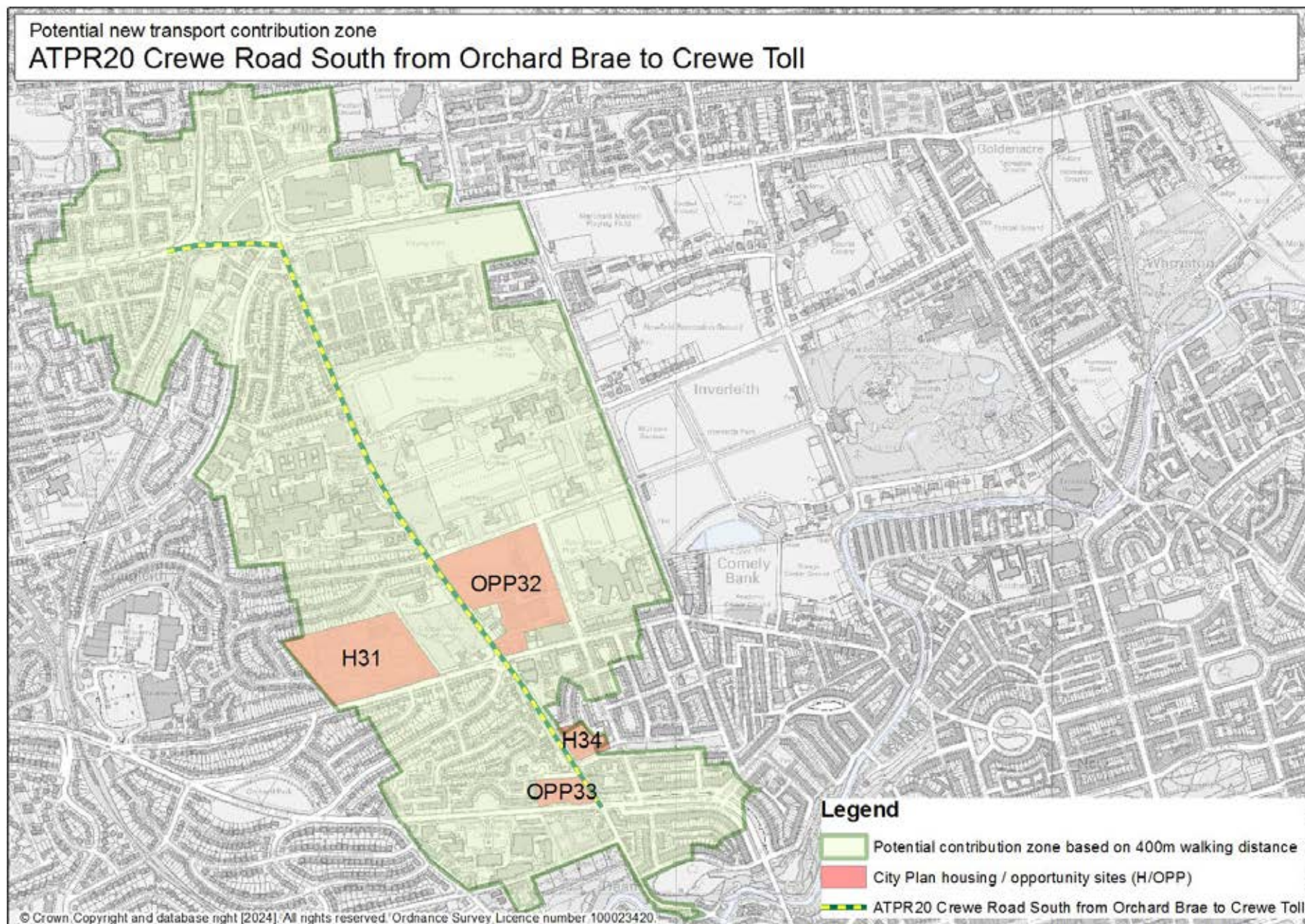


Cost and apportioning methodology: ATPR 13 – Redford Barracks to City Centre	
Cost estimate of intervention:	1329.94m@£1,253 generic segregation and 1784.1m @£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £11,096,953
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4408 properties
Estimated unit numbers from City Plan sites within the zone:	H85: 800 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (800) + Existing Number of properties within 400m contribution zone (4408) = All potential units (5208) $800/5208 \times 100 = 15.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£11,096,953 \times 0.154$ (15.4 % of total project cost) = £1,708,930.80
Cost per unit	$£1,708,930.80 / 800$ units = £2,136.20 per unit

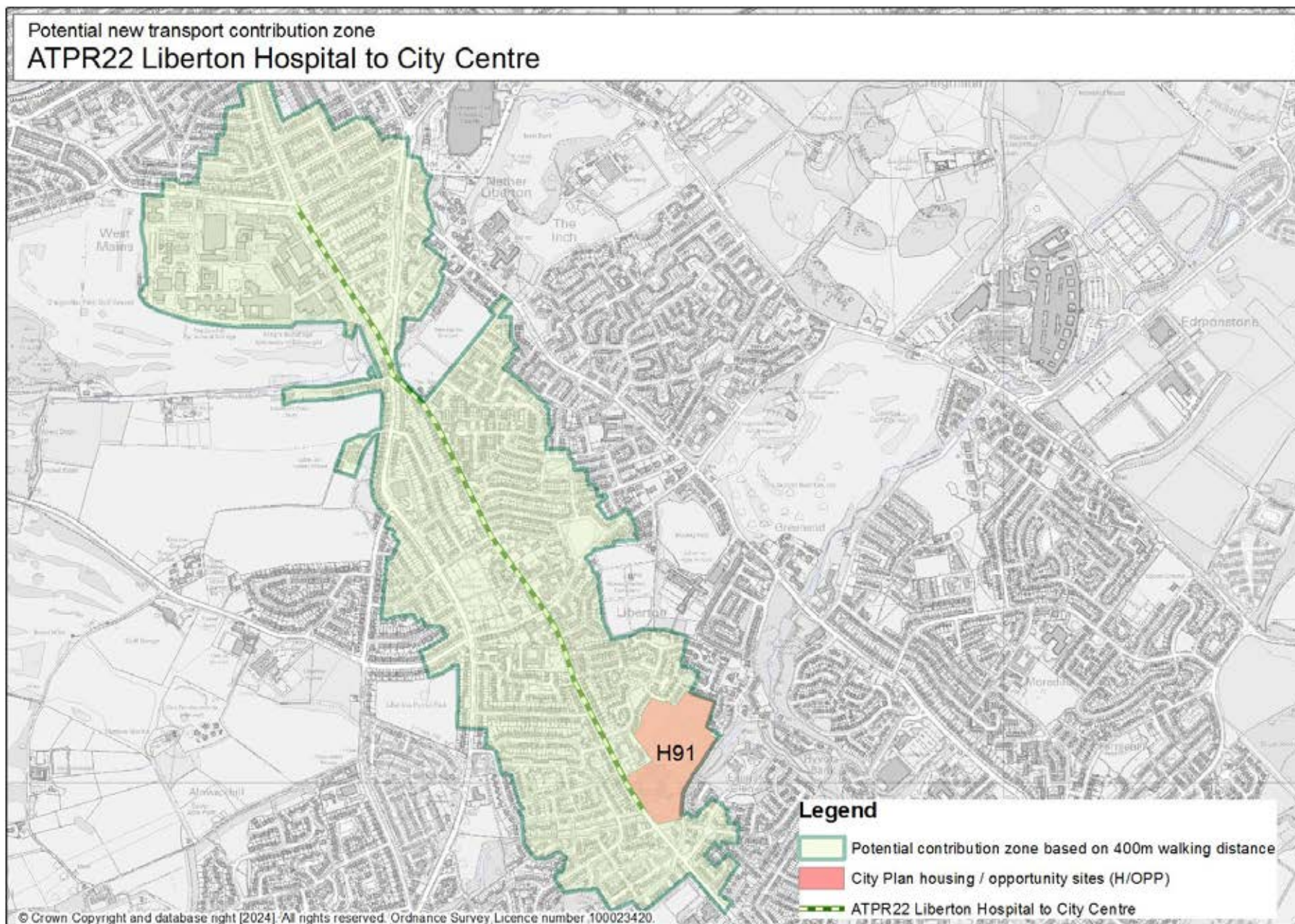


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Cost and apportioning methodology: ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll	
Cost estimate of intervention:	1456.85m@£1,253 generic segregation and 579.7m@£2,338 segregation conservation area (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £8,029,991
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	4259 properties
Estimated unit numbers from City Plan sites within the zone:	H31 Royal Victoria 360 OPP32 Crewe Road South 256 OPP33 Orchard Brae 55 H34 Orchard Brae 124 = 795 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (795) + Existing Number of properties within 400m contribution zone (4259) = All potential units (5054) $795/5054 \times 100 = 15.7\%$
Cost of project to be met by development within zone (% of total project cost)	$£8,029,991 \times 0.157$ (15.7 % of total project cost) = £1,260,709
Cost per unit	$£1,260,709 / 795$ units = £1,585.80 per unit

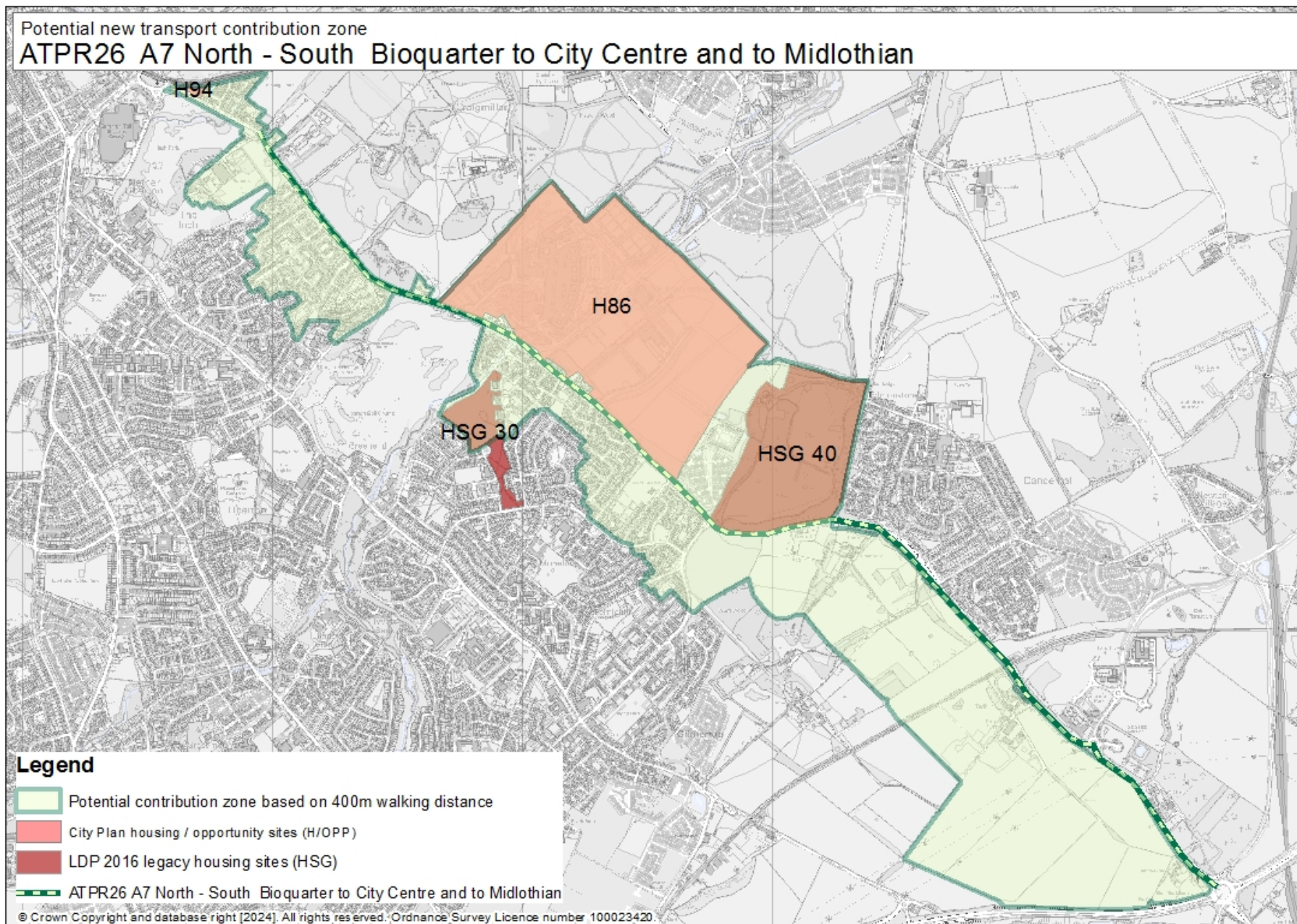


Cost and apportioning methodology: ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre	
Cost estimate of intervention:	1253m@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £3,722,644
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	3416 properties
Estimated unit numbers from City Plan sites within the zone:	H91 Liberton Hospital 120 units
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (120) + Existing Number of properties within 400m contribution zone (3416) = All potential units (3536) $120/3536 \times 100 = 3.4\%$
Cost of project to be met by development within zone (% of total project cost)	$£3,722,644 \times 0.034$ (3.4 % of total project cost) = £126,569.90
Cost per unit	$£126,569.90 / 120$ units =£1,054.70 per unit



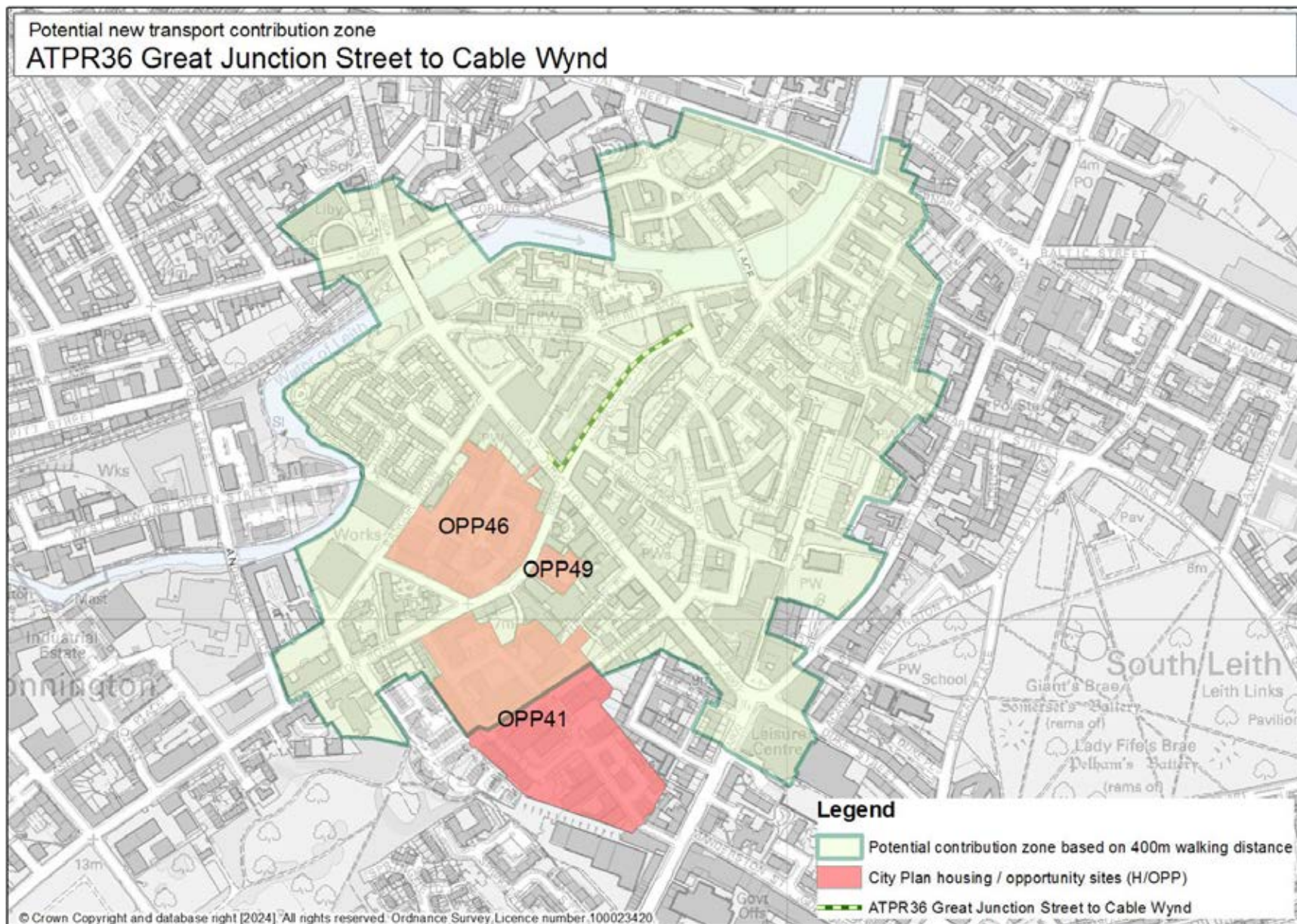
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Cost and apportioning methodology: ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian	
Cost estimate of intervention:	5148.89@£1,253 generic segregation (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £11,572,333
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	2099
Estimated unit numbers from City Plan sites within the zone:	H86 Edinburgh BioQuarter 2500 H94 Old Dalkeith Road 24 = 2,524
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (2524) + Existing Number of properties within 400m contribution zone (2099) = All potential units (4623) $2524/4623 \times 100 = 54.6\%$
Cost of project to be met by development within zone (% of total project cost)	$£11,572,333 \times 0.546$ (54.6 % of total project cost) = £6,318,493.80
Cost per unit	$£6,318,493.80 / 2,524$ = £2,503.40 per unit



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Cost and apportioning methodology: ATPR 36 Great Junction Street to Cables Wynd	
Cost estimate of intervention:	264m @ £2,338 (basic contractor rate fee) Add: junctions and crossings Include: Design, PM, diversionary works, monitoring and evaluation, and Risk and Optimism Bias Total project cost = £1,118,586
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	3,800 properties
Estimated unit numbers from City Plan sites within the zone:	OPP41 372 OPP46 290 OPP49 24 = 686
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (686) + Existing Number of properties within 400m contribution zone (3800) = All potential units (4486) $686/4486 \times 100 = 15.29\%$
Cost of project to be met by development within zone (% of total project cost)	$£1,118,586 \times 0.1529$ (15.29% of total project cost) = £171,031.80
Cost per unit	$£171,034 / 686$ units = £249.32 per unit



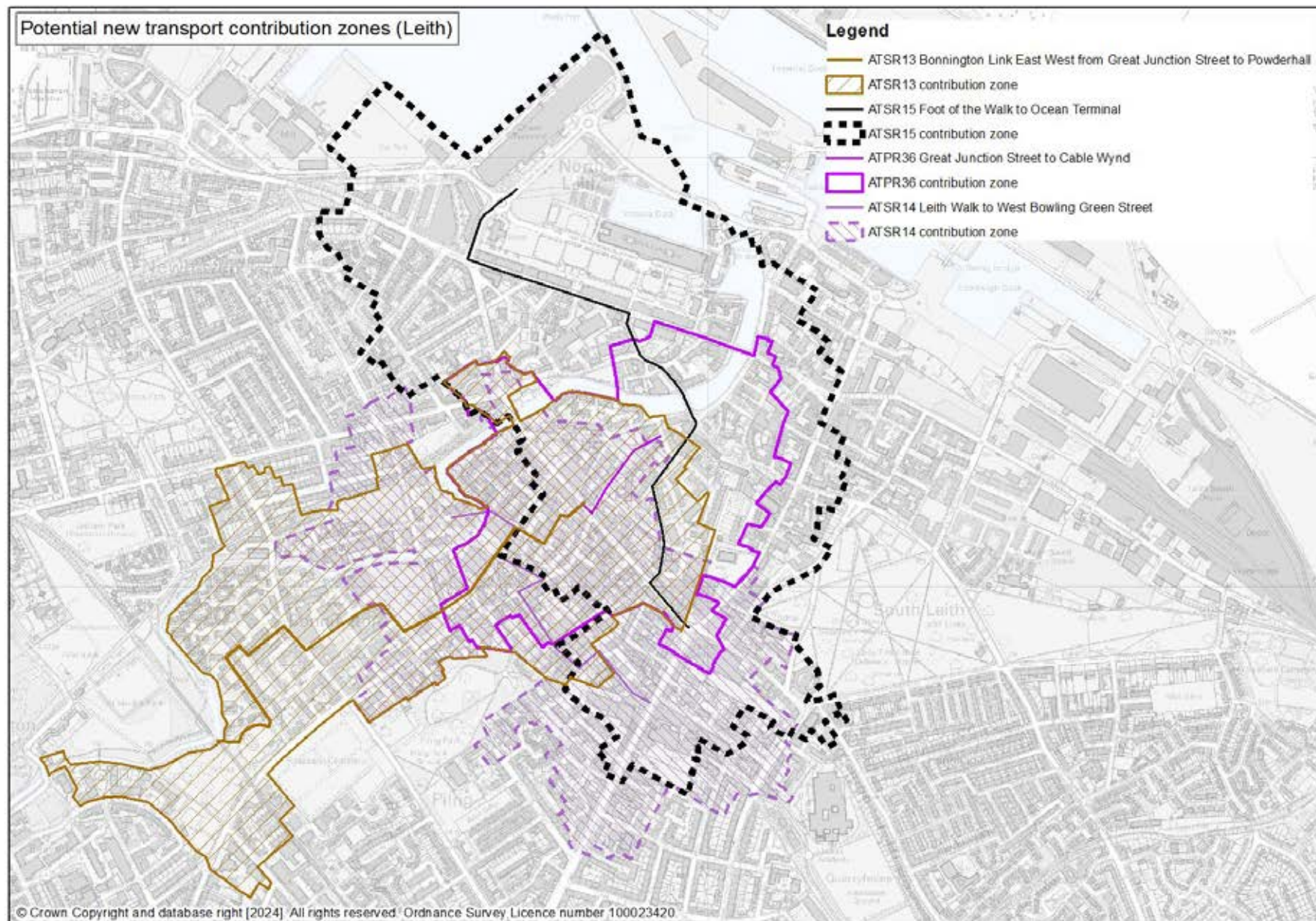
City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery
Draft for Consultation June 2024

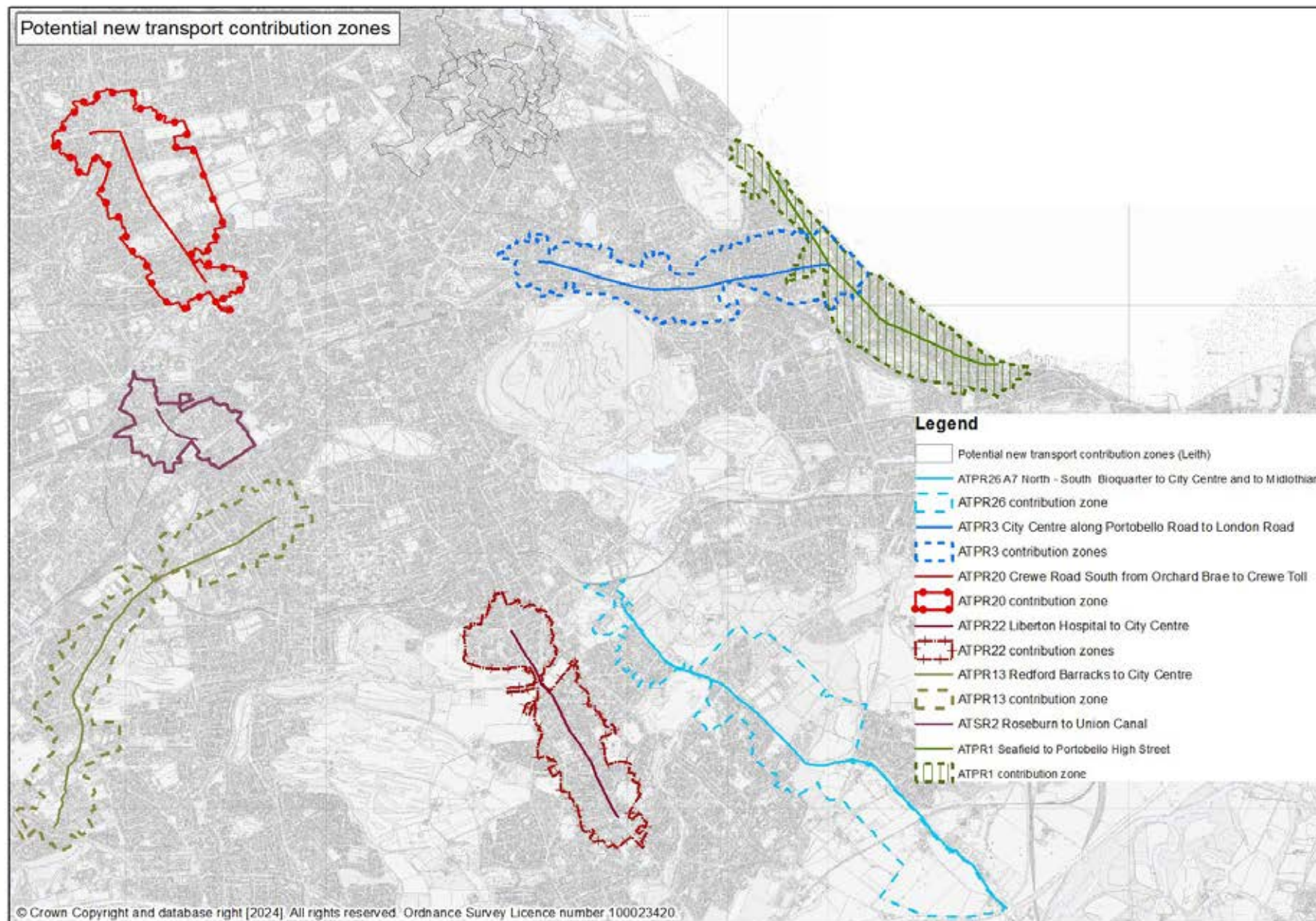
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ATPR 36 Great Junction Street to Cables Wynd
ATSR2 Roseburn to Union Canal

Note on Cost / Delivery information

Appendix 2 provides the map of each contribution zone. It provides the detailed costs estimates and cost apportionment calculations. Most of these determine that the intervention serves an existing population and its delivery will add to the city wide high quality cycle network. A proportion of the cost of the intervention can be delivered with developer contribution; the rest will of the funding will be found through Council capital investment programmes or external funding bids.

Where for example the intervention is part of an active travel project being progressed by the Council or partners, potentially as part of the delivery of the active travel network (Active Travel Action Plan, implementing the City Mobility Plan) it will be indicated if it currently has an allocated budget or delivery programme. This will be kept up to date and reviewed, including in the Action (Delivery) Programme. This addendum sets out why additional funding is sought from developer contributions.





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Name of transport intervention City Plan reference	ATSR13 Bonnington Link East-West Great Junction Street to Powderhall
City Plan proposals in scope	Bonnington Cluster sites: H19, OPP41, OPP43, OPP44, H45, OPP46, OPP47, OPP48, OPP49, OPP50, OPP51
Type of intervention	Segregated active travel link connecting various sites with a continuous route. Connects to safe crossing of Great Junction Street, segregated route to Cables Wynd (ATPR36) thereafter links to Council’s ‘Leith Connections’ route (ATSR15 Foot of the Walk to Ocean Terminal). In the south it allows for the future connection into the Lochend to Powderhall route (ATSR5).
What is the intervention achieving and why is it necessary to make the proposal acceptable in planning terms?	<p>Necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Table 5.1 of the City Plan 2030 Transport Assessment. Appropriate active travel provision to meet increase in cumulative demand is not ‘desirable’ but necessary, essential infrastructure to deliver sustainable development.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram. This will ensure a continuous route through these new developments and to connect at either end with other strategic long-term routes (Foot of Leith Walk to Ocean Terminal and Lochend to Powderhall) as well as local connection to be made with development at Pirrie Street.</p>
Origin of the intervention	Section 6.9 of the City Plan transport assessment sets out the estimated trip generation of sites within this zone, and the slightly wider area. This shows an increase in walking and cycling from the Pre-Covid scenario to the plausible post-Covid with policy scenario. The intervention proposed in the transport assessment for the Bonnington Cluster includes this route so as to provide an active travel corridor through the wider area, where such provision doesn’t currently exist, linking all developments together with the planned Leith Walk and Leith Connections active travel routes.
Contribution Zone details	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network’.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>

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Cost / Delivery information	<p>Most of this route will be directly delivered by the individual sites. However, there are some aspects to the route that require a cumulative approach to apportion the costs of its delivery. In particular the southern section to create the necessary link to join Powderhall at Redbraes Park.</p> <p>Remainder of cost to be met by Council capital investment budget and/or external funding sources, to be determined by future capital investment plans and Council budgets and updates to be provided in future City Plan Action (Delivery) Programmes.</p> <p>Projects are likely to be delivered as part of the Council’s ATAP. Programming to be determined through the City Mobility Plan Implementation Plan/Circulation Plan.</p>
Circular Tests	
Necessity	<p>Necessary to secure a financial contribution towards the infrastructure because more than one development require its delivery to complete the route. Where possible expect developers to deliver the route as part of development layout design, and these sections of the route can be secured by planning condition. Contributions therefore should be limited to the sections of the route outwith development envelope and will be costed on that basis.</p>
Planning purpose	<p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes is needed to shift mode share towards active modes and create sustainable places.</p> <p>See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
Relationship to proposed development	<p>Identified development proposals and other sites coming forward within this contribution zone are within 400m walking distance of the route. The route passes through or adjacent to sites OPP48, H45, OPP44 and OPP46.</p>
Scale and kind	<p>This cycle route would not be proposed if not to serve the new homes in this area, as such is only necessary to ensure these developments are served by safe active travel between the various developments and connecting to other existing or planned routes. The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

Name of transport intervention /City Plan reference	ATSR14 Leith Walk to West Bowling Green Street
City Plan proposals in scope	H39 Pitt Street, H40 Stead's Place, OPP41 Jane Street, H42 Leith Walk/Manderston Street, OPP43 West Bowling Green Street, OPP44 Newhaven Road 1, OPP46 Bangor Road (Swanfield Industrial Estate), OPP47 South Fort Street, Corunna Place, OPP50 Bonnington Road
Type of intervention	Segregated active travel route including new safe crossing on Bonnington Street.
What is the intervention achieving and why is it necessary?	<p>Necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Table 5.1 and section 6.9 of the City Plan 2030 Transport Assessment. Appropriate active travel provision to meet increase in cumulative demand is not 'desirable' but necessary, essential infrastructure to deliver sustainable development.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council's City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p> <p>This intervention creates north-south connection with the segregated Leith Walk cycle infrastructure and the North Edinburgh paths (NCN 75 Water of Leith) where access is taken off West Bowling Green Street. Ensures segregated cycle provision serves the new development and integrates with adjacent strategic routes, making up for the deficiency observed in the transport assessment (section 6.9).</p>
Origin of the intervention (TA etc)	Section 6.9 of the City Plan transport assessment sets out the estimated trip generation of sites within this zone, and the slightly wider area. This shows an increase in walking and cycling from the Pre-Covid scenario to the plausible post-Covid with policy scenario. New active travel proposals which connect to existing/planned routes will likely enhance active travel mode share, shifting use from vehicles. This intervention is shown as a proposed mitigation measure in Figure 6.7 of the City Plan 2030 Transport Assessment.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP's Key Performance Indicator, published in February 2024, to 'increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, which the action programme will update on estimated year units will be completed, informed by the housing land audit and completions programme.</p>
Circular Tests:	

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Necessity	Necessary to secure a financial contribution towards the infrastructure because more than one development require its delivery to complete the route. Where possible expect developers to deliver the route as part of development layout design, and these sections of the route can be secured by planning condition. Contributions therefore should be limited to the sections of the route outwith development envelope and will be costed on that basis.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route passes through or directly adjacent to sites OPP41 and OPP46, so directly serving these. Other identified development proposals and other sites coming forward within this contribution zone are within 400m walking distance of the route and are located such that they will benefit from easy access and use of this infrastructure.
Scale and kind	This cycle route would not be proposed if not to serve the new homes in this area, as such is only necessary to ensure these developments are served by safe active travel between the various developments and connecting to other existing or planned routes. The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATSR15 Foot of the Walk to Ocean Terminal
City Plan proposals in scope	OPP37 Coburg Street, OPP38 Commercial Street, H40 Stead’s Place, OPP41 Jane Steet, H42 Leith Walk/Halmyre Street, OPP46 Bangor Road (Swanfield), OPP49 Corunna Place
Type of intervention	Protected cycle lane from the Foot of the Walk to Ocean Terminal with improved footways and crossings.
What is the intervention achieving and why is it necessary?	<p>Strategic connection between two other projects – Leith Walk segregated cycle way and the Hawthornvale Path/Lindsay Road to Seafield east-west project (in the 2016 LDP’s action programme to support significant development in Leith/Salamander area) and links to the Water of Leith path (at Sandport Place).</p> <p>This key project provides active travel provision to support ‘reference case’ growth in North Edinburgh (proposals in the 2016 LDP) and is noted as a planned intervention and the TA assesses City Plan 2030 sites in Bonnington/Leith area based on this planned intervention having progressed.</p> <p>Clearly, given the proximity to this, and how it connects to related active travel routes, this provides the Bonnington/Leith sites with necessary step change in infrastructure provision to mitigate against car-based trips, by supporting instead the shift towards higher cycling rates.</p> <p>A proportionate contribution towards this intervention is therefore justified.</p>
Origin of the intervention (TA etc)	Committed infrastructure considered as ‘baseline’ in the City Plan 2030 Transport Assessment, along with the cycle lanes on Leith Walk (see TA 5.4.3). This route is also known as ‘Phase 1 of Leith Connections’ and is in the design / consultation phase of the project delivery.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	£7.4m – part of the Leith Connection project. Costs based on design work carried out, and will be delivered in phases.

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Circular Tests:	
Necessity	Necessary to secure a financial contribution because it serves more than one development, and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	The cumulative impact of these developments requires these planned interventions to be delivered in order that trips are directed towards active travel, instead of car trips. It is acknowledged that this route also serves the existing population and sites identified in LDP1 and addresses longstanding required improvements to active travel. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATSR16 Lanark Road/Slateford Road
City Plan proposals in scope	OPP1 Dundee Street, OPP2 Dundee Terrace, H7 Murieston Lane, H11 Watson Crescent Lane, OPP72 West Gorgie Park, OPP74 Craiglockhart Avenue, H75 Lanark Road (d) OPP77 Gorgie Road (east) – adjacent to the boundary of the 400m limit
Type of intervention	On-street segregated active travel infrastructure, including junction upgrade e.g. advanced stop lines/cycle priority.
What is the intervention achieving and why is it necessary?	This proposal is a major transformation of the A70 corridor from Lanark Road/Inglis Green Road junction along Slateford Road until Angle Park Terrace/Henderson Street, with the scope of on-street segregation on the route to be determined within road width constraints. Provides safe cycle access for commuters/ordinary trips to the city centre and as an alternative to Water of Leith and Union Canal routes which are often at capacity and should serve a more leisure function. Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel. This would also complement a separate mitigation measure for a segregated route on the A71 (Gorgie/Dalry Road), part of which is under construction.
Origin of the intervention (TA etc)	Section 6.11 of the City Plan 2030 Transport Assessment sets out the mitigation measures for the South West Cluster that includes development the sites at Gorgie within this zone. It includes this route along the A70 which it notes as a planned measure (from Inglis Green Road to Ardmillan Terrace) for cycle segregation integrated with bus lanes to offer a more connected bus priority network on this corridor, which can help serve a number of developments within a short walking distance of this main arterial route.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that

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	<p>every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP's Key Performance Indicator, published in February 2024, to 'increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	The cumulative impact of these developments requires these planned interventions to be delivered in order that trips are directed towards active travel, instead of car trips. It is acknowledged that this route also serves the existing population and sites identified in LDP1 and addresses longstanding required improvements to active travel. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Active Travel Proposals related to development

Name of transport intervention / City Plan reference	ATPR 1 – Active Travel Route: Along Seafield Road and Portobello High Street
City Plan proposals in scope	OPP55 Seafield, OPP56 Sir Harry Lauder Road, OPP57 Joppa Road
Type of intervention	To provide a direct link from Seafield to Leith and Portobello with segregated active travel infrastructure, including advanced cycle wait facilities at signalised junctions where not already provided and widen footpaths in Portobello High Street where possible. Relates to Proposal ATPR4: Active travel connections: Sir Harry Lauder junction.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel. Required to provide safe access to the high street services and allow this development to function in a ‘20-minute neighbourhood’. Provides an on-street alternative to the Promenade which function more as a leisure route and has conflict/pinch point with other path users.
Origin of the intervention (TA etc)	Section 6.7 of the Transport Assessment proposes direct and safe crossing of the Sir Harry Lauder Road junction for pedestrians and cyclists as a mitigation measure. City Plan proposes that this provision extends along the length of Portobello High Street to effectively allow safe active travel between the site and the essential community facilities on the high street.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.

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Cost / Delivery information	Likely to be delivered as part of the Council’s ATAP with programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, as well as the likely delivery programme of homes at Seafield (forecasts of which is found in the annual Housing Land Audit and Completions Programme).
Circular Tests:	
Necessity	Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly, and a proportionate contribution is being sought. Securing a legal agreement for part funding this route allows two other sites to contribute a proportion that will be served within a 400m distance of the route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Establishes a direct link between the Seafield site and the main high street services. The other couple of sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route which provides direct access and links to the wider active travel network (e.g to city centre route ATPR3 and westwards to Leith along Salamander Street.
Scale and kind	It is acknowledged that this route will serves the existing population and improves a less than adequate current provision on the Portobello High Street. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 3 – Seafield City Centre along Portobello Road/London Road
City Plan proposals in scope	OPP24 Norton Park/Rossie Place OPP25 London Road (B) OPP26 Portobello Road OPP55 Seafield

	OPP56 Sir Harry Lauder Road
Type of intervention	<p>To provide direct segregated route to city centre. Potential to connect to Lochend to Powderhall route safeguard.</p> <p>Intervention relates to on-site delivery of an active travel route along Seafield Road and Craigentenny Avenue, including safe crossing of Seafield Road at Fillyside (ATPR2) and to proposal ATPR4: Active travel connections: Sir Harry Lauder junction.</p> <p>If a route along Craigentenny Avenue is delivered as part of the entire seafront development, this will also maximise active travel opportunities, allowing the more western parts of the site connect to this route bound for the city centre.</p>
What is the intervention achieving and why is it necessary?	<p>Responds to the additional demand that this significant development places on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel, thereby reducing the overall car trips.</p>
Origin of the intervention (TA etc)	<p>Section 6.7 of the Transport Assessment proposes mitigation for the impact of development at Seafield suggesting that a route to the city centre from the site could offer significant benefits in terms of reducing congestion.</p>
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	<p>A key route likely to be the subject of further consideration within the action active travel action plan and circulation plan.</p> <p>Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, as well as informed by the anticipated phasing of Seafield development.</p>
Circular Tests:	

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Necessity	Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly, and a proportionate contribution is being sought. Securing a legal agreement for part funding this route allows two other sites to contribute a proportion that will be served within a 400m distance of the route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Specifically indicated as a mitigation for this major development, to address main commuting route towards city centre/main public transport commuting train stations, where a route does not currently exist. Other smaller sites along the route identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serves the existing population and improves a less than adequate current provision from Portobello to the city centre. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Name of transport intervention / City Plan reference	ATPR 13 – Redford Barracks to City Centre
City Plan proposals in scope	H85 Redford Barracks
Type of intervention	New Active Travel Route: Redford Barracks to City Centre. Direct, high quality active travel route towards City Centre along Colinton Road (or alternative route to be determined).
What is the intervention achieving and why is it necessary?	Responds to the additional demand that this significant new residential development places on active travel infrastructure, where currently infrastructure is lacking. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.

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Origin of the intervention (TA etc)	Section 6.13 of the City Plan 2030 transport assessment sets out estimate trip generation. Given the leisure nature of the existing routes nearby, a direct, high-quality route towards the City Centre could significantly increase active travel from the site.
Contribution Zone details – size etc	<p>Only one City Plan 2030 site falls within the 400m distance of the route and that is Redford Barracks. Any other site in the urban area within 400m of the route could potentially be required to contribute towards this intervention.</p> <p>The contribution zone assists in working out the proportionate cost for the housing site to contribute.</p> <p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p>
Cost / Delivery information	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, but informed by when development of this site commences.
Circular Tests:	
Necessity	<p>Necessary to secure a financial contribution because this is a significant infrastructure largely outwith the development site and it would not be reasonable to expect a developer to deliver this directly. Here, we are seeking a proportionate contribution.</p> <p>On-site portion of the route will be expected to be delivered directly by the developer through site layout design.</p>
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus mitigating against car trips for and facilitating a shift to active travel modes.

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Scale and kind	It is acknowledged that this route will serves the existing population and provides an improved more appropriate provision for commuters currently using the Water of Leith path or Union Canal. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATPR 20 – Crewe Road South from Orchard Brae Roundabout to Crewe Toll
City Plan proposals in scope	H31 Royal Victoria 360 OPP32 Crewe Road South 256 OPP33 Orchard Brae 55 H34 Orchard Brae 124 (20/03938/PAN)
Type of intervention	New Active Travel Route infrastructure along the tramline, if this alignment option is progressed. Potential for Crewe Road South site’s frontage to deliver active travel route as part of development. Includes wards crossing at Crewe Road South/Orchard Brae.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.10 of the City Plan 2030 transport assessment considers together the trip generation of two significant developments in a central location to the city centre. To accommodate likely commuter demand, an active travel route along Crewe Road South and Orchard Brae, alongside the tram extension.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.
Cost / Delivery information	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, the tram extension project, and the commencement of these developments.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites, majority of the route is outwith development sites area.

Part Three Transport – Addendum 2 – Active Travel Contribution Zones - supporting information

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Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, as well as the future residents. If the tram alignment option is progressed on this corridor, it is likely that this travel route will be designed and delivered in parallel with that project. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATPR 22 – Liberton Hospital/Ellen’s Glen Road – Liberton Hospital to City Centre
City Plan proposals in scope	H91 Liberton Hospital
Type of intervention	A segregated cycle network towards the City Centre (or alternative route to be determined).
What is the intervention achieving and why is it necessary?	Responds to the additional demand that this development places on active travel infrastructure, where currently none exists. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.15 of the City Plan 2030 transport assessment considers the trip generation of the south-east Edinburgh cluster.
Contribution Zone details – size etc	<p>A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network.</p> <p>For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.</p> <p>Here, we are seeking a proportionate contribution from one proposed housing site, so the zone is not a cumulative contribution zone that proportions the impact of more than one development site (unless other windfall sites come forward in the zone). Instead this zone is purely to calculate the impact of development from this one site, in relation to the potential users of this infrastructure from the existing population.</p>
Cost / Delivery information	Programming to be determined through the Active Travel Action Plan and/or Circulation Plan project, and determined on likely commencement of this site.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because this is a significant infrastructure wholly outwith the development site and it would not be reasonable to expect a developer to deliver this directly.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift

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	mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	The route originates from the site and will result in a safe, direct route for commuting into the city centre for employment, leisure, on-ward commuting. Thus, mitigating against car trips for commuting purposes and facilitating a shift to active travel modes.
Scale and kind	It is acknowledged that this route will serve the existing population and provides an improved more appropriate provision for commuters. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATPR 26 – Edinburgh BioQuarter – A7 north-south BioQuarter to City Centre and Midlothian
City Plan proposals in scope	H86 Edinburgh BioQuarter 2500 H94 Old Dalkeith Road 24 HSG 30 Moredunvale 188
Type of intervention	Segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.16 of the City Plan 2030 transport assessment considers the estimated trip generation rates. Noting that active travel provision is disjointed in the area, especially the lack of segregated routes towards the city centre, the mitigation measures propose a segregated route along the A7 corridor. City Plan Policy Place 31 Development Principles provides the high-level requirements for placemaking and sustainable communities meeting 20-minute neighbourhood aspirations, including how active travel provision is envisaged within and outwith the site.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.
Cost / Delivery information	Part of the route (north section) is an active travel project within the Council’s Active Travel Investment Programme (Cameron Toll to BioQuarter) and could potentially be delivered in advance of development within Place 31: BioQuarter, depending on BioQuarters delivery phasing. This would deliver an infrastructure first approach.

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	The route southwards to Dalkeith to be determined through the project delivery of the Active Travel Action Plan and/or Circulation Plan project, and more likely to be dependent on the commencement and phasing of the mixed-use development at the BioQuarter.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because this serves more than one development, is a significant infrastructure wholly outwith the development site (which is partly programmed for delivery in a capital project) and it would not be reasonable to expect developers to deliver this directly. Here, we are seeking a proportionate contribution.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, is partly programmed for delivery in a capital investment project and provides an improved more appropriate provision for commuters in all directions. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATPR 36 Great Junction Street to Cables Wynd
City Plan proposals in scope	OPP37 Coburg Street OPP38 Commercial Street OPP41 Jane Steet OPP43 West Bowling Green Street OPP46 Bangor Road (Swanfield) OPP49 Corunna Place
Type of intervention	Segregated active travel route on the north-south corridor, to serve journeys towards the city centre and Midlothian.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Section 6.16 of the City Plan 2030 transport assessment considers the estimated trip generation rates. Noting that active travel provision is disjointed in the area, especially the lack of segregated routes towards the city centre, the mitigation measures proposes a segregated route along the A7 corridor. City Plan Policy Place 31 Development Principles provides the high-level requirements for placemaking and sustainable communities meeting 20-minute neighbourhood aspirations, including how active travel provision is envisaged within and outwith the site.
Contribution Zone details – size etc	A 5-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route. It also aligns with the City Mobility Plan (CMP) (Active Travel Supporting Paper) that aims to deliver a day-to-day cycle network that ensure that every household in Edinburgh is within 250m-400m of a high-quality cycle route that connects, as directly as possible, to local and key city destinations. As well as the CMP’s Key Performance Indicator, published in February 2024, to ‘increase percentage of households within 250-400m of a high-quality cycle network. For the purposes of this contribution zone, 400m was considered reasonable to apply in this infrastructure type in this location.

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Cost / Delivery information	Part of the route (north section) is an active travel project within the Council’s Active Travel Investment Programme (Cameron Toll to BioQuarter) and could potentially be delivered in advance of development within Place 31: BioQuarter, depending on BioQuarters delivery phasing. This would deliver an infrastructure first approach. The route southwards to Dalkeith to be determined through the project delivery of the Active Travel Action Plan and/or Circulation Plan project, and more likely to be dependent on the commencement and phasing of the mixed use development at the BioQuarter.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because this serves more than one development, is a significant infrastructure wholly outwith the development site (which is partly programmed for delivery in a capital project) and it would not be reasonable to expect developers to deliver this directly. Here, we are seeking a proportionate contribution.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population, is partly programmed for delivery in a capital investment project and provides an improved more appropriate provision for commuters in all directions. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

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Name of transport intervention / City Plan reference	ATSR2 ROSEBURN TO UNION CANAL
City Plan proposals in scope	OPP1 Dundee Street OPP2 Dundee Terrace H4 Dalry Road OPP5 Roseburn Terrace
Type of intervention	Off-road active travel route creation connecting to the Union Canal towpath from the end of the North Edinburgh Path Network at Russell Road via former railway embankments, Dalry Community Park, a new crossing on the West Approach Road at Fountain Park.
What is the intervention achieving and why is it necessary?	This project provides a strategic missing link in the city’s active travel network by linking the North Edinburgh Path Network with the Union Canal.
Origin of the intervention (TA etc)	This is a longstanding off-road route safeguard that has now entered into its delivery project stage. The open space proposal has its origin in the Council’s Open Space Strategy. Improving Dalry Community Park and access to it will ensure open space standards are met for quality and access to a suitable size of open space. It is also identified in the next Active Travel Action Plan. Safeguarded in the City Plan 2030 as ATSG 10. Has been in the Action Programme as a deliverable active travel and green network project since 2018.
Contribution Zone details – size etc	The contribution zone is based on a 400m walking distance from any point along the route.
Cost / Delivery information	Currently under development, expected completion Summer 2024. The overall cost of £12,510,520 has part funding from Sustrans Places for Everyone funding programme. The remainder £3.75m to be met through other funding sources, including developer contributions, and capital investment budgets to delivery of the Council’s Active Travel Investment Programme.
Status	Propose that this contribution zone remains in its current form, with updated costs and calculations for establishing proportionate contributions for sites identified in City Plan. Retain as a transport contribution zone until fully delivered and potential to take retrospective contributions.
Circular Tests:	

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Necessity	<p>Mitigating the impact of development on the road network is necessary to ensure that development is compliant with policy aims and policies.</p> <p>It is necessary to use a planning obligation for a financial contribution towards significant capital project, as it would not be possible to condition or for individual developers to deliver themselves.</p>
Planning purpose	<p>Mitigating the impact of development on the road network by supporting the shift to sustainable modes serves a planning purpose and allows the development to accord with the wider aims of the plan and transport policies.</p> <p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.</p>
Relationship to proposed development	<p>Contributing sites would be within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.</p>
Scale and kind	<p>It is acknowledged that this route is strategic in nature and will serve the existing and wider population. For this reason, a proportionate approach to contributions is taken.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

Granton Waterfront Development Framework Contribution Zone

Transport appraisal City Plan 2030 has included the Granton Waterfront Development Framework (GWDF) area in its base line reference case. The following table shows the main active travel infrastructure from the Framework that City Plan includes as Proposals in Table 4.

The costs are based on a Consultancy benchmarking exercise that included the assessment of previous transport infrastructure project costs from the City of Edinburgh Council and other works that the Consultancy has been involved with around the UK. Note these cost estimates were previously published in the LDP Action Programme 2023 and are from Q3 2021.

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.

Name of transport intervention / City Plan reference	Cost (Q3 2021)
ATPR 41 – Promenade link to Granton Harbour Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£980,000
ATPR 42 – West Granton Road – Key Street Interface 8 Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£1,470,000
ATPR 43 – Marine Drive / West Shore Road – Key Steet Interface 7 (Forth Quarter Park to Promenade) Being delivered by development (EW 2A Western Villages) and external funding, delivered by CEC.	n/a
ATPR 44 – Key Street Interface 1 - West Shore Road Key Street Interface 2 - West Harbour Road Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£3,730,000
APTR 45 – East West Primary Route (Waterfront Park/Broadway/Avenue) Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£2,317,000
ATPR46 – W Granton Road / Saltire Street / W Shore Road Route development. Contribution zone required to establish proportionate contributions from development. Majority of the route expected to be directly delivered by development (the Galleries development).	£91,875

ATPR47 – Waterfront Broadway Key Street Interface 3 Contribution zone required to establish proportionate contributions from development. Additional external funding sources may also be explored. Delivery could be directly through development secured by condition or legal agreement.	£3,090,000
ATPR48 – Key Street Interface 4 – The Diagonal Substantially in place, improvements and active frontages to be delivered through development layout.	n/a
Total	£10,355,875

Table 1 Active Travel proposals relating to Place 4 Edinburgh Waterfront (Granton Framework)

Table 2 Apportionment of Active Travel costs

Granton Contribution Zone for Active Travel Infrastructure		
Cost and apportioning methodology	Cost estimate of intervention:	£10,355,875
	Existing/reference case unit numbers	Number of existing properties in Granton Dev Framework area: 2,124 properties.
	Estimated unit numbers from City Plan sites within the zone:	4,668 units New units/existing x100 = % 4,668/2,124 x100 = 219.8%
	Proportion of new units calculated as part of the zone:	City Plan estimate units/ (Existing Properties + City Plan estimate units) X 100 = 4,668/ (4668 + 2,124) x100 4,668/6,792 x 100 = 68.7%
	Cost of project to be met by development within zone (% of total project cost)	Project cost x .00% = £10,355,875 x 0.687% = £7,114,486
	Cost per unit	£/units expected in the zone = £cost per unit £7,114,486/ 4,668 £1,524 per unit

Table 3: Mobility Hubs proposals relating to Place 4 Edinburgh Waterfront (Granton Framework)

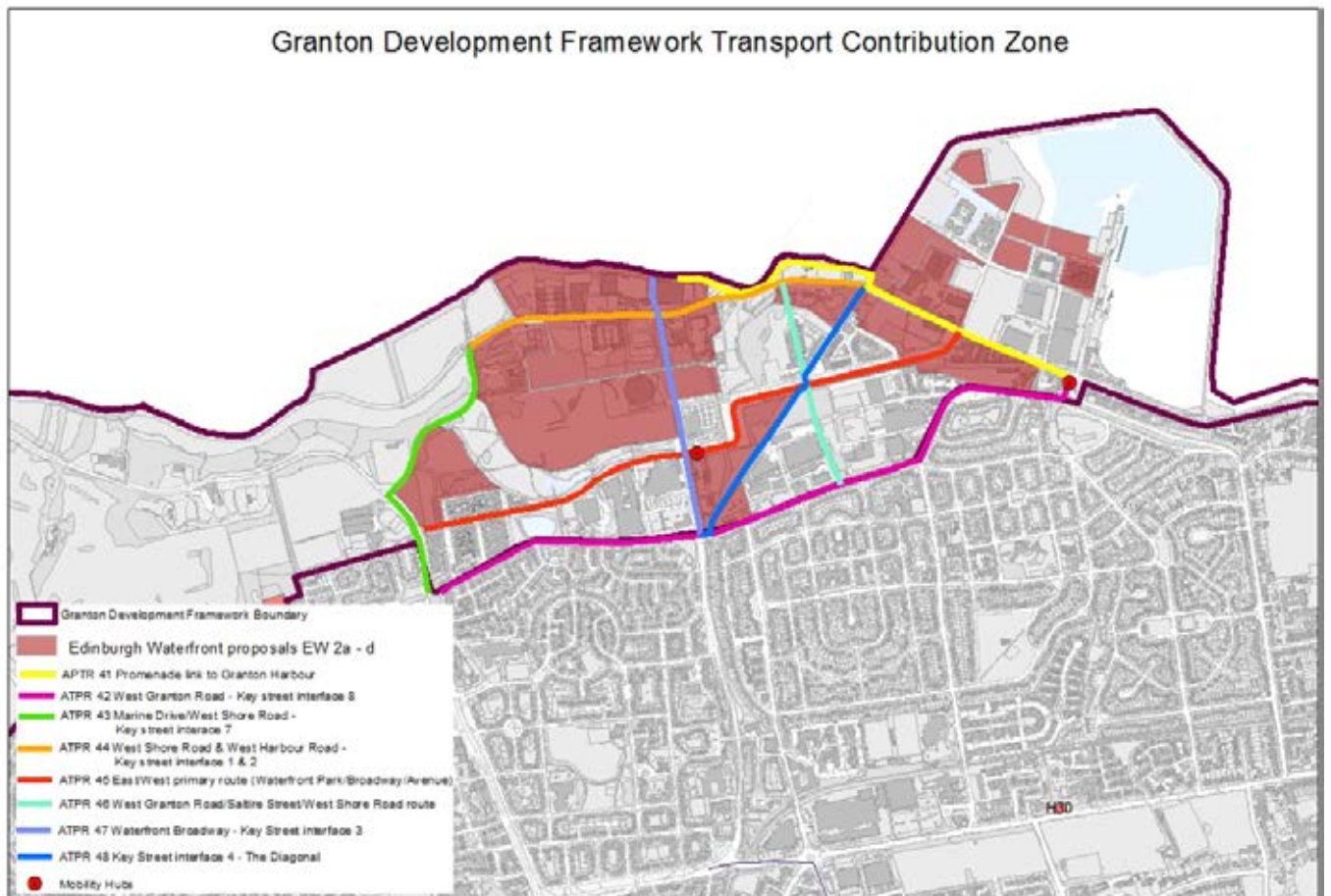
Costs are based on estimates as part of the phase 1 cost plan produced by the Council’s Development Partner.

It is anticipated that Waterfront Avenue Mobility Hub will capture trips from the western side of the Framework area (phases 1, 3 & 4) while Granton Square Mobility Hub will likely take Phase 2 and the Harbour sites. Any given development site will be served by either one hub or the other, and as such proportionate contributions towards one hub will be sought and the calculations below use the cost of one hub only. Legal agreements will specify the mobility hub closest in proximity to the development.

Mobility Hub	Comprising Elements	Cost
ATPR50: Granton (Waterfront Ave)	Cycle Hub, External Cycle Parking, external e-bike charging, signage and branding, public transport stops/halts, urban realm, postal lockers, cycle / scooter hire stands, car club vehicles, EV charging hub, taxi rank	£1,308,000 Comprising £817,500 total cost, with contingency @20% £163,000 and optimism bias @40% £327,000.
ATPR51: Granton Square	Likely to be similar specification as above.	Estimated as above

Table 4: Apportionment of Mobility Hub costs

Cost and apportioning methodology	
Cost estimate of intervention:	£1,308,000
Existing/reference case unit numbers	Number of existing properties in Granton Dev Framework area: 2,124 properties.
Estimated unit numbers from City Plan sites within the zone:	4,668 units
New units as a proportion of all potential users within the zone (existing properties and estimate of new units):	City Plan estimate units/ (Existing Properties + City Plan estimate units) X 100 = 4,668/ (4668 + 2,124) x100 4,668/6,792 x 100 = 68.7%
Cost of project to be met by development within zone (% of total project cost)	Project cost x % = £1,308,000 x 0.687% = £898,596
Cost per unit	£898,596/4,668 units expected in the zone = £192.50 per unit



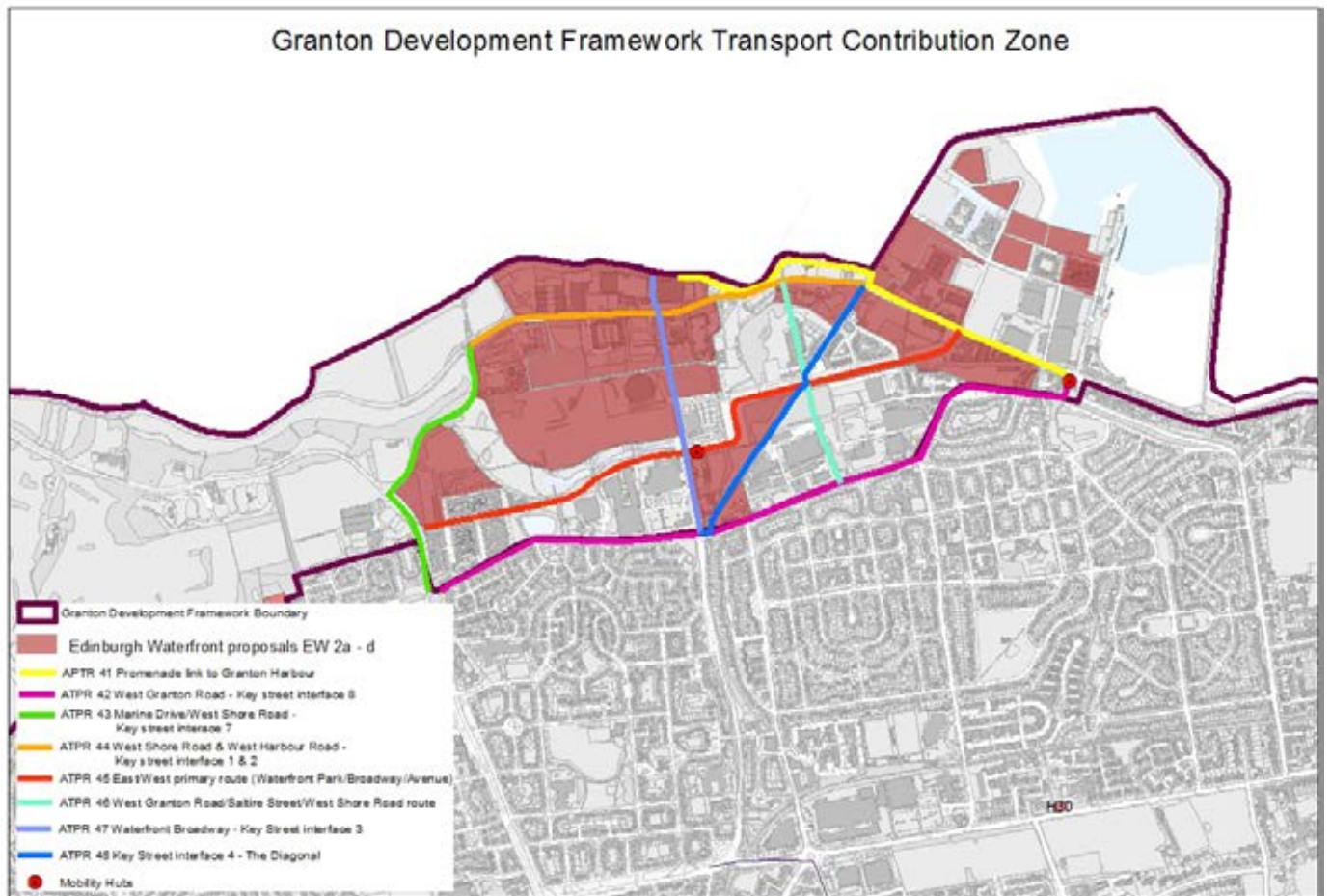
Active Travel Infrastructure Contribution Zone – supporting information	
City Plan housing proposals in scope	<p>From City Plan (based on 2021 HLA remaining units): EW2a Forth Quarter 1,223 <i>Ew2b Central Development Area 1,149</i> Ew2c Granton Harbour 1,546 EW2d North Shore 988 Total: = 3,918 units</p> <p>Latest projections from GWDF = 3,519 units Ew2b Central Development Area = 1,149 Total = 4,668 units</p>
Type of intervention	A package of high-quality segregated active travel infrastructure creating safe routes and increasing permeability across the Development Framework area. Identified in City Plan Part 4 as active travel proposals relating to development sites.
What is the intervention achieving and why is it necessary?	<p>The Granton Waterfront Development Framework's vision provides a package of eight separate and connected active travel routes. The delivery of this active travel network is necessary to mitigate the impact of trip generation (by all modes, including additional cycling trips) as set out in Section 5.4 Transport Impacts: North, North West and East Edinburgh, Table 5.1 and section 5.4.4. of the City Plan 2030 Transport Assessment.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council's City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p> <p>Appropriate active travel provision to meet increase in cumulative demand is not 'desirable' but necessary, essential infrastructure to deliver sustainable development, as required by NPF4 Policy 13 b) where development will be supported where appropriate they i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation and viii. Adequately mitigate any impact on public access routes.</p>
Origin of the intervention (TA etc)	<p>Section 3.5 of the Granton Waterfront Development Framework states that the existing site currently lacks permeability and safe routes or access to the waterfront. Section 3.6 'Integrating Active Travel' of the GWDF sets out the proposed primary and secondary active travel routes.</p> <p>[The origin of these interventions is the work informing the Granton Waterfront Development Framework and its design and access strategy preparation]</p> <p>The City Plan Transport Assessment does not provide new mitigation measures for the Granton Waterfront area as it takes this legacy site (development sites carried forward from LDP1) and the mitigation proposed into account in its baseline of expected interventions.</p>

<p>Contribution Zone details – size etc</p>	<p>The zone has been created using the extent of the GWDF area.</p> <p>This allows the package of active travel routes that form the vision for Granton Waterfront to be assessed holistically as mitigation measures for sites across the area.</p>
<p>Cost / Delivery information</p>	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, with some routes being delivered earlier to ensure infrastructure first approach.</p> <p>The expected delivery dates for these routes will be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.</p>
<p>Circular Tests:</p>	
<p>Necessity</p>	<p>It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation.</p> <p>Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.</p> <p>The routes are a mainly to be delivered on existing roads, external to sites. However, where possible it is expected that developers deliver the route as part of development layout design, and these sections of the route can be secured by planning condition.</p>
<p>Planning purpose</p>	<p>Applying an obligation to deliver routes that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: <i>Active Travel Proposals relating to development sites</i>).</p> <p>Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable and connected places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.</p>
<p>Relationship to proposed development</p>	<p>The route passes through or directly adjacent to sites within Place 4 – Edinburgh Waterfront (Granton Framework), directly serving these. Delivering these active travel proposals are required to mitigate the impacts of development and ensure development complies with policy outcomes (including the development principles set out in Place 4).</p>
<p>Scale and kind</p>	<p>The network of cycle routes proposed is proportionate to the level of development and change in land use within the Granton Waterfront area.</p> <p>The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>

Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.
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Mobility Hubs contribution zone – supporting information	
City Plan housing proposals in scope	<p>From City Plan (based on 2021 HLA remaining units): EW2a Forth Quarter 1,223 <i>Ew2b Central Development Area 1,149</i> Ew2c Granton Harbour 1,546 EW2d North Shore 988 Total: = 3,918 units</p> <p>Latest projections from GWDF = 3,519 units Ew2b Central Development Area = 1,149 Total = 4,668 units</p>
Type of intervention	Two mobility hubs are identified for the Granton Framework area in City Plan Part 4 as active travel proposals relating to development sites.
What is the intervention achieving and why is it necessary?	<p>Mobility hubs are proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.</p> <p>In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram.</p>
Origin of the intervention	<p>Mobility hubs are a relatively new concept in Scotland. The two proposed hubs in the Granton Framework area were not included in the Granton Waterfront Development Framework itself, but are being developed alongside the submission of planning applications.</p> <p>Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals.</p>
Contribution Zone details – size etc	The zone has been created using the extent of the GWDF area.
Cost / Delivery information	<p>To be delivered substantially through development design.</p> <p>The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.</p>
Circular Tests:	
Necessity	<p>It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development.</p> <p>Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.</p>

	<p>The Granton Square hub is likely to be located on the existing road, external to sites. The space for the Granton hub will be delivered as part of the layout design of housing/mixed use development. The delivery of services will be secured and funded separately.</p>
Planning purpose	<p>Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: <i>Active Travel Proposals relating to development sites</i>).</p> <p>Mobility hubs support the active travel modal split of development in line with current planning and mobility policy.</p> <p>provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable and connected places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.</p>
Relationship to proposed development	<p>The mobility hubs are strategically located within the Framework area, intersecting with proposed active travel routes to serve all development within Place 4 – Edinburgh Waterfront (Granton Framework).</p>
Scale and kind	<p>The two required mobility hubs are proportionate to the level of development and change in land use within the Granton Waterfront area.</p> <p>The contribution zone approach allows for the cumulative impact of these number of developments to be funding in a proportionate manner.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

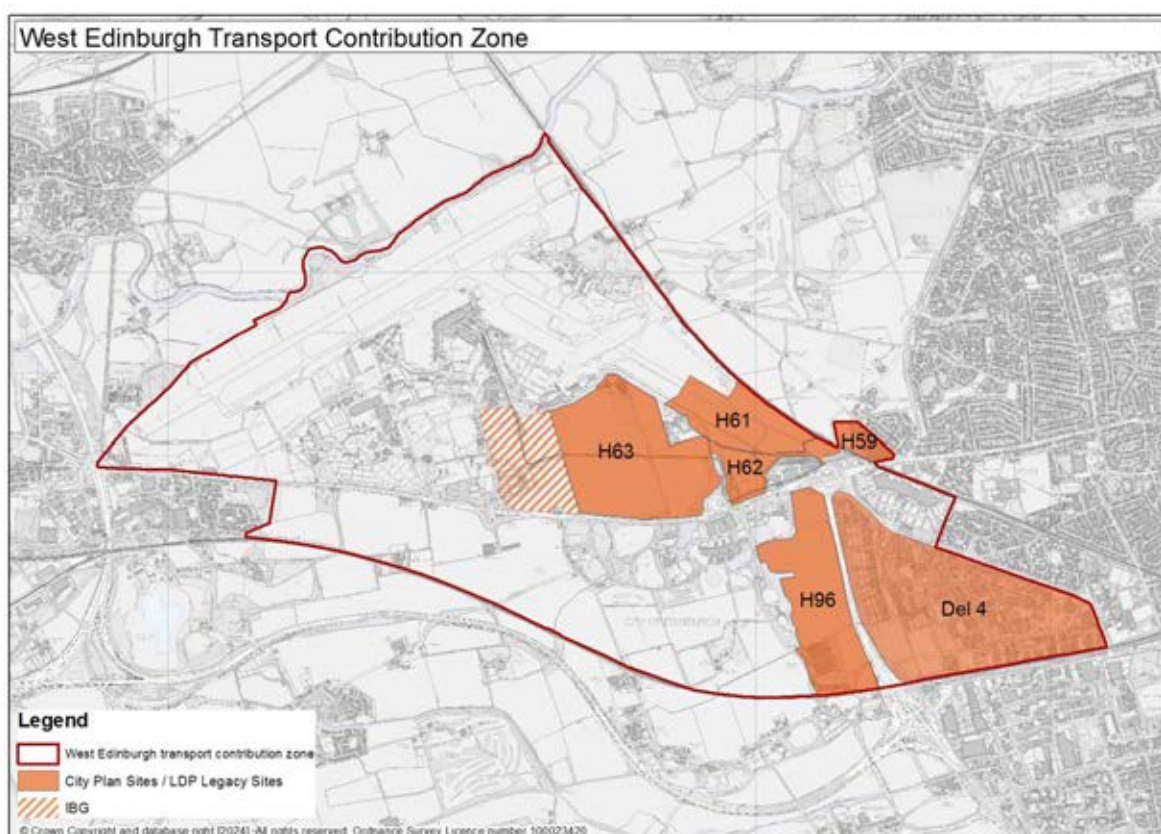


Proposed West Edinburgh Transport Contribution Zone

The West Edinburgh transport actions expected to be funded via developer contributions and delivered by the Council are in the following spreadsheet. Costs are based on latest project cost information available provided by consultants or use WETA Refresh 2016 cost estimates (WE14). Please also see table 8 of City Plan 2030 and table 2 of the West Edinburgh Placemaking Framework.

These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.



Summary of Allocated Sites within the West Edinburgh Transport Contribution Zone

The following table calculates the number of expected units within each allocated site as a proportion of the total number of expected units in the Contribution Zone.

West Edinburgh Sites	Relevant planning applications	Residential Unit Numbers in City Plan	% of expected housing output (housing units)
H59 Land at Turnhouse Road (Saica)	24/00438/PAN (Mixed use development potentially comprising residential, senior living, hotel, office, retail and other commercial uses)	1,000	9% of units
H61 Crosswinds	24/00523/PPP Mixed use development inc commercial floorspace, Class 1a, 3, 4, 7, 10, 11 and residential	2,500	22.4% of units
H62 Land adjacent to Edinburgh Gateway	21/01364/PAN mixed use development (class 4, 5, 6), houses and flats	250	2.2% of units
H63 Edinburgh 205 (West Town) (Phase 2)	24/00132/PPP: Residential led mixed use development including class 9 and sui generis flatted development, class 4, 6, 7, 8, 10, 1a, 3, 11 and other sui generis uses	7,000	62.8% of units
IBG Phase 1 (ref Case)	15/05580/PPP Mixed use development including class 4, 7, 1, 2, 3, 9, 10, 11 and sui generis flatted development	396	3.6% of units
East of Milburn Tower	15/04318/PPP Residential development including class 1, 2 and 3 and primary school	1350	Excluded from current calculations as the application has been determined (April 2022) and has a signed S75 agreement.
Edinburgh Park (Parabola)/ The Gyle	Place 19 of City Plan allows for its potential reconfiguration with scope for new housing.	Place 19 of City Plan provides no specific residential	Housing units consented under 20/02068/FUL excluded from current calculations as application has been determined and

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West Edinburgh Sites	Relevant planning applications	Residential Unit Numbers in City Plan	% of expected housing output (housing units)
	20/02068/FUL, Development of southern phase of Edinburgh Park to comprise mix of uses including residential Class 9 houses and sui generis flats, class 4, 7, 10, 11, 1, 2, 3.	housing numbers. 20/02068/FUL has approval for 1737 units.	has a signed S75 agreement.
Airport	Airport 2031 (from WETA refresh) [Airport 2032 (from WETA refresh)]	Place 17 of City Plan provides no residential housing unit numbers.	
TOTAL		11,146	

Table of actions expected to be funded via developer contributions with apportionment of estimated costs

West Edinburgh Reference/Intervention Name	Contributing Sites	Total cost	Per unit cost
WE5 Gogar to Maybury additional eastbound traffic lane (R5)	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	When costs emerge it will be provided in updates to Action (Delivery) Programme.	When costs emerge it will be provided in updates to Action (Delivery) Programme.
WE6 Maybury Road Approach to Maybury Junction - bus priority measure.	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	Costs for additional actions (excluding the main junction which has contributions from LDP1 sites) will emerge with project design of the 'Maybury Junction Project' and provided in updates to Action (Delivery) Programme. Contributions to the Maybury junction upgrade only taken under LDP1. This related action originates from WETA and relates to the City Plan Orbital Bus route. Proportional contributions from West Edinburgh Sites.	When costs emerge it will be provided in updates to Action (Delivery) Programme.
WE10 Active travel route west of Maybury to city and West Edinburgh Links	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	Delivered as part of a future active travel programmes (ATIP) or considered as part of WE6 ('Maybury Junction Project'). Proportionate contributions from West	When costs emerge it will be provided in updates to Action (Delivery) Programme.

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West Edinburgh Reference/Intervention Name	Contributing Sites	Total cost	Per unit cost
		Edinburgh sites to be sought.	
WE14 Upgraded Bus interchange facility at Ingliston P+R	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£5,000,000	5,000,000/11,146 housing units = £449 per housing unit
WE15 Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips.	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£3,000,000	3,000,000/11,146 housing units = £269 per housing unit
WE16 Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively)	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£6,500,000	6,500,000/11,146 housing units = £583 per housing unit
WE17 Bus Priority South West Edinburgh	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£490,000	490,000/11,146 housing units = £44 per housing unit
WE19 Segregated public transport route - West	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway	£18,000,000	18,000,000/11,146 housing units = £1,615 per housing unit

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West Edinburgh Reference/Intervention Name	Contributing Sites	Total cost	Per unit cost
alignment - using safe guarded tram line	H63 Edinburgh 205 IBG Phase 1		
WE20 Segregated public transport route South - Harvest Road	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£1,000,000	1,000,000/11,146 housing units = £90 per housing unit
WE21 Segregated public transport route South - Newbridge	H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205 IBG Phase 1	£8,500,000	8,500,000/11,146 housing units = £763 per housing unit.

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Supporting information for the West Edinburgh Transport Contribution Zone.

WEST EDINBURGH – proposed transport contribution zone	
City Plan proposals and sites in scope	<p>City Plan 2030</p> <p><u>Place Policies</u></p> <p>Place 16: West Edinburgh Place 17 Edinburgh Airport Place 18 RBS Gogarburn Place 19: Edinburgh Park/South Gyle Place 20 Royal Highland Centre</p> <p><u>Proposals</u></p> <p><u>Table 2- Housing Proposals: (West of Edinburgh):</u></p> <p>Del 4 (Edinburgh Park/South Gyle) (Existing ELDP 2016 Proposal) H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205</p> <p><u>Table 8 – West Edinburgh Transport Improvements:</u></p> <p>WE6, WE10, WE14, WE15, WE16, WE17, WE19, WE20, WE21.</p> <p>Table 14 – Network of Centres (Commercial Centres: The Gyle)</p>
Type of intervention	<p>A number of the West Edinburgh Transport Improvements identified in Table 8 of City Plan are either to be delivered directly by developers or are not for developers within the framework area to deliver.</p> <p>The package of transport interventions identified as requiring proportionate contributions include active travel improvements to reduce severance within the area as well as bus priority measures, upgraded and enhanced active travel/public transport interchange facilities as well as improved bus routes and new dedicated routes for public transport to serve the area and beyond.</p>
What is the intervention achieving and why is it necessary?	<p>Supports the delivery of a sustainable urban extension of Edinburgh as envisaged in Place 16 and in the West Edinburgh Placemaking Framework - Strategic Masterplan.</p> <p>Specifically, the package is necessary to mitigate the significant impacts on the road network, ensure development can meet mode share targets and deliver development that accords with wider plan aims and detailed policies, including the Development Principles in Place 16.</p>
Origin of the intervention	Transport Appraisal of the impact of development on the road network.

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	<p>This package of transport interventions has developed and evolved over a number of years in transport appraisals to support the development of West Edinburgh, including the airport, the Royal Highland Centre and IBG.</p> <p>These have been published in the West Edinburgh Transport Appraisal (WETA) 2010 and refresh 2016, City Plan 2030 transport appraisal technical note September 2021 (which integrated WETIP into the transport Pappraisal’s assessment and assumptions). The interventions have been refined in City Plan to reflect the change in nature of the proposals at West Edinburgh from mainly business uses to a focus on housing-led, high density, mixed use urban extension.</p>
Contribution Zone details	<p>The proposed West Edinburgh Transport Contribution Zone extends the zone in the Finalised Supplementary Guidance on Developer Contributions August 2018 by including The Gyle and Edinburgh Park and East of Milburn Tower.</p> <p>It covers the area in the following policies: Place 16 West Edinburgh (H59, H61, H62, H63), Place 17 Edinburgh Airport, Place 18 RBS Gogarburn, Place 19 Edinburgh Park/South Gyle, Emp5, Place 20 Royal Highland Centre.</p> <p>The zone is required to apportion costs across the numerous sites that individually and cumulatively require these interventions.</p>
Cost / Delivery information	<p>See Appendix 4 for breakdown of costs for each intervention. These are the likely costs, as estimates provided from the transport consultancy used for the City Plan transport appraisal and involved in WETIP (Jacobs).</p> <p>The delivery of the remaining interventions in Table 8 of City Plan are to be funded by City Deal allocated funds (as per WETIP Outline Business Case) or directly delivered by development. Details of this is provided in the West Edinburgh Planning Framework.</p>
Circular Tests:	
Necessity	<p>Necessary to mitigate negative impact of new growth on the road network and ensure that development is served with sustainable travel options in line with sustainable travel hierarchy. The package of interventions addresses passenger journey times and severance in the network especially for active travel journeys. Without this infrastructure package, there would be a reliance on or preference for private car use. However, this would have an unacceptably negative impact on an already congested road network.</p>
Planning purpose	<p>Allows West Edinburgh planned growth to deliver a sustainable, people-focussed place, and a considered urban extension to Edinburgh. Without these interventions, growth at the level proposed would fail on key policy tests and outcomes.</p>
Relationship to proposed development	<p>Interventions relate to the level of growth proposed; contributions are based proportionately on the level of impact.</p>

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	See Appendix 4 for breakdown of costs for each intervention. Further details are also provided in the West Edinburgh Placemaking Framework - Strategic Masterplan.
Scale and kind	The package of interventions has been carefully considered through the transport appraisal process to understand the appropriate level of interventions required to support the level and type of growth planned.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage, but works on the premise of the 'development first' approach to development to ensure that development is delivered when it is required, and often at an early stage. More detail on phasing of development, required infrastructure and therefore phasing of contribution payments is included in the West Edinburgh Planning Framework - Strategic Masterplan. This is to ensure it meets the principles set out in NPF4 Policy 18 and the vision for Place 16.

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Proportionate costs are calculated using allocated sites. Other proposals coming forward for development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, and likely costs will be established using the same methodology.

Car Sharing Schemes

Infrastructure	Cost*
Car Sharing Scheme – Electric Vehicles	<p>The cost for one EV car share scheme vehicle is £14,000 to operate for three years.</p> <p>For 3-7 units £14,000 and one parking spaces on road (prospectively adopted).</p> <p>For 8-15 units £28,000 and two parking spaces on road (prospectively adopted).</p> <p>For 16-50 units £43,000 and three parking on road (prospectively adopted).</p> <p>Over 50 units will be individually assessed.</p> <p>Office and other commercial development will be individually assessed.</p> <p>City Car Club contributions will entitle the first purchaser of every residential unit to one-year free membership.</p>
Charge point infrastructure delivery and maintenance.	<p>Each dedicated car share bay will have its own charge point, to be delivered by the developer. A suitable maintenance and repair agreement will be secured to ensure reliability. The charge point operator will be secured by mutual agreement between the developer, the Council and the Car Sharing Scheme (car club) operator.</p>
Traffic Regulation Orders/Stopping-Up Orders	<p>Costs towards Traffic Regulation Orders/Stopping-Up Orders will be applied in addition to the above. These will be applied at a rate of £3,000 per Order for 1-4 standard Car Club parking spaces.</p> <p>Stopping up orders associated with the delivery of car sharing schemes: see Appendix X Traffic Regulation Orders/Stopping Up Orders.</p>

*Cost estimates are from Q2 2022 and BCIS index will apply from this date.

Assumptions are:

- The TRO unit cost covers up to 4 vehicles/bays, any proposal for more than 4 bays/vehicles would require further TRO unit costs to be added;

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- Electric vehicle chargers should cover as a minimum two car club vehicles/bays, as they are dual headed charging units; and
- Scottish Power connection costs for chargers can vary notably with a unit costs assumed per bay.

Mobility Hub zones and costs

The cost for this based on the feasibility study = £1,308,000 (Granton); £256,530 (Portobello) and £337,860 (Wester Hailes) = £1,902,390,930. Divided by 3 to work out the average cost = £634,130

Using the same per unit cost calculation as active travel infrastructure whereby the cost per unit is calculated by first understanding the proportion attributable to new development, and how much to existing community.

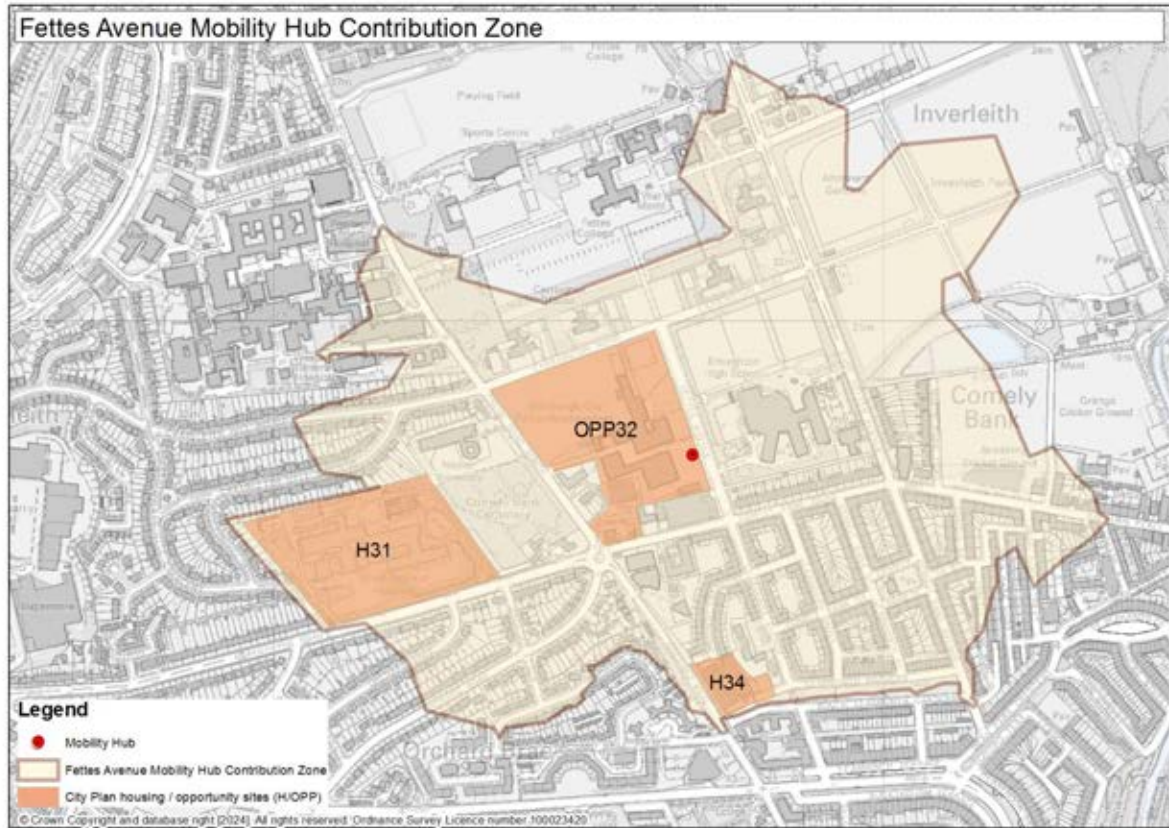
This means that we expect 15 % to be funded by developer contributions and the remainder will be from other capital budgets or external funding bids.

Summary Table of costs

Refer to individual tables for detail of cost estimates for each infrastructure intervention and breakdown of cost calculations to determine the per unit rate.

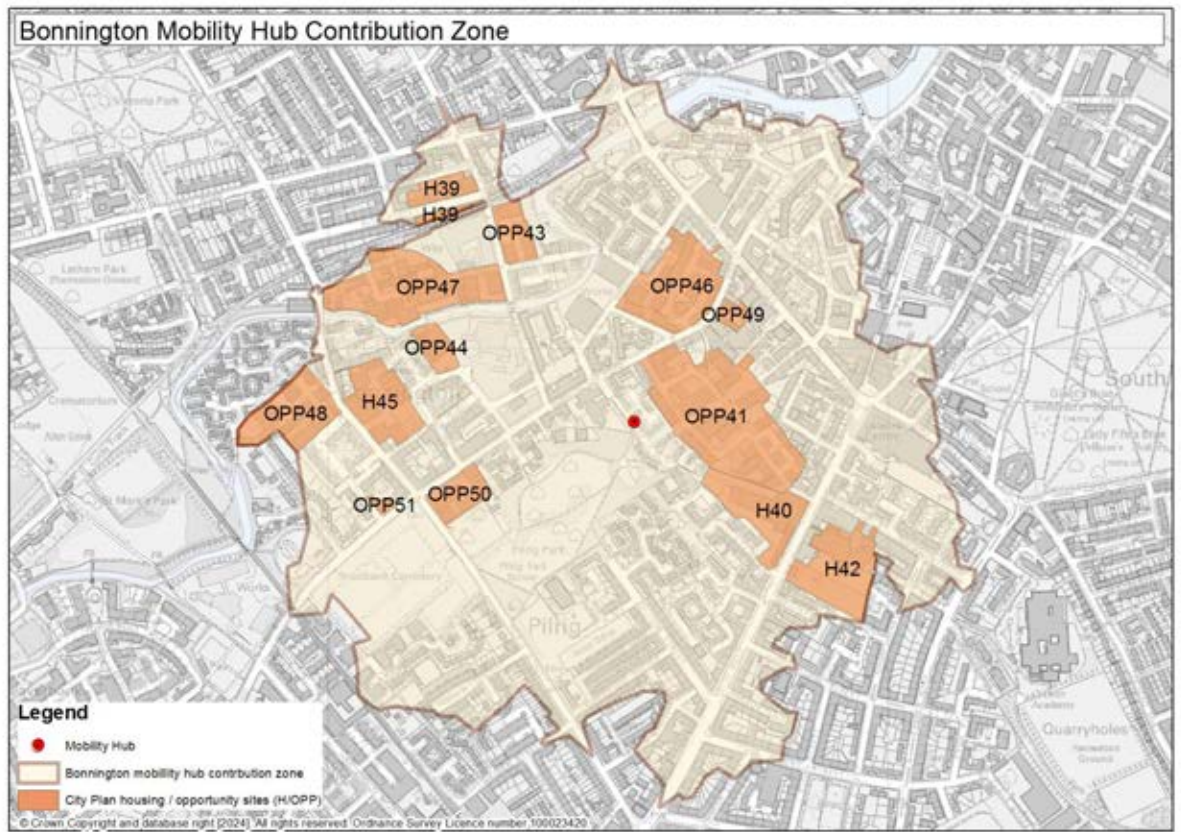
City Plan Active Travel Proposal	New units as a proportion of all potential users within distance threshold (existing properties and estimate of new units)	Total cost of project	Cost to be borne by development(s) (Q3 2023).	Cost per new unit
ATPR21 Fettes Avenue	26.2%	£634,130	£166,142	£224.52
ATPR40 Bonnington Cluster	21.85%	£634,130	£166,142	£224.52

Cost and apportioning methodology: ATPR21 Fettes Avenue	
Cost estimate of intervention:	£634,130
Existing/reference case unit numbers (no. of properties from Property Database within the 800m contribution zone):	2087 properties
Estimated unit numbers from City Plan sites within the zone:	City Plan sites: H31 Royal Victoria Hospital 360 OPP32 Crewe Road South 256 H34 Orchard Brae 124 Total number of proposed units: 740
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	Total number of estimated proposed units from City Plan sites (740) + Existing number of properties within 800m contribution zone (2087) = All potential units (2827) $740/2827 \times 100 = 26.2\%$
Cost of project to be met by development within zone (% of total project cost)	$£634,130 \times 0.262 = £166,142$ (26.2% of total project cost)
Cost per unit	$£166,142/740 = £224.52$ per unit



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Cost and apportioning methodology: ATPR40 Bonnington Cluster	
Cost estimate of intervention:	£634,130
Existing/reference case unit numbers (no. of properties from Property Database within the 800m contribution zone):	6674 properties
Estimated unit numbers from City Plan sites within the zone:	<p>City Plan sites:</p> <p>H39 Pitt Street 103</p> <p>H40 Steads Place 148</p> <p>H42 Leith Walk/Halmyre Street 235</p> <p>OPP43 West Bowling Green Street 83</p> <p>OPP44 Newhaven Road (1) 90</p> <p>H45 Newhaven Road (2) 193</p> <p>OPP46 Bangor Road (Swanfield Industrial Estate) 290</p> <p>OPP47 South Fort Street 414</p> <p>OPP48 Stewartfield 207</p> <p>OPP49 Corunna Place 24</p> <p>OPP50 Bonnington Road 56</p> <p>OPP51 Broughton Road 23</p> <p>Total number of proposed units: 1,866</p>
New units as a proportion of all potential units within distance threshold (existing properties and estimate of new units):	<p>Total number of estimated proposed units from City Plan sites (1,866) + Existing number of properties within 800m contribution zone (6674) = All potential units (8540)</p> <p>$1866/8540 \times 100 = \mathbf{21.85\%}$</p>
Cost of project to be met by development within zone (% of total project cost)	$£634,130 \times 0.2185 = £138,557$ (21.85% of total project cost)
Cost per unit	$£138,557/1866 =$ £74.25 per unit



Car Sharing Schemes – supporting information	
City Plan housing proposals in scope	Any residential development.
Type of intervention	Provision of parking spaces dedicated for shared car schemes (including charge point infrastructure), relevant TRO or Stopping-Up Orders to implement the parking bays, and contribution towards the cost of new vehicles.
What is the intervention achieving and why is it necessary?	Car sharing schemes reduce the need for private car ownership and therefore reducing unnecessary car journeys and parking levels in development. This is a key outcome of City Plan’s strategy. Car sharing schemes are a mitigation measure of new travel demand from new development, and City Plan’s transport assessment recommends this measure for every proposed City Plan site.
Origin of the intervention	An established mobility service intervention in use in Edinburgh. The City Plan transport assessment in the Overview and Summary states that investment will be required at all developments to support public transport and active travel and minimise unnecessary car use, including car club provision to standard as set out in the Edinburgh Design Guidance. See also the recommendation in part 6.2 All-Development Mitigation Measures of the transport assessment.
Cost / Delivery information	Appendix 5 sets out the cost of delivering the infrastructure, and at rates depending on the number of units. This is considered reasonable and proportionate as it relates to the relative impact of development.
Circular Tests:	
Necessity	A necessary mitigation measure to meet policy outcomes. Necessary to secure financial contributions through appropriate legal agreements towards the cost of delivering as car sharing schemes are part of a service contract managed by the Council and cannot be directly delivered by individual developers.
Planning purpose	To meet planning policy.
Relationship to proposed development	Contribution relates to the impact of new travel demand from new development.
Scale and kind	Contribution level is related to number of housing units, and is therefore related to the level of impact.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

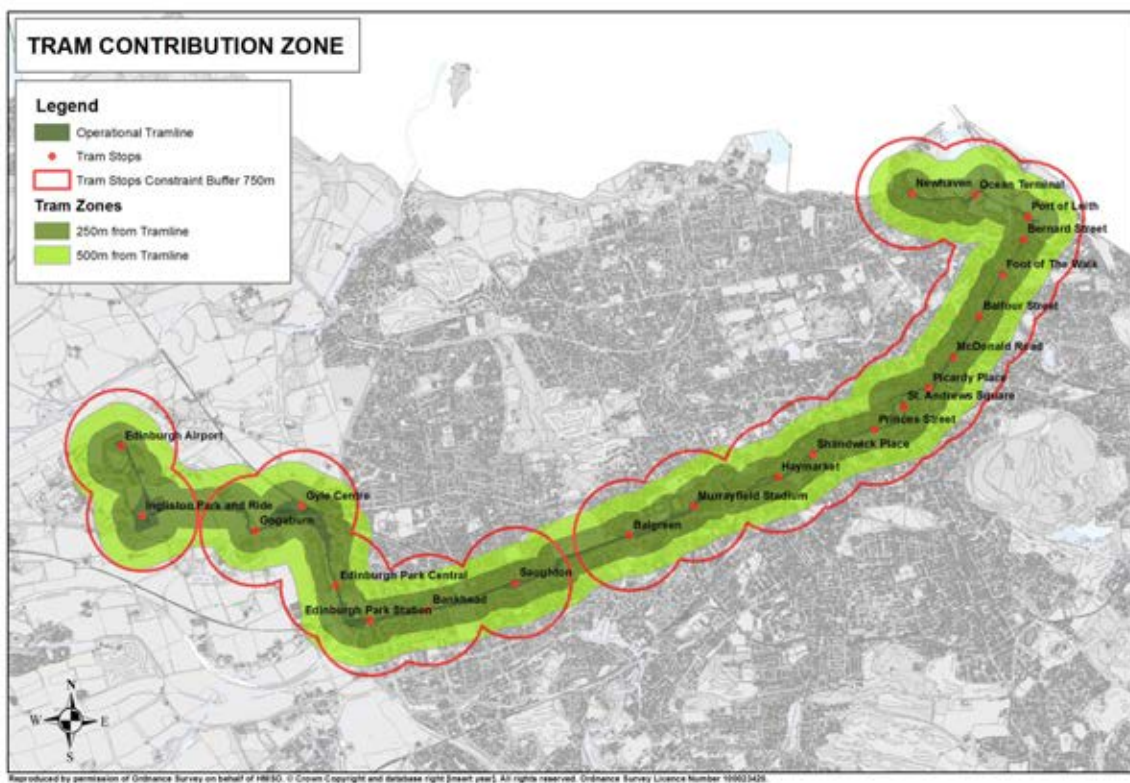
Fettes Avenue Mobility Hub contribution zone – supporting information	
City Plan housing proposals in scope	H31 Royal Victoria Hospital 360 OPP32 Crewe Road South 256 H34 Orchard Brae 124
Type of intervention	A mobility hub (ATPR21) has been identified on Fettes Avenue in Place 16 (development principle i) and indicatively in City Plan Place 16 map and the proposal map.
What is the intervention achieving and why is it necessary?	A mobility hub is proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.
Origin of the intervention	In line with the Sustainable Transport Hierarchy and in order to align with the Council’s City Mobility Plan, Section 6 of the City Plan 2030 Transport Assessment sets out mitigation measures that improve facilities and services for active travel and bus/tram. Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals to mitigate the impact of major development.
Contribution Zone details	A 10-minute isochrone (800m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. This is considered a reasonable distance to serve a neighbourhood with this level of additional mobility provision.
Cost / Delivery information	Cost is based on feasibility studies commissioned by City of Edinburgh Council. The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.
Circular Tests:	
Necessity	The cumulative impact of development within the zone requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development. It is therefore necessary to use a cumulative contribution zone to calculate the proportionate impact from more than one development and provide a per unit cost.
Planning purpose	Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: Active Travel Proposals relating to development sites). Mobility hubs support the active travel modal split expected for development in line with current planning and mobility policy. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.
Relationship to proposed development	Required to mitigate the impact of increased travel and mobility demand from development, and support sustainable travel choices required to meet City Plan policies.

Scale and kind	The contribution zone approach allows for the cumulative impact of these developments to be funded in a proportionate manner, using a per unit rate that relates to impact. It takes into account the existing premises within the zone, so that development only pays for its proportion of demand on the service.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Bonnington Cluster Mobility Hub contribution zone – supporting information	
City Plan housing proposals in scope	H42 Leith Walk/Halmyre Street 235 OPP43 West Bowling Green Street 83 OPP44 Newhaven Road (B) 90 H45 Newhaven Road (C) 193 OPP46 Bangor Road (Swanfield Industrial Estate) 290 OPP48 Stewartfield 207 OPP49 Corunna Place 24 OPP50 Bonnington Road 56 OPP51 Broughton Road 23
Type of intervention	A mobility hub (ATPR40) has been identified on indicatively within the Bonnington Cluster (Jane Street) and indicatively in the City Plan proposals map.
What is the intervention achieving and why is it necessary?	A mobility hub is proposed to mitigate the impact of development - the increase in population and people trips generated - and support people to not need to own a private car and support lower private car parking levels. This is in line with City Plan Policy Inf 7 and Inf 3 criterion a.
Origin of the intervention	Mobility hubs are included in the City Plan 2030 transport assessment as a mitigation measure to minimise unnecessary car use and were therefore included as proposals.
Contribution Zone details – size etc	A 10-minute isochrone (800m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map. This is considered a reasonable distance to serve a neighbourhood with this level of additional mobility provision.
Cost / Delivery information	Cost is based on feasibility studies commissioned by City of Edinburgh Council. The timing of development is generally expected to be delivered with development, and can be updated annually in the action programme/City Plan delivery programme informed by the housing land audit and completions programme.
Circular Tests:	
Necessity	It is necessary to use a planning obligation for each site within the zone to contribute towards the cumulative impacts of more than one development within the zone. The cumulative impact of all development requires a cumulative approach to the proposed mitigation and a mobility hub will serve more than one development. Necessary to use a cumulative contribution zone to determine costs on a per unit basis and calculating the proportionate impact.
Planning purpose	Applying an obligation to deliver mobility hubs that are identified in Part 4 of City Plan serves a planning purpose as these are proposals required to support development (as set out in Table 4: Active Travel Proposals relating to development sites). Mobility hubs support the active travel modal split of development in line with current planning and mobility policy. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25 and NPF 4 Policy 13, 14 and 15.

Relationship to proposed development	Required to mitigate the impact of increased travel and mobility demand from development, and support sustainable travel choices required to meet City Plan policies.
Scale and kind	The contribution zone approach allows for the cumulative impact of these developments to be funded in a proportionate manner, using a per unit rate that relates to impact. It takes into account the existing premises within the zone, so that development only pays for its proportion of demand on the service.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Tram – Operation Tramlines



Costs calculation Table

This SG proposes to continue the use the same calculation for tram contributions that is currently in use (from [finalised LDP 2016 Supplementary Guidance on Developer Contributions and Infrastructure Delivery August 2018](#)). This apportions cost relative to impact of regarding size and type of development, with the following proposed minor changes to clarify use and development types:

- Residential (units) now also to include **student accommodation**.
- Hotels (class 7 and including other /visitor accommodation such as aparthotels, serviced apartments) to clarify uses

It is also proposed to amend the scale factor to even out the differences between the factor values to avoid significant differences in cost calculation, for example between 250 sq m and 501 sq m.

TABLE 1 - IDENTIFICATION OF SCALE FACTOR															
PROPOSALS BY LAND USE (Gross External Floor Area)															
scale factor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Retail (sq m)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-2,999	3,000-3,499	3,500-3,999	4,000-4,499	4,500-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000+
Offices (sq m)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-2,999	3,000-3,499	3,500-3,999	4,000-4,499	4,500-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000+
Residential (units)	5-19	20-34	35-49	50-104	105-139	140-174	175-209	210-244	245-279	280-314	315-349	350-384	385-419	420-459	460+
Pubs and Restaurants (sq m)	100-199	200-499	500-799	800-1,099	1,100-1,399	1,400-1,699	1,700-1,999	2,000-2,299	2,300-2,599	2,600-2,899	2,900-3,199	3,200-3,499	3,500-3,799	3,800-4,099	4,100+
Business Park (sq m)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-2,999	3,000-3,499	3,500-3,999	4,000-4,499	4,500-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000+
Industry (sq m)	500-999	1,000-1,999	2,000-2,999	3,000-3,999	4,000-4,999	5,000-5,999	6,000-6,999	7,000-7,999	8,000-8,999	9,000-9,999	10,000-10,999	11,000-11,999	12,000-12,999	13,000-13,999	14,000+
Warehousing (sq m)	1,500-2,999	3,000-5,999	6,000-8,999	9,000-11,999	12,000-14,999	15,000-17,999	18,000-20,999	21,000-23,999	24,000-26,999	27,000-29,999	30,000-32,999	33,000-35,999	36,000-38,999	39,000-41,999	42,000+
Hotels (bedrooms)	5-9	10-24	25-40	41-60	61-75	76-90	91-105	106-120	121-135	136-150	151-165	166-180	181-195	196-210	211+
Hospitals/Residential Institutions (sq m)	1,499	2,999	4,499	5,999	7,499	8,999	10,499	11,999	13,499	14,999	16,499	17,999	19,499	20,999	21,000+
Non-residential institutions (sq m)	1,000-1,999	2,000-2,999	3,000-3,999	4,500-5,999	6,000-7,499	7,500-8,999	9,000-10,499	10,500-11,999	12,000-13,499	13,500-14,999	15,000-16,499	16,500-18,000	18,000-19,500	19,500-20,999	21,000+
Medical/Health Services (sq m)	200-299	300-599	600-899	900-1,199	1,200-1,499	1,500-1,799	1,800-2,099	2,100-2,399	2,400-2,699	2,700-2,999	3,000-3,299	3,300-3,599	3,600-3,899	3,900-4,199	4,200+
Multiplexes (sq m)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-2,999	3,000-3,499	3,500-3,999	4,000-4,499	4,500-4,999	5,000-5,499	5,500-5,999	6,000-6,499	6,500-6,999	7,000+
Other Leisure Uses (sq m)	1,000-1,499	1,500-2,999	3,000-4,499	4,500-5,999	6,000-7,499	7,500-8,999	9,000-10,499	10,500-11,999	12,000-13,499	13,500-14,999	15,000-16,499	16,500-18,000	18,000-19,500	19,500-20,999	21,000+

Larger Developments will be negotiated separately (The application of these tables on a pro rata basis, will be used as a starting point.)

TABLE 2 - AMOUNT OF CONTRIBUTION IN £000s															
scale factors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Zone 1 (up to 250m)	17-45	46-91	92-137	138-183	184-230	231-274	275-322	323-368	369-414	415-461	462-507	508-553	554-599	600-645	646+
Zone 2 (up to 500m)	12-33	34-68	69-102	103-137	138-172	173-206	207-231	232-276	277-310	311-345	346-380	381-414	415-449	450-484	485+
Zone 3 (up to 750m)	7-22	23-34	35-48	49-91	92-114	115-137	138-160	161-183	184-206	207-230	231-253	254-276	277-299	300-322	323+

*Zones refer to those on annex 1 plan

Notes: The amount of contribution attributable to any development will depend on the exact size of the development (sqm/number of units, etc). This table provides the range of financial contribution in each scale factor, which relates to the range of development sizes in each scale factor shown in the map in Annex 1. This table is provided to assist in calculating the level of contribution that will be sought. The exact amount will be confirmed during the planning application process.

Justification

The distance threshold for the tram contribution zone has been well established and justification is reproduced here from a report to planning committee on 4 October 2007: ‘Tram Developer Contributions - Revision of Guideline Planning Committee’:

The 750 metre distance around the tramstops acknowledges the enhanced accessibility which will benefit developments within walking distance of the tramstops, compared to developments located along the route but between tramstops. Similar methodologies have been used elsewhere in the UK. The Zones shown in the Plan are indicative; assessment of distances will be through measurement of actual walking distance.

750 metres constitutes a walking distance of up to 10 minutes and reflects the perception that travel by tram is a high quality and reliable means of transport and that people are more likely to walk slightly further than they would to access conventional bus services. Work carried out on accessibility has established an average walk as being 10 minutes in duration which equates to approximately 800 metres. It is therefore the Council’s view that seeking contributions for developments up to 750 metres from the nearest tramstop is reasonable given the increased attractiveness of this mode of transport and the fact that this distance represents just under a 10 minute walk.

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Name and City Plan references	EDINBURGH TRAM
City Plan proposals in scope	<p>City Plan 2030 Proposals: Place 4 Edinburgh Waterfront Place 16 West Edinburgh (implement safeguarded tram stops) Table 7 – Tram Route Proposal and Options Safeguards. Proposals TR1-11 (existing and new safeguard options for the next route). Table 8 – West Edinburgh Transport Improvements - Proposal WE 30 New Tram Stop</p> <p>City Plan 2030 allocated sites: The following proposed housing sites are within 500m of the operational tramline: H4, OPP5, OPP20, OPP21, H35, OPP37, OPP38, H40, H42, OPP46, OPP49, H52, OPP53, H59, OPP60, OPP78, H79.</p>
Type of intervention	New mass transit tram line operational from Edinburgh Airport to York Place (since 2014) and to Newhaven (since June 2023). Plan safeguards long term extensions to the network to the southeast and Newbridge.
What is the intervention achieving and why is it necessary?	Supports the sustainable growth of the city and the spatial plan for growing the city as set out in the LDP 2016 Figure 1 and City Plan 2030 Map 1. It is necessary to alleviate congestion on the road network by offering an alternative, sustainable mode, and help the city its meet mode share targets (reducing car kilometres by 30%).
Origin of the intervention	<p>The operational tram line was a City of Edinburgh Council front-funded project. Tramline was safeguarded in the previous development plan - Edinburgh City Local Plan (2010).</p> <p>The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case. This is developed alongside City Plan. Tramline 1a (Trams to Newhaven under construction) is a reference case transport intervention (transport assumption that it will be delivered by 2030 in the City Plan Transport Assessment (CP2030 TA). See Table 2.1). CP2030 TA additional modelling has run with the intervention of the ESSTS Granton and South East tram alignment options and to investigate the impact of new development on future tram patronage levels. Where relevant, tram extension has been provided as a potential mitigation measure for City Plan sites (section 6 of the CP2030 TA).</p>
Contribution Zone details – size etc	Extent of the existing tram contribution zone follows the full line of the operational tram with scaled factors: zone 1 up to 250m distance from the line, zone 2 up to 500m from the line, zone 3 up to 750m from the line.
Cost / Delivery information	<ul style="list-style-type: none"> From the total estimated capital cost, a sum of £23m borrowed to be repaid through developer contributions – primarily windfall / mixed policy designations in LDP1 such as CC, EW1/EW2, IBG. It is

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	<p>proposed this is increased to take into account ongoing borrowing costs.</p> <ul style="list-style-type: none"> • No assessment of individual impacts from individual sites carried out. Instead a high level assumption that sites within close proximity of the tramline would benefit and mitigate their impact on the road network by diverting car trips to tram trips. • Contributions calculated using scale factor as set out in pages 34-35 of the finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery (2018). This takes into account assumption on different uses and applies a proportionate contribution based on floorspace.
Status	Retain this contribution zone to continue its use to collect contributions towards the tram line until contributions have reached the £23m front-funding/borrowing cap and then apply an additional cap to take into account the cost of servicing the borrowing, including interest rate.
Circular Tests:	
Necessity	<p>Mitigating the impact of development on the road network is necessary to ensure that development is compliant with City Plan aims and policies.</p> <p>It is necessary to use a planning obligation for a financial contribution towards this project (or in this case towards servicing the debt of the capital investment). It would not be possible to condition or for individual developers to deliver themselves a significant capital project.</p>
Planning purpose	Mitigating the impact of development on the road network and development working towards meeting the Council's sustainable mode share targets relate to the serve a planning purpose and rooted in developer contributions and transport policy (City Plan Inf 3 and Inf 4).
Relationship to proposed development	Only development proposals within a 500m walking distance to the tramline are to contribute/within the contribution zone. It is considered appropriate distance to expect that future residents/users/visitors to make use of the tram (rather than private car trips) for it to reasonably be considered to mitigate the impact of the development on the road network and help meet sustainable mode share targets.
Scale and kind	Proportionate contributions sought based on use and floorspace, using a scale factor, and sliding scale based on distance of proposed development from the tramline/tram stop.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Traffic & Road Orders

Traffic Regulation Orders/Stopping-Up Orders	
1-4 standard Car Club parking spaces	£3000 per Order – see separate Appendix 5 on Shared Mobility.
Other generic TRO requirement	Estimate around £3,000 but can vary depending on type.
Stopping up Orders	The cost to promote a stopping up order varies considerably. If objections lead to potential hearings, the final costs will reflect these additional procedures, which cannot be anticipated at the start of the process. In order to protect the Council from potential shortfalls in funding to progress Orders, the Council will pursue the recovery of all costs using the Town and Country Planning Act 1997 section 210.

This appendix addresses the existing transport contribution zones that relate to legacy sites carried on from LDP 2016 into City Plan or transport actions that have not yet been delivered. This section therefore addresses an interim need to keep a record of the basis for contributions for these interventions up until a time that they have been delivered and contributions spent. See the existing [LDP 2016 Supplementary Guidance on Developer Contributions and Infrastructure Delivery August 2018](#).

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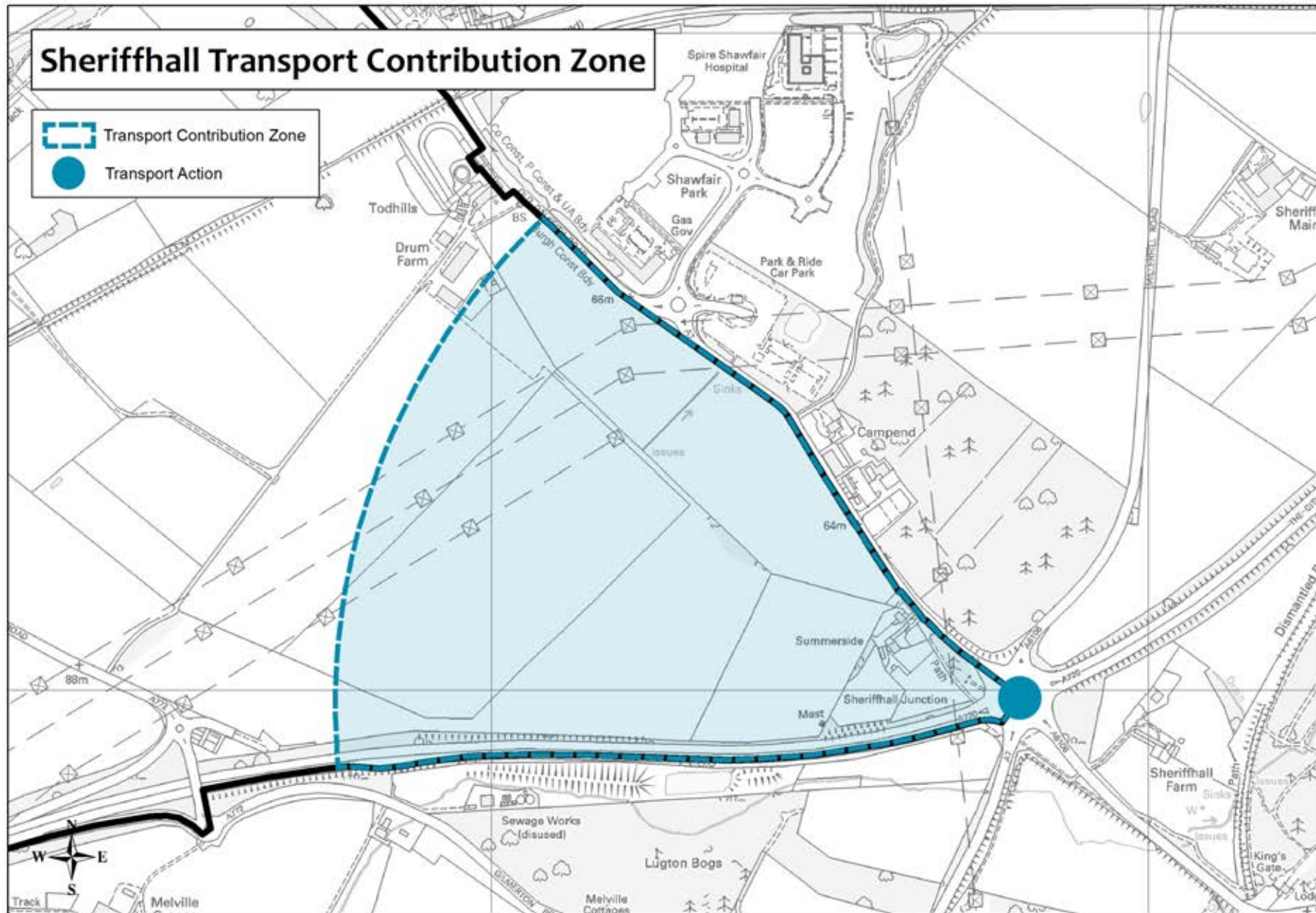
Sheriffhall Junction
Maybury /Craigs Road/Barnton
Gilmerton Crossroads
Burdiehouse
Gilmerton Station Road /Drum Street
Hermiston Park & Ride
Gillespie Crossroads
Lasswade Road/Gilmerton Dykes /Captain's Road

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Name and LDP references	SHERIFFHALL JUNCTION
LDP/City Plan proposals in scope	<p>City Plan proposal R10 in Part 4 Table 9 – Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport</p> <p>LDP Table 9 Proposal T13 Sheriffhall Junction; South East Edinburgh General Development Principles paragraph 128, p65. Sites: HSG 30 HSG 40 HSG 25 (part)</p>
Type of intervention	Cross boundary trunk road junction improvement project led by Scottish Government.
What is the intervention achieving and why is it necessary?	<p>Scheme objectives include improve movement of traffic on the A720, reduce the conflict between strategic and local traffic, addressing the further pressure on the busy junction from planned future development and associated additional traffic.</p> <p>The need for grade separation of the existing roundabout was identified in the 2008 Strategic Transport Projects Review (STPR) and was subject to an options appraisal, with the final preferred option for the scheme identified in 2017.</p>
Origin of the intervention (TA etc)	<p>Sheriffhall is a committed transport intervention in the LDP Transport Appraisal 2013 and an analysis of the impacts of committed schemes on mode share impact on affected corridors. For Sheriffhall it concluded: 'Reduce delay for cross boundary bus services but likely to be attractor to private cars. Impact on East Edinburgh sites but unlikely to increase sustainable travel mode share'.</p> <p>SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). See also LDP page 66 inserted as a post examination modification: 'Scope of transport mitigation subject to further assessment and the detail to be included in Supplementary Guidance (Del 1): • Sheriffhall roundabout (T 14)'</p>
Contribution Zone details – size etc	Extent of the contribution zone used a 1km buffer along the road from the Sheriffhall junction for 4km, to vicinity of BioQuarter. This junction is for local and strategic transport, so the relatively large zone reflects the corridor within Edinburgh that it serves.

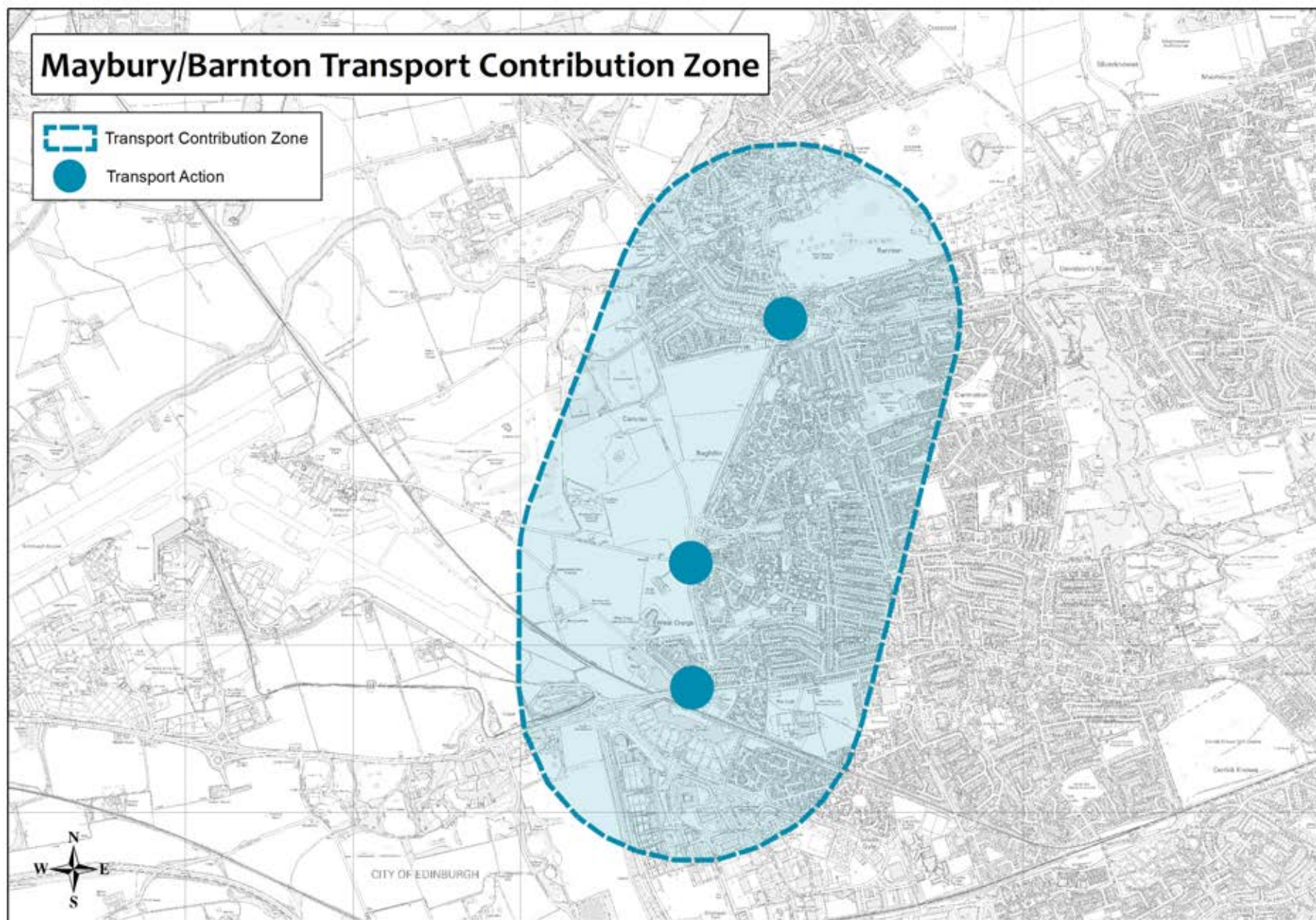
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Cost / Delivery information	£120m committed from City Region Deal. The ESESCRD Joint Committee ratified their support for the proposed Sheriffhall Roundabout Scheme at their meeting on 3 September 2021. Public Local Inquiry held in 2023 into objections to draft Orders, Report was considered by DPEA and the report issued to Scottish Ministers for their decision.
Status	No contributions towards this action have ever been received.
Circular Tests:	
Necessity	This major junction upgrade is mainly to address pre-existing traffic management issues. New development will benefit, and will mitigate LDP sites in the South East Edinburgh (however scope of transport mitigation was not subject to further assessment – see p66 of LDP).
Planning purpose	Relates to the mitigation of the transport impacts of major development proposals in the South East Edinburgh.
Relationship to proposed development	Development along the A7 corridor will benefit from local improvements on the road network.
Scale and kind	Assessment of impact as per SESplan cross boundary appraisal.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.



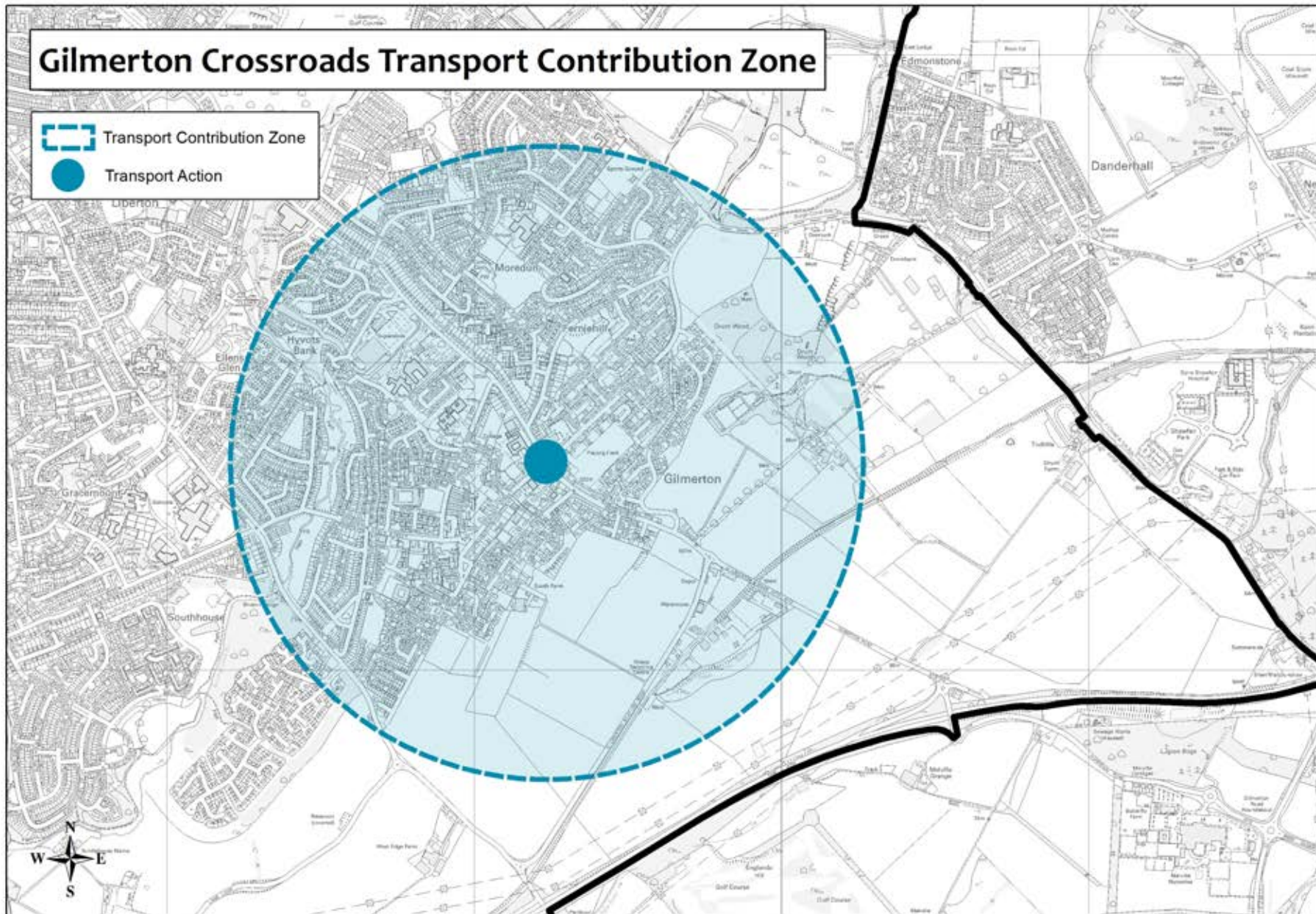
Name of transport intervention and LDP/City Plan references	<p>MAYBURY/BARNTON</p> <p><u>LDP 2016:</u></p> <ul style="list-style-type: none"> • LDP Table 9: Proposal T16 Maybury Junction, T17 Craigs Road Junction and T18 Barnton Junction; • West Edinburgh - General Development Principles paragraph 124, p57; • Maybury and Cammo Site Brief – Development Principles p59-60 <p><u>City Plan 2030</u> Place 16 development principle.</p>
LDP/City Plan proposals in scope	<p><u>LDP Proposals:</u> HSG 19 Maybury, HSG 20 Cammo</p> <p><u>Proposed City Plan:</u> Place 22 Maybury (HSG 19)</p>
Type of intervention	<p>Junction upgrade to increase junction capacity, access, efficiency of traffic signals and also provide bus priority and better provision for active travel.</p>
What is the intervention achieving and why is it necessary?	<p>Addresses the additional road traffic impact on the road network, and demand on the junction by other road users (new public transport services and active travel) and required to mitigate the impact of new housing development.</p>
Origin of the intervention (TA etc)	<p>Appraisal on the road network of development on key corridors in the LDP Transport Appraisal 2013.</p>
Contribution Zone details – size etc	<p>Zone extent uses a 1km radial buffer from the central point of each of the three road junctions. This zone captures a number of LDP housing sites that are accessed from the road that is served by the junctions.</p> <p>The zone takes in the three junctions that the transport appraisal identified for upgrade. These are in the same road corridor.</p>
Cost / Delivery information	<p>Costs are published as estimates in the Action Programme.</p> <p>Apportionment is percentage share using estimated capacity of each relevant site.</p> <p>A delivery programme and design option appraisal is in progress. It will take into account City Plan sites and other relevant transport interventions in the wider West Edinburgh area, including the West Edinburgh Transport Improvement Programme (WETIP).</p>

Status	<p>Contributions have been received and/or secured in signed legal agreements. However, the full action has not yet been delivered, and contributions are still to be paid. It is therefore proposed to retain this contribution zone:</p> <ul style="list-style-type: none"> • Until Maybury site is fully consented. There remains AMC applications to be submitted and/or • In case additional sites come forward in the zone and their impact on the junction project can be assessed.
Circular Tests:	
Necessity	Required to mitigate the cumulative impact of development on the road network (corridor including the junctions in question).
Planning purpose	To ensure development accords with planning objectives of the Plan, does not have an unacceptable adverse impact on road network and delivers improvements to public transport and active travel.
Relationship to proposed development	<p>Pragmatic to make assumption that each housing unit would have a similar impact on all three junctions. The impact of one housing site may be skewed towards the nearest junction. However, cumulatively the impact of all housing sites on the three junctions is taken together the impact is likely to be averaged out. The payment is not by actual individual housing units, but on the land capacity, based on a total estimated housing capacity.</p> <p>NB that contributions need to be secured at the PPP stage where the exact mix is not known to differentiate the impact of types of unit or their specific location within the site.</p>
Scale and kind	Assessment of impact as per LDP TA based on number of housing units.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

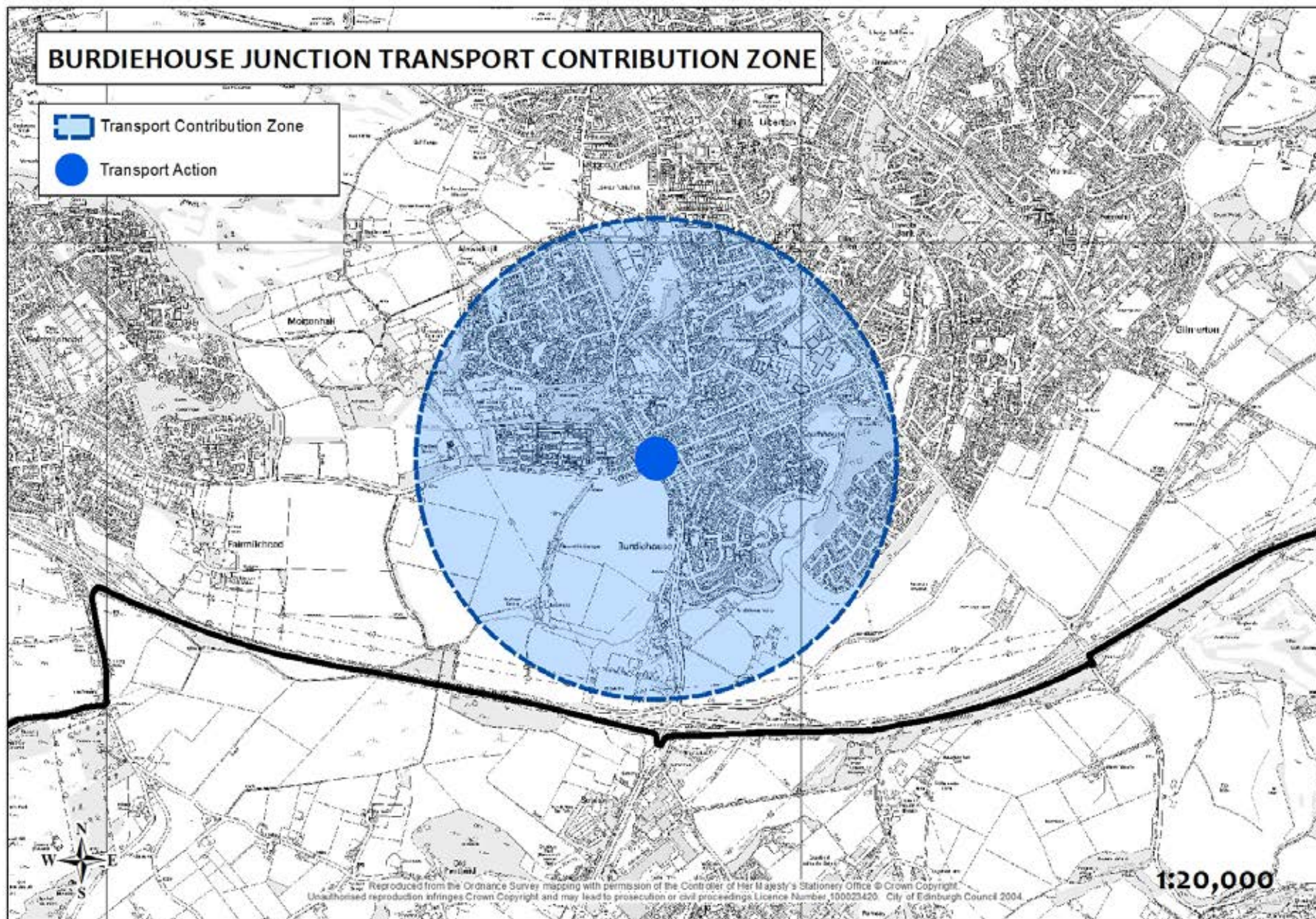


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Name and LDP references	GILMERTON CROSSROADS
LDP/City Plan proposals in scope	<ul style="list-style-type: none"> • LDP Table 9 Proposal T19: Gilmerton Crossroads; • South East Edinburgh (South) Development Principles paragraph 128, p65. • LDP Transport Appraisal 2013 • Proposal T19 in LDP <p>LDP Sites: HSG 23 HSG 24 HSG 25</p>
Type of intervention	Improvement to a single road junction. Proposal to increase junction capacity based on improved efficiency of traffic signals and to ease congestion and maintain or improve bus priority for north to south traffic.
What is the intervention achieving and why is it necessary?	Required to mitigate the impact of new housing development at Gilmerton Station Road (HSG 24). Assessment of impact as per LDP TA based on number of housing units.
Origin of the intervention (TA etc)	LDP Transport Appraisal 2013
Contribution Zone details – size etc	Zone uses a radial buffer of 1km from the central point of the junction.
Cost / Delivery information	<p>Estimate costs are published in the Action Programme. Apportionment of cost is percentage share using estimated capacity of each relevant site.</p> <p>Delivery by CEC as roads authority using developer contributions, using capital budget or other external sources of funding as required to cover the full cost of delivery.</p>
Status	No further contributions are expected from development within this contribution zone. £693,303 has been paid in for this combined with Gilmerton Station Road/Drum Street junction upgrade (see entry below). This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.

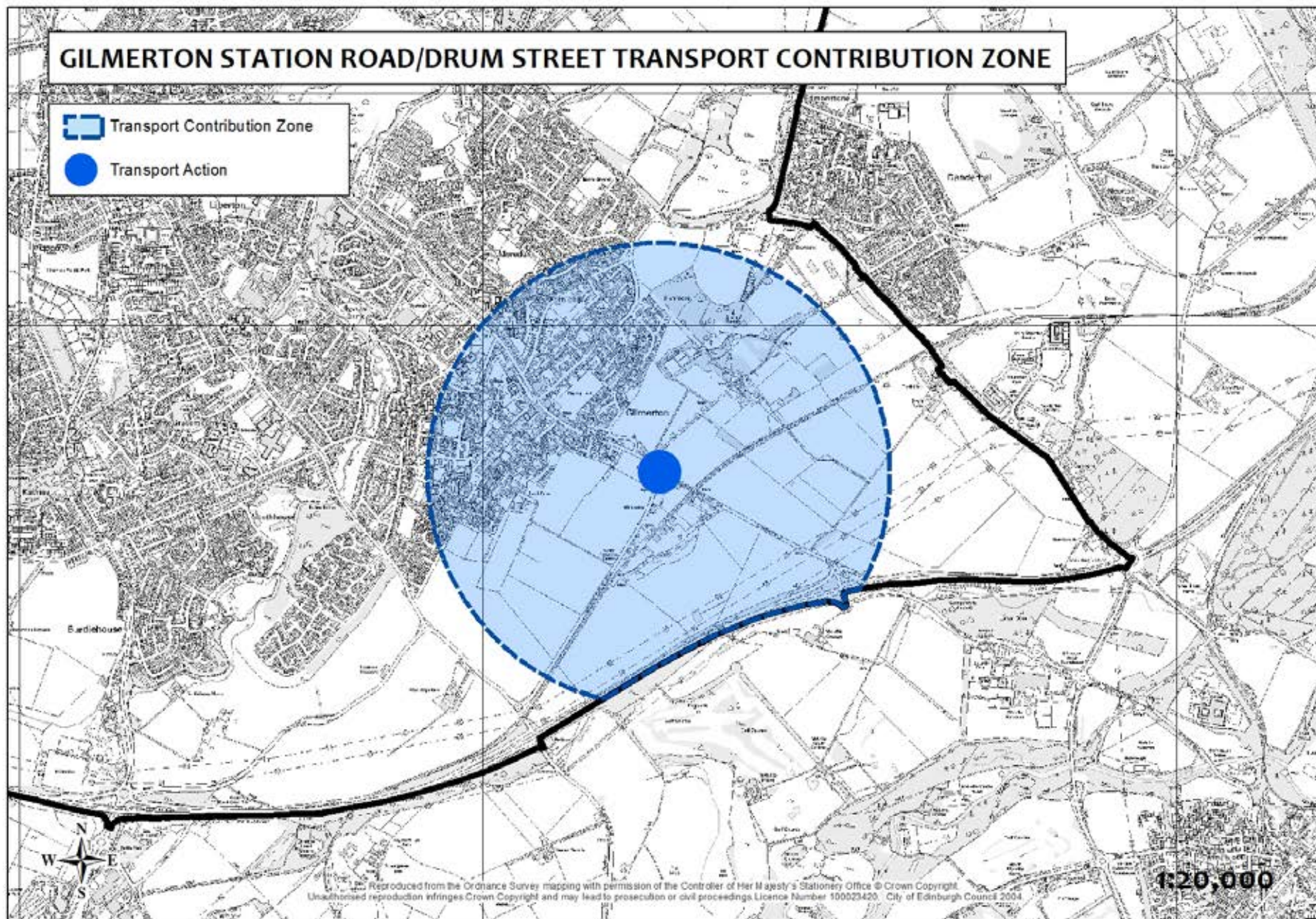


Name and LDP references	BURDIEHOUSE JUNCTION (Kaimes Junction) <u>LDP 2016:</u> <ul style="list-style-type: none"> • LDP Table 9 Proposal T20 • South East Edinburgh General Development Principles paragraph 128, p65.
LDP/City Plan proposals in scope	Broomhills (HSG21) and Burdiehouse (HSG22) East of Burdiehouse (urban area)
Type of intervention	Junction upgrade
What is the intervention achieving and why is it necessary?	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 Broomhills (HSG 21) and Burdiehouse (HSG 22).
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • LDP Transport Appraisal Addendum 2016 – p68 appraised this land which was included in the urban area as a post examination modification.
Contribution Zone details – size etc	Improvement to a single road junction, with a radial buffer of 1km.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. • Apportionment is percentage share using estimated capacity of each relevant site.
Status	No further contributions expected. Therefore a mechanism for securing developer contributions using a contribution zone is no longer required. This action will remain in the LDP Action Programme until delivered.



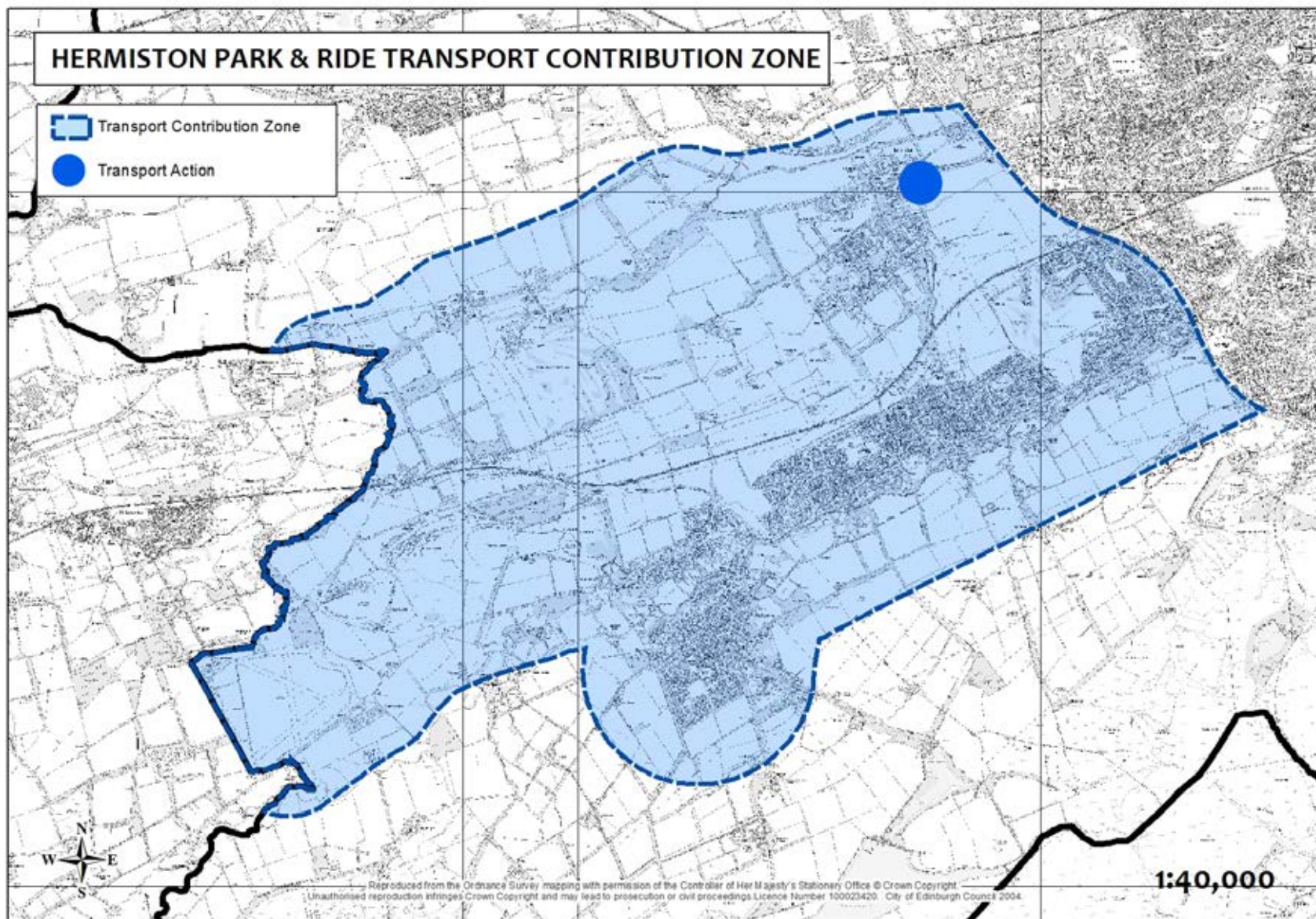
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Name and LDP references	GILMERTON STATION ROAD/DRUM STREET
LDP/City Plan proposals in scope	Not in LDP. In the LDP transport appraisal 2013 Vol 2 page 56 Sites: HSG 23 HSG 24 HSG 25
Type of intervention	Junction Improvement
What is the intervention achieving and why is it necessary?	Intervention to junction to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • Proposal T19 in LDP
Contribution Zone details – size etc	Extent: Improvement to a single road junction, using a radial buffer of 1km.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. Apportionment is percentage share using estimated capacity of each relevant site.
Status	No more contributions are expected from development. £693,303 has been paid in for this combined with Gilmerton Crossroads junction upgrade (see entry above). This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.

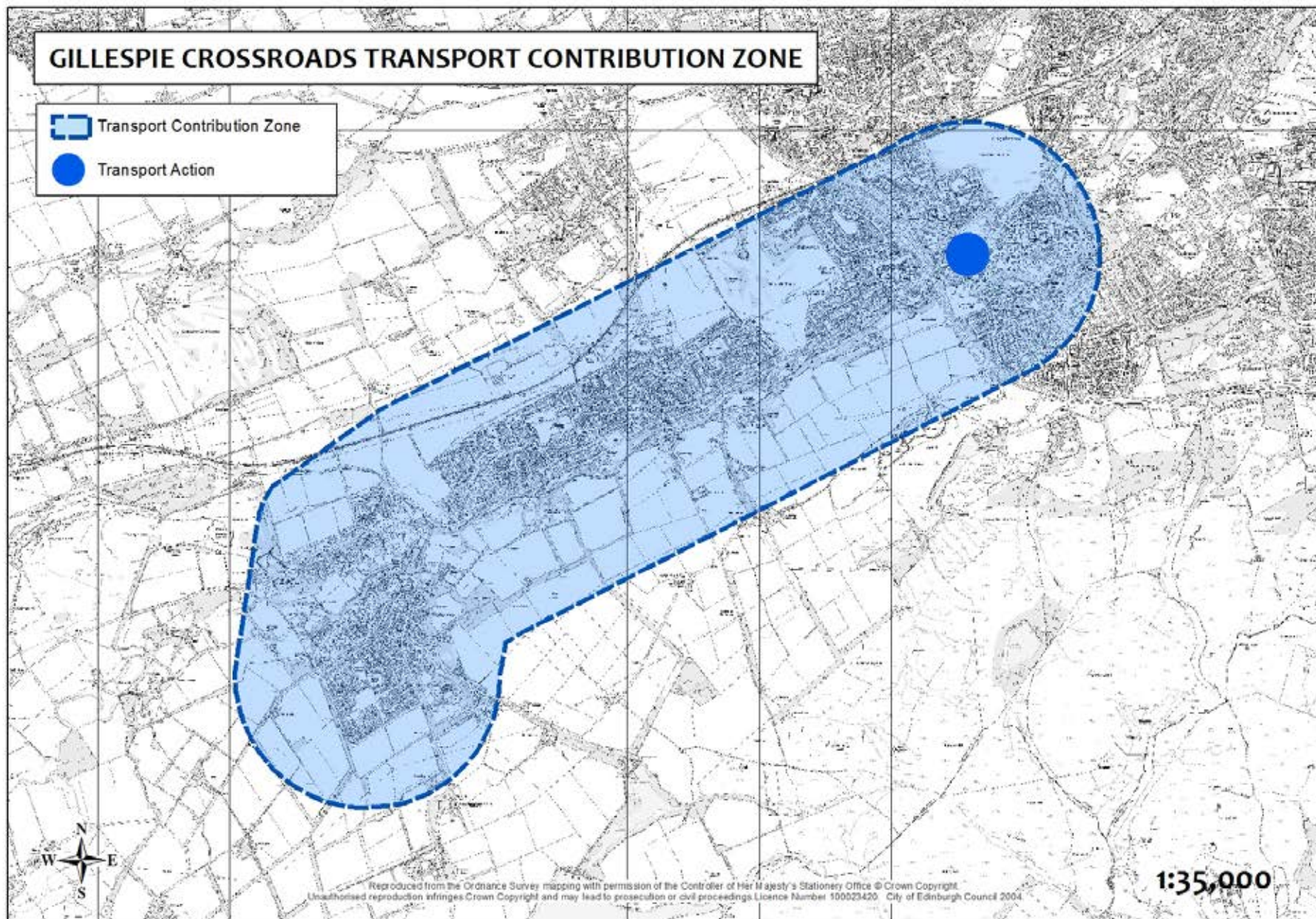


Name and LDP references	HERMISTON Park & Ride
LDP/City Plan proposals in scope	<ul style="list-style-type: none"> • South West Edinburgh Development Principles paragraph 136, p 80; • LDP Policy Tra 6 Park and Ride paragraph 280 <p>Sites: HSG 35 HSG 36 HSG 37 HSG 38</p>
Type of intervention	Extension to an existing park and ride facility
What is the intervention achieving and why is it necessary?	To mitigate the impact of development in the South West corridor on the road network by providing enhanced /alternative access to public transport.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Transport Appraisal 2013 • Page 80 of LDP
Contribution Zone details – size etc	<p>Extent: Area of converging radial commuting routes – see corridor 5 of Corridor 5 of LDP TA Addendum 2016. Identified as a committed intervention that the TA identifies/scopes as a proposed intervention for corridor 5, South West.</p>
Cost / Delivery information	<ul style="list-style-type: none"> • LDP TA appraisal addendum (see for example page 61) assessed impact of development and identified a committed intervention and relevant mitigation. • Total cost of committed intervention estimated as £4.5m • Proportion of this cost was based on the assumption that one in ten houses in new development would require a space in the Park and Ride extension, as follows: • Cost of providing each new P&R space estimated at £10k • 2011 census Currie & Balerno travel to work mode share = 19.2% rounded to 20% • Assumed 50% of those bus trips originate from P&R = 10% • Therefore every 10 residential units in contribution zone should provide 1 space in P&R • Cost per residential unit = £10k / 10 = £1,000 <p>Total capacity of housing estimated as 470 units, resulting in total contribution of £470,000 towards the intervention. Remainder of the cost attributable to the Council.</p>

Status	This action has extant planning permission, but has not been delivered. This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.
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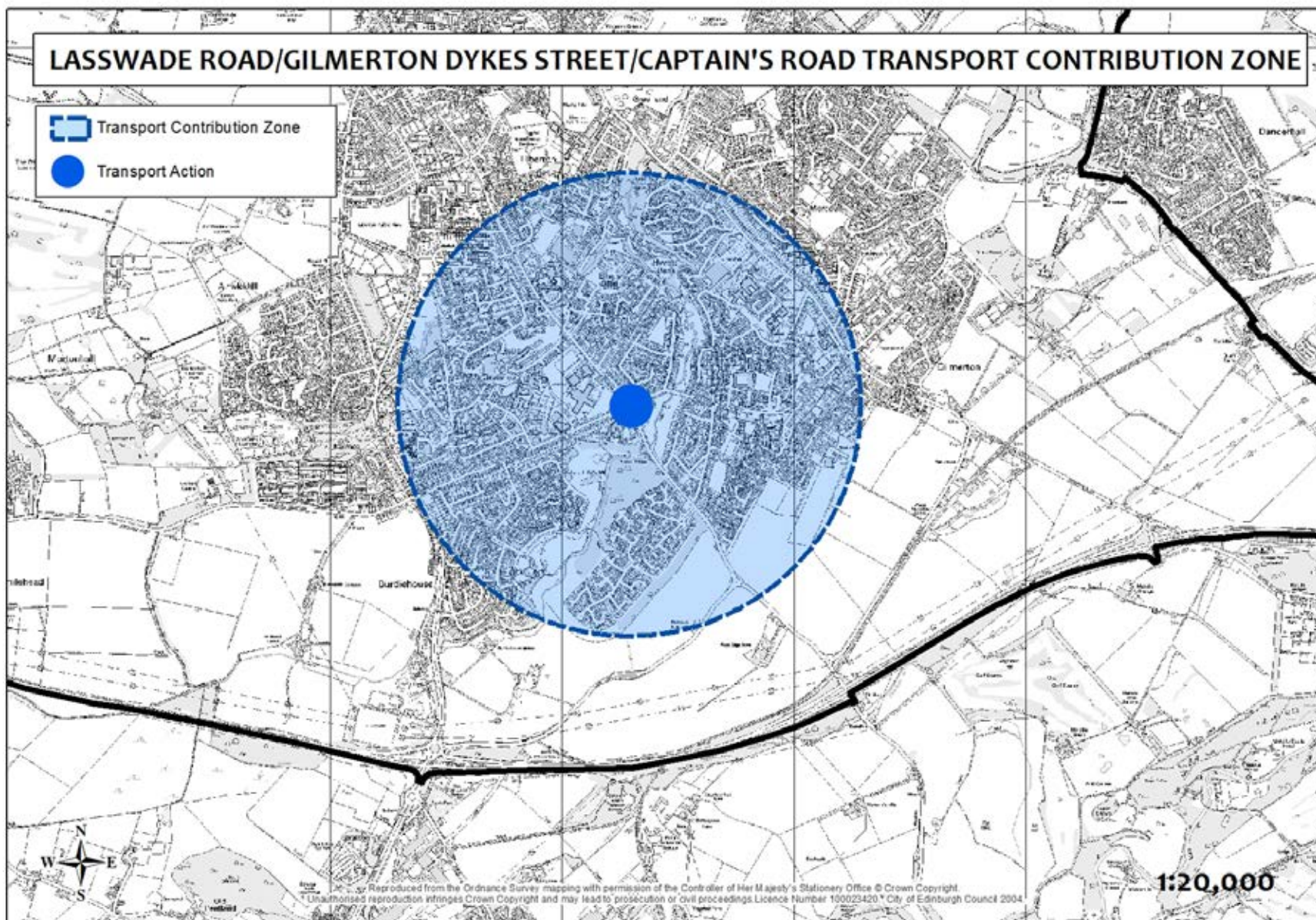


Name and LDP references	GILLESPIE CROSSROADS
LDP/City Plan proposals in scope	South West Edinburgh Development Principles paragraph 136, p80 Sites: HSG 31 HSG 35 HSG 36 HSG 37 HSG 38
Type of intervention	Junction Upgrade
What is the intervention achieving and why is it necessary?	Intervention to road network to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • SESplan / Transport Scotland Cross-boundary appraisal completed (April 2017). • Page 80 of LDP
Contribution Zone details – size etc	Extent: Road corridor with 1km buffer created along A70 urban area.
Cost / Delivery information	<ul style="list-style-type: none"> • Costs from the Action Programme estimates. • Assessment of impact as per LDP TA based on number of housing units. • Apportionment is percentage share using estimated capacity of each relevant site.
Status	No further contributions are expected from development within this contribution zone. This action will remain in the LDP Action Programme until delivered, but a mechanism for securing developer contributions using a contribution zone is no longer required.



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Name and LDP references	LASSWADE ROAD/GILMERTON DYKES/CAPTAIN’S ROAD
LDP/City Plan proposals in scope	Lang Loan Site Brief – Development Principles p69 Sites: HSG 23 HSG 28 HSG 39
Type of intervention	Road junction upgrade
What is the intervention achieving and why is it necessary?	Intervention to junction to address additional impact on road network and junction from development.
Origin of the intervention (TA etc)	<ul style="list-style-type: none"> • LDP Examination Report p508 (identified in TA of planning application granted at appeal) • Page 69 of the LDP
Contribution Zone details – size etc	Extent: Improvement to a single road junction, using a radial buffer of 1km.
Cost / Delivery information	Assessment of impact in LDP TA Addendum 2016: Lasswade Road/Gilmerton Dykes Road/Captain’s Road
Status	The proportionate contributions expected from development have been paid into the Council, and no more development in this contribution zone is expected therefore a mechanism to secure developer contributions is no longer required. This action will remain in the LDP Action Programme until delivered.



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This appendix sets out proposed contribution zones for transport interventions that originate from the LDP 2016 action programme, but still relate to housing sites in City Plan policy Place 4 – Edinburgh Waterfront and various City Plan housing sites (including legacy sites).

Summary Table:

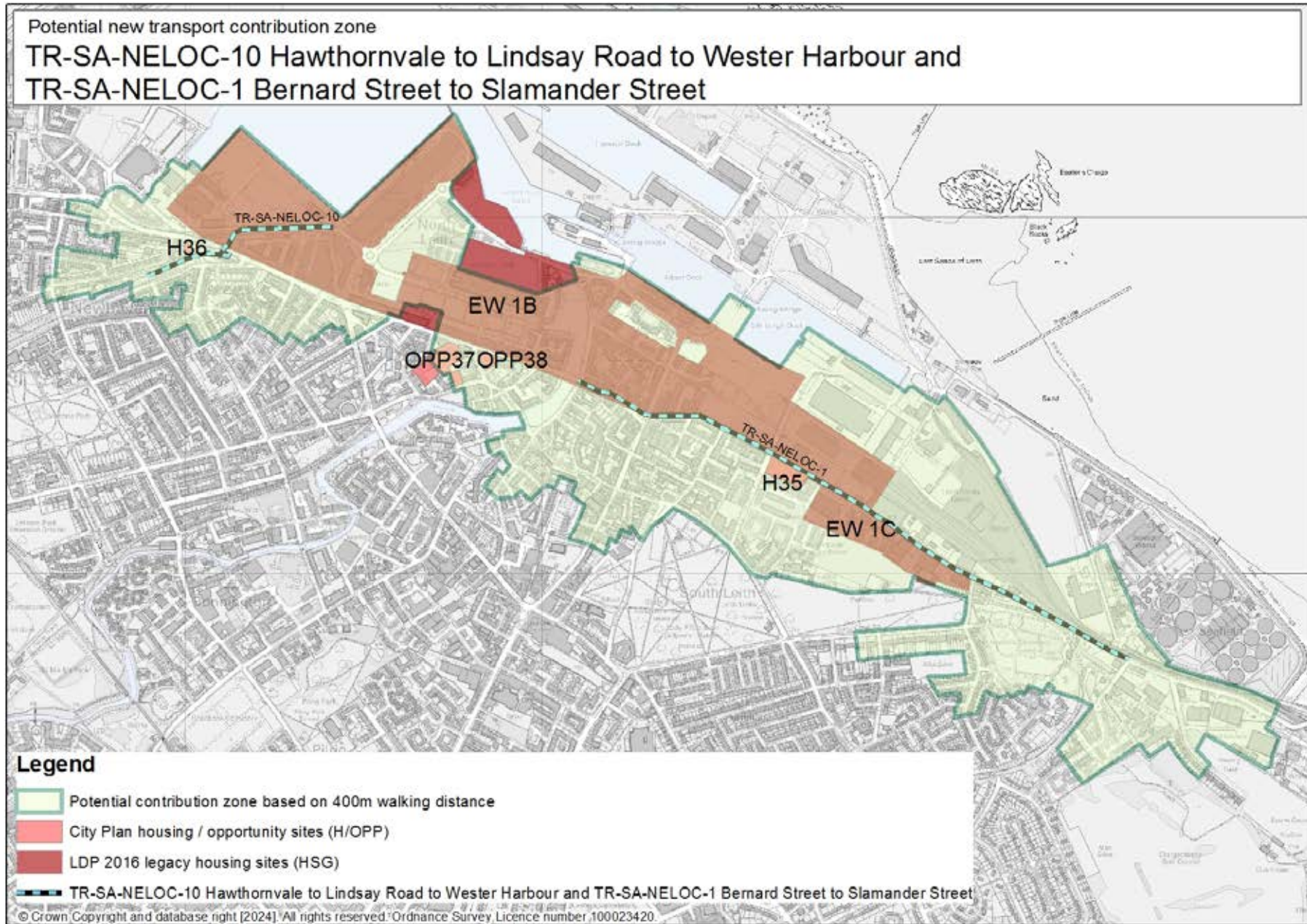
LDPAP Reference	Total project cost	Cost to be borne by development(s)	Cost per new unit
Hawthornvale - Salamander Street to Seafield Place (Hawthornvale to Lindsay Road TR-SA-NELOC-10 and Bernard Street/Salamander Street TR-SA-NELOC-1)	£6,125,000	£1,674,972.45 (or 27.3% of total project cost)	£613.54
Leith Links (west) to Bath Road LDPAP Ref: TR-SA-NELOC-17 Leith Links (West) to Bath Road	£367,500	£75,194 (or 20.5% of total cost of project)	£74.30

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Hawthornvale to Lindsay Road LDPAP Ref: TR-SA-NELOC-10 and Bernard Street/Salamander Street TR-SA-NELOC-1	
Cost estimate of intervention:	£6,125,000
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	7253 properties
Estimated unit numbers from City Plan and LDP 2016 sites within the zone:	<p><u>City Plan sites:</u></p> <p>H35 Salamander Place: 113 H36 North Fort Street: 8 OPP37 Coburg Street: 152 OPP38 Commercial Street: 45 Part of OPP55 Seafield: 200.</p> <p>Total number of proposed units in City plan sites: 518</p> <p><u>LDP 2016 sites:</u></p> <p>EW 1b Central Leith Waterfront 1,444, EW 1c East of Salamander Place 606 EW 1c Salamander Place phase 3 and 4 Cruden and Teague 199 EW 1c Salamander Place Phase 5 Teague 155 EW 1c Salamander Place Phase 6 & 7 Cruden/Teague 151 Total LDP: 2,555</p> <p>Total number of units in LDP 2016 sites = 2555 minus 230 completed and captured in the property database, and minus the units in H35 that are included in EW1c = 2,212</p> <p>Total number of proposed units from City Plan sites (518) + Total number of proposed units from LDP 2016 site (2,212) = Total number of proposed units (2,730)</p>

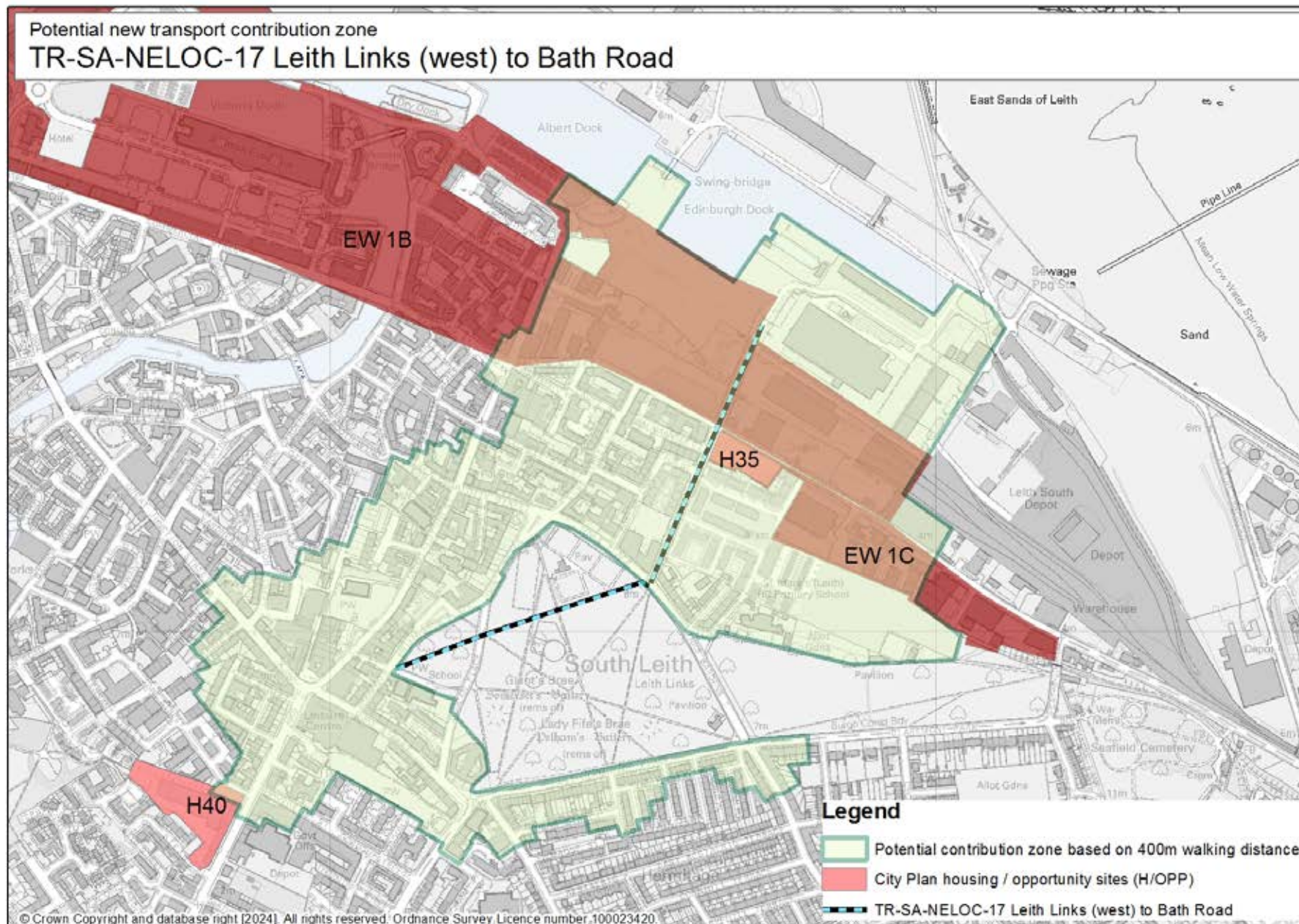
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All assumed units within zone	Total number of proposed units (2,730) + Existing Number of properties within 400m contribution zone (7253) = All potential units (9,983)
Cost of project to be met by development within zone (and as % of total project cost)	(£613.54 x 2,730) = £1,674,972.45 Or £1,674,972.45 / £6,125,000 x 100 = 27.3% of total project cost
Cost per unit	£6,125,000 / 9,983 = £613.54 per unit



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Cost and apportioning methodology: Leith Links (west) to Bath Road LDPAP Ref: TR-SA-NELOC-17 Leith Links (West) to Bath Road	
Cost estimate of intervention:	£367,500 total cost estimate from LDPAP estimates
Existing/reference case unit numbers (no. of properties from Property Database within the 400m contribution zone):	3934 units
Estimated unit numbers from City Plan / LDP 2016 sites within the zone:	<p><u>City plan sites:</u></p> <p>H35 Salamander Place: 113</p> <p>Total number of proposed units in City plan sites: 113</p> <p><u>LDP 2016 sites:</u></p> <p>EW 1c Salamander Place Phase 5 Teague 155 EW 1C: Leith Waterfront -Salamander Place 606 EW 1B: Central Leith waterfront. 481. Approx 1/3 of area in LDP (1,444/3 = 481 units)</p> <p>Total number of units in LDP 2016 sites minus 230 completed and captured in the property database, and minus the units in H35 that are included in EW1c = 899</p> <p>Total number of proposed units from City Plan sites (113) + Total number of proposed units from LDP 2016 site (899) = Total number of proposed units (1,012)</p>
All assumed units within zone	Total number of proposed units (1012) + Existing Number of properties within 400m contribution zone (3934) = All potential units (4,946)
Cost per unit	$£367,500 / 4,946 = \mathbf{£74.30 \text{ per unit}}$
Cost of project to be met by development within zone (% of total project cost)	$£74.30 \times 1012 = £75,194$ Or $£75,194 / £367,500 \times 100 = 20.5\% \text{ of total project cost}$



Active Travel Infrastructure Contribution Zone – supporting information	
Hawthornvale to Lindsay Road LDPAP Ref: TR-SA-NELOC-10 and Bernard Street/Salamander Street TR-SA-NELOC-1	
City Plan proposals in scope	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place, H36 North Fort Street, OPP37 Coburg Street OPP38 Commercial Street, Part of OPP55 Seafield.</p> <p><u>Legacy LDP 2016 sites:</u></p> <p>EW 1b Central Leith Waterfront: 1444 (HLA 22 Constrained site); 390 completed @CALA; Bath Road BW Trading 212, 95; Baltic Street Sundial Properties 16</p> <p>EW 1c East of Salamander Place EW 1c Salamander Place Phase 6 and 7 EW1d Seafield (Part)</p>
Type of intervention	Segregated cycleway.
What is the intervention achieving and why is it necessary?	<p>Segregated cycleway along this route can achieve a transformative role in placemaking for developments along this corridor. It will provide an east-west active travel corridor linking up with the north Edinburgh paths at Hawthornvale/Lindsay Road in the west, and the Seafield shared path and promenade at the east. Will also connect with Leith Connections links to Leith Walk segregated cycleways.</p> <p>Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.</p>
Origin of the intervention	<p>Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.</p> <p>This scheme has been progressed to Final Concept Design stage as part of a programme of works on the LDP Action Programme/Leith Connections Phase 3.</p>
Contribution Zone details – size etc	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
Cost / Delivery information	To be programmed as Phase 3 of Leith Connections project.
Circular Tests:	
Necessity	Necessary to secure a financial contribution because it serves more than one development, and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.

Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Leith Links (west) to Bath Road	
LDPAP Ref: TR-SA-NELOC-17 Leith Links (West) to Bath Road	
City Plan proposals in scope	<p><u>City Plan Sites:</u></p> <p>H35 Salamander Place: 113 units</p> <p><u>Legacy LDP 2016 Sites:</u></p> <p>LDP EW 1B: Central Leith waterfront LDP EW 1C: Leith Waterfront -Salamander Place, Salamander Place Phase 6 and 7 EW 1c Salamander Place Phase 5 Teague</p>
Type of intervention	Create cycle priority street.
What is the intervention achieving and why is it necessary?	Responds to the additional demand that these developments place on active travel infrastructure. Investing in line with the sustainable transport hierarchy, mitigation measures are directed towards addressing the impact of additional demand for cycling, thereby realising the potential shift in mode share to active travel.
Origin of the intervention (TA etc)	Originally from an older appraisal of transport impacts of growth in North Edinburgh especially with the redevelopment of the Leith Docks. The level of growth has reduced from what was initially envisaged, however development at Western Harbour, Central Leith Waterfront and along Salamander Street/Salamander Place continues to place additional demand on existing transport infrastructure.
Contribution Zone details – size etc	A 400m walking distance zone has been created using a digital (GIS) network analysis tool to map the walk distance from nodes/junctions on the route. 400m is considered the maximum distance to expect cyclists to deviate their route to join a segregated or safer route.
Cost / Delivery information	Projects are likely to be delivered as part of the Council’s ATAP. Programming to be determined through the City Mobility Plan Implementation Plan/Circulation Plan as well as, taking into account the likely delivery programme of homes.
Circular Tests:	

Necessity	Necessary to secure a financial contribution because it serves more than one development and its route cannot be directly delivered or conditioned by the sites shown within a 400m distance of its route.
Planning purpose	Increase in cycling trips is expected from these developments and in line with current planning and mobility policy, provision of safe active travel routes within the development and connections to the local cycle network is needed to shift mode share towards active modes and create sustainable places. See City Plan 2030 policies Inf 3 criterion a); Inf 10; Env 7 criterion b) and Env 25.
Relationship to proposed development	Sites identified within this contribution zone are all within a 400m distance to the route, which is a reasonable distance to expect to deviate a journey to join segregated route.
Scale and kind	It is acknowledged that this route will serve the existing population. For this reason, a proportionate approach to contributions is taken.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.

Part Four - Healthcare

Overview

- 4.1 Access to healthcare is an essential service for a good quality of life. Our approach to adopting an infrastructure first is to direct development to where there is existing infrastructure. Appraisals of infrastructure is required to understand the existing capacity, where there is spare capacity to accommodate growth, or where extensions or new infrastructure can be created. 'Community infrastructure' in this context means primary healthcare (often referred to as General Medical Services (GMS)) delivered in Primary Care Premises.
- 4.2 The planning, resources and operational oversight for the range of NHS and local authority care services, including primary care, is responsibility of the Edinburgh Health and Social Care Partnership, which is governed by the Edinburgh Integration Joint Board (IJB).
- 4.3 Most of the current practices in Edinburgh are independent contractors, with only some managed directly by the EHSCP. However, it is the EHSCP that works with all Primary Care practices to plan for future provision and respond to the growth in population, including impacts of new development through Local Development Plans.

Policy Context

- 4.4 [NPF4](#) Policy 15 requires development proposals to contribute towards local living in 20-minute neighbourhoods, with access to health and social care facilities.
- 4.5 Policy 18 requires development proposals to mitigate their impact on infrastructure, and allows for planning conditions, obligations or other legal agreements to be used to ensure that provision is made to address impacts on infrastructure. This is to ensure an 'infrastructure first' approach to development.
- 4.6 **City Plan 2030** Policy Inf 3 criterion c) requires that proposals deliver or contribute towards primary healthcare infrastructure capacity – proposals to provide floorspace for the provision of new facilities or to extend existing facilities – where relevant and necessary to mitigate any negative impact, and where commensurate with the scale of proposed development.
- 4.7 Table 12 in Part 4 of the Plan sets out what the healthcare requirements are in order to deliver the development strategy and which developments those requirements relate to. The actions in Table 12 have been informed by a revised healthcare appraisal prepared by the Edinburgh Health and Social Care Partnership in November 2022 (see summary below Evidence Base).
- 4.8 Where relevant, Place Based Policies set out the requirement in principle to contribute towards healthcare infrastructure. Opportunities to co-locate primary care practices with other community infrastructure should be explored with early engagement between developers and planners with NHS and EHSCP.

Evidence Base

- 4.9 An initial Healthcare Appraisal was prepared to support the Proposed City Plan 2030 and published alongside the Proposed Plan in September 2021. This provided an overview of the likely impact of City Plan 2030 on the existing capacity. This builds on the actions identified in

the LDP 2016 Healthcare Appraisal to respond to LDP 2016's growth, actions which are updated in each iteration of the LDP Action Programme.

- 4.10 To support the response to representations and to provide more detailed evidence of healthcare requirements to address the impact of Proposed City Plan development, a report was prepared by the Edinburgh Health and Social Care Partnership: *'Population Growth and Primary Care Premises Assessment: Edinburgh 2022 – 2030'* for circulation to the GP practices/Board and then a further report prepared with Planning in November/December 2022: [Population Growth and Primary Care Premises Assessment: Edinburgh 2022 – 2030 City Plan Appraisal Version \(Nov/Dec 2022\)](#). The Partnership is an organisation involving both Council and NHS staff and is responsible for delivering health and social care services in Edinburgh. This has provided more detail of planned additional capacity required to mitigate the cumulative impact of population increase, LDP1 and Proposed City Plan. It explains the funding available for GMS and why contributions are sought for capital costs for new infrastructure for expanded population. While population increases trigger an increase in central revenue allocations for healthcare provision (and allocations to Health Boards is adjusted by central government for prescribing costs) this is not the case for capital investment in new infrastructure required for expanded population. This is the main reason that development must contribute to mitigate the impact with developer contributions towards actions to increase the physical capacity of practices.
- 4.11 The appraisal illustrates the pressure on GMS which has seen reduced number of practices and higher average patients registered per practice since 2009. The revised healthcare assessment firstly looks at changes in Edinburgh's population, and the growth in population associated with committed housing developments and its impact on existing medical practices. It then sets out proposals to mitigate the impacts of those committed developments, creating a baseline. It is clear from the assessment that there is a lack of capacity to accommodate the additional population from committed developments. The assessment then looks at the impacts of new population generated by the new housing developments in the Proposed City Plan. It then clearly identifies a series of actions to mitigate those impacts, and specifically identifies which developments relate to which specific actions.
- 4.12 It is the intention to review the healthcare appraisal annually and provide annual locality summaries. The actions from healthcare appraisal and updates will be set out in detail in the Action Programme and subsequent Delivery Programme, and include further information on delivery funding.

Apportioning the costs of delivering new infrastructure

General approach for City Plan sites

- 4.13 Some new infrastructure addresses the impact of both baseline/committed developments and City Plan 2030 sites. Developers will only be expected to make proportionate contributions, in accordance with the Circular 3/2012, towards the impact of City Plan sites within a zone.
- 4.14 In order to maximise existing capacity and efficient resource use, the appraisal establishes the following principles:
- Unlikely to actively support practices to develop new premises without the prospect of list size growth to a minimum threshold of c5000
 - Prefer to encourage expansion of existing City practices, not simply for economic and

practical reasons, but taking account of the potential for new practices to consume disproportionate resources and destabilise neighbouring practices.

- Encourage co-location of practices at every opportunity, either with other practices, or with other public services.

Contribution zones and formula for calculating developer contributions

- 4.15 The developer contributions rate is based on a national formula for calculating the obligation per Standard Size Unit (SHUE). This has a per square metre build cost for both permanent and internal reconfiguration and is based on the average 1,500 patients per GP, with an allowance of 271 sqm per GP. The per unit rate will ensure that the contributions sought will relate to the scale and kind of the proposal with regards to expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact. This rate will apply to all new developments in the city that create a new SHUE. The detailed formula is in Appendix 10 and supporting information in Addendum 8.
- 4.16 While the contribution being sought follow national rates, the contribution zones are necessary to understand the impact and solutions to address impact. Allocated City Plan 2030 sites have been grouped together to understand their cumulative impact on capacity in nearby primary care practices. It then allows us to understand how this can be addressed by either a new practice or a reconfiguration/extension to existing premises. Contributions collected within a zone will be used by the H&SCP/NHS Lothian to deliver additional capacity as identified for that zone.
- 4.17 The healthcare contribution zones have not been defined on the basis of individual health care General Practice boundaries. This is because practice boundaries have no statutory status, are inconsistent, overlap and their extent are subject to change at any time. As a result it was not considered appropriate or pragmatic to use practice boundaries to define contribution zones. There is also the aim to co-locate practices with other GMS or public services, which may determine where new infrastructure is located within a neighbourhood. Instead zones have been created using a walk distance of 800m from the central point of each site and merged to create a contiguous boundary. This approach is in keeping with our 'living well locally' strategy.

Notes on Delivery

- 4.18 Extensions may be required as interim measures until such time as new practices are complete and operational. In addition, new practices may involve brand new premises and staff or may involve relocation of existing practices into bigger new premises to provide additional capacity, in some cases providing the opportunity to utilise the old premises for reuse and sometimes expansion. As the details of the solution within the contribution zones are developed, it will be clearer which cost to apply (new build or extension or if both may be required when the final solution is phased). The detail of where and what the actions are will be updated in the Action (Delivery) Programme, informed by latest locality summary updates. Early discussion with NHS Lothian/EHSCP is encouraged by applicants.
- 4.19 New practices may also provide additional capacity to partly accommodate existing legacy developments, however, for clarity developers for new housing allocations will only be expected to make proportionate contributions towards the action based on the new population generated by their specific development in accord with Circular 3/3012.

- 4.20 The timing of the expected delivery of actions will be updated in Action (Delivery) Programmes. This will be linked to the pace of construction and housing completions, as estimated in the annual agreed Housing Land Audit and Completions Programme. It is proposed that some legal agreements seek a longer 15-year period to use the contributions to provide flexibility to allow capital investment programme to be finalised, agreed and committed. Most healthcare infrastructure will be reliant on NHS capital funding to deliver new primary care floorspace, with developer contributions a part of the overall funding requirement. Updates on capital investment programming will be included in Action (Delivery) Programme.

Healthcare Contribution Zones

The following table provides the national rate for contributions towards new primary healthcare floorspace.

The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

Revised Calculation for Developers Obligations 2023									
Location	Build Cost per sqm		Floor Area (sqm) per GP sqm (3)		Patients per GP (4)		Average household Size (5)		Obligation per SHUE*
Permanent Accommodation (1)	£4,434.61	x	271	/	1500	x	2.10	=	£1,682.49
Internal Reconfiguration (2)	£2,484.38	x	271	/	1500	x	2.10	=	£942.57

Notes

- 1 Total project cost based on information taken from Quality and Efficiency document produced by Scottish futures Trust & updated to 4Q 2022 increased by 5% inflation.
- 2 Total project cost (excl. external works) based on information taken from Quality and Efficiency document produced by Scottish futures Trust & updated to 4Q 2022 increased by 5% inflation
- 3 271sqm floor area allowance for 1GP. Figure taken from Scottish Health Planning Notes. Please note that although Guidance refers to a GP, this can also include other Healthcare Professional. Sqm allowance determined by number of required GPs.
- 4 1500 patients per GP
- 5 Household size based on Local Authority Area for 2022 taken from household projections for Scotland, National records for Scotland

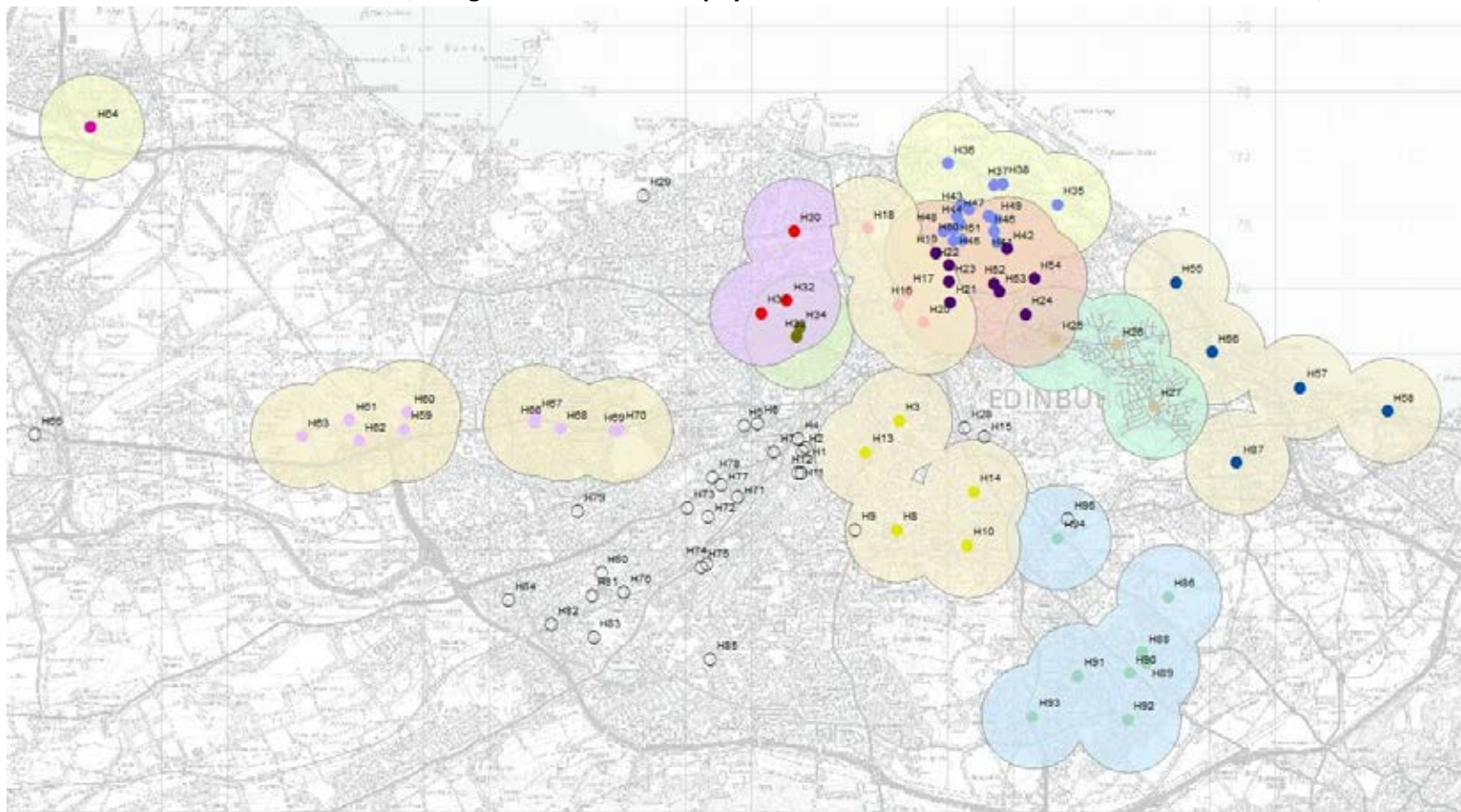
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- * [Standard Size Unit (SHUE). We have used the estimated unit numbers based on estimated housing capacity agreed in City Plan. The SHUE can be applied at the planning application stage when the accommodation schedule is available.

The tables for each contribution zone sets out the healthcare requirements related to allocated sites. Any other proposals coming forward for housing development would be required to meet the terms of Policy Inf3 Infrastructure and Developer Contributions, applying the same rate, in order to establish the likely costs associated with their impacts on primary healthcare infrastructure.

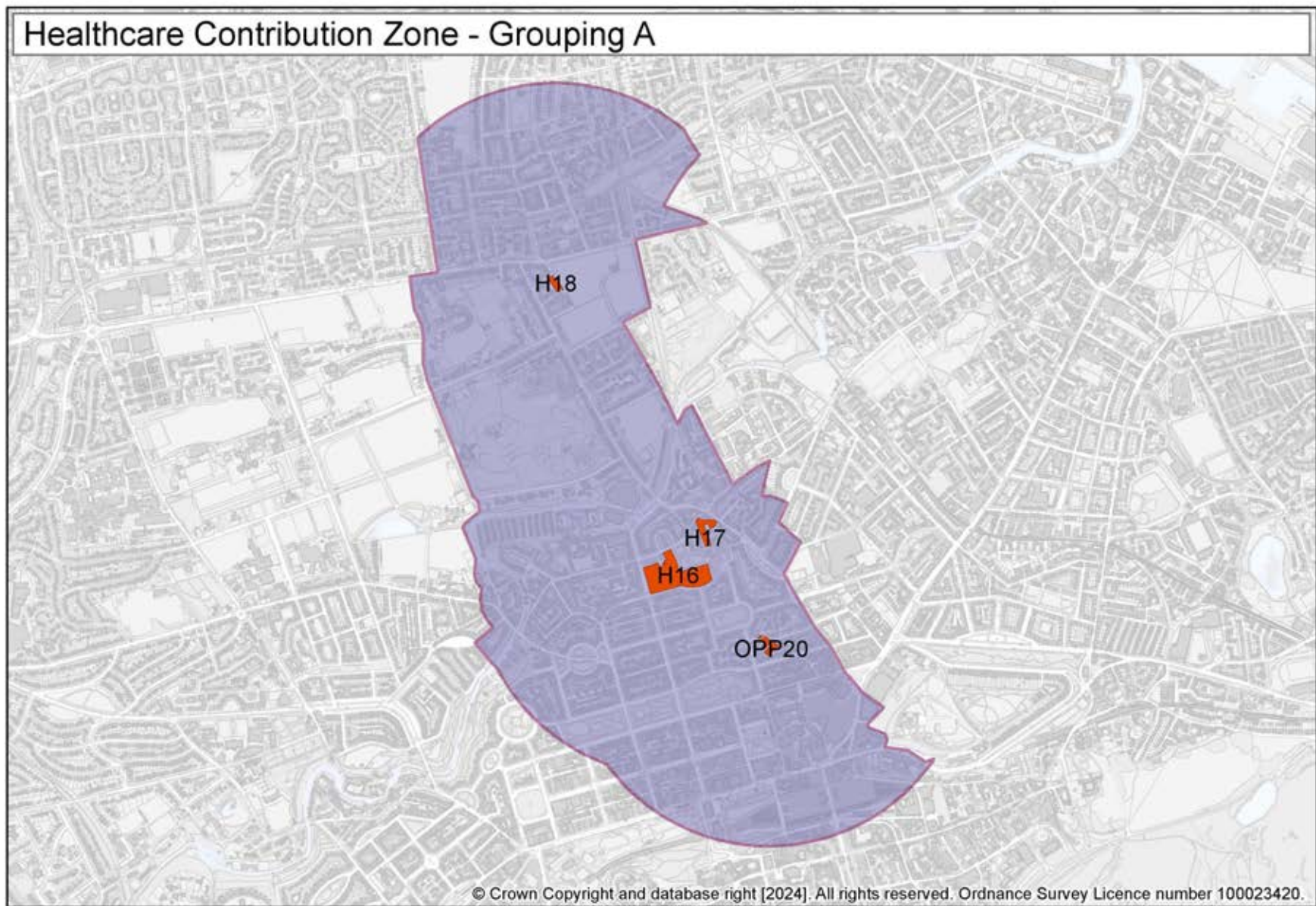
Zones have been created using a walk distance of 800m from the central point of each site and merged to create a contiguous boundary. This approach is in keeping with our 'living well locally' strategy.

Map showing citywide distribution of contribution zone groups for healthcare infrastructure. The overlapping nature of some zones has required some zone to be amended to address this, using road lines or other physical features to create new boundaries. As a result, some zones appear distorted.



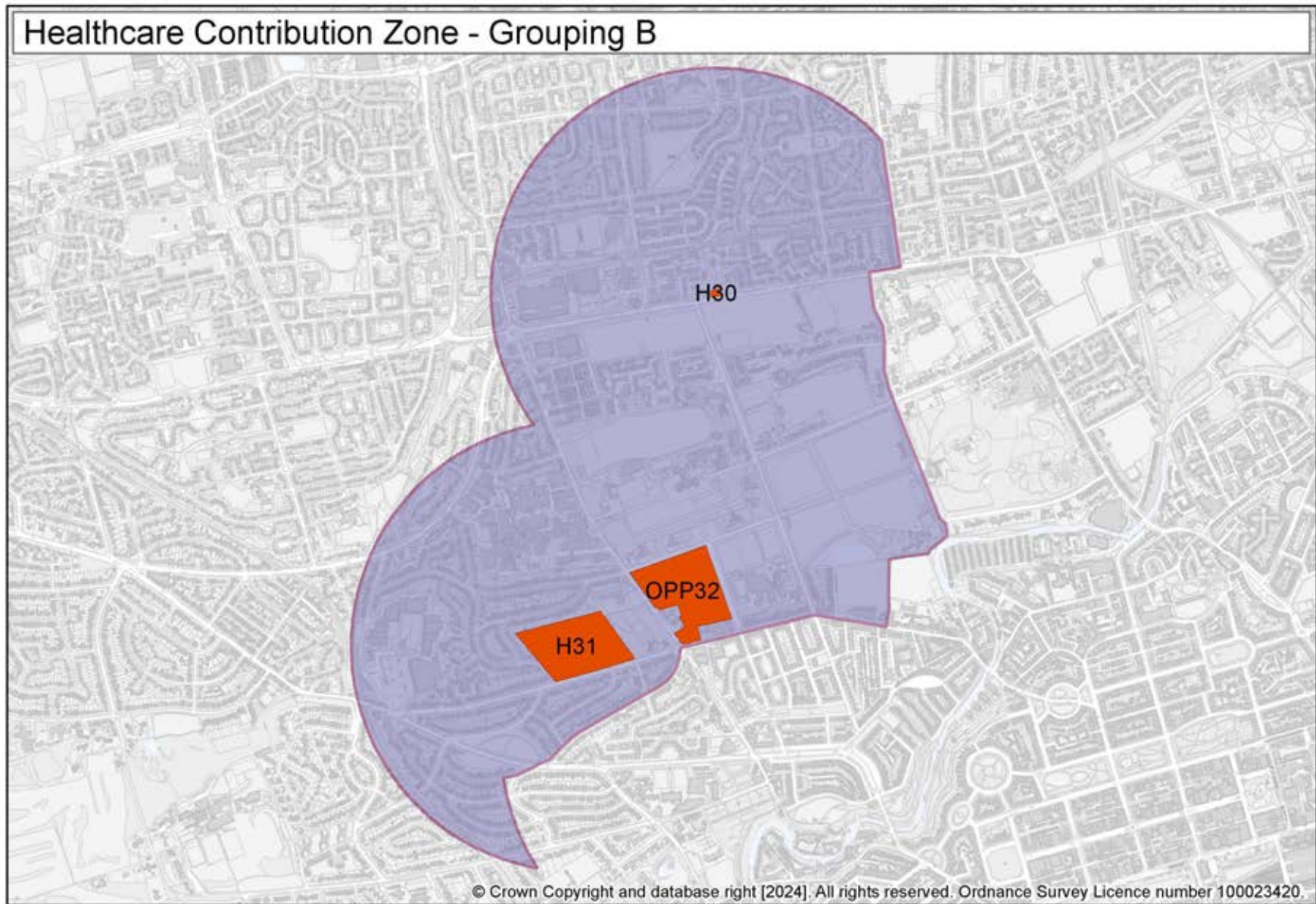
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Contribution Zone Grouping A				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H16 Fettes Row	349	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Stockbridge (relocation and expansion), Eyre, Green Practice (Stockbridge), Dr Thyne (Stockbridge).	H16: 349 units x £1,682.49 = £587,189
H17 Eyre Place	69			H17: 69 units x £1,682.49 = £116,092
H18 Royston Terrace	28			H18: 28 units x £1,682.49 = £47,109.72
OPP20 Broughton Market	41			H20: 41 units x £1,682.49 = £68,982.09
Total units	487			Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £819,372.81



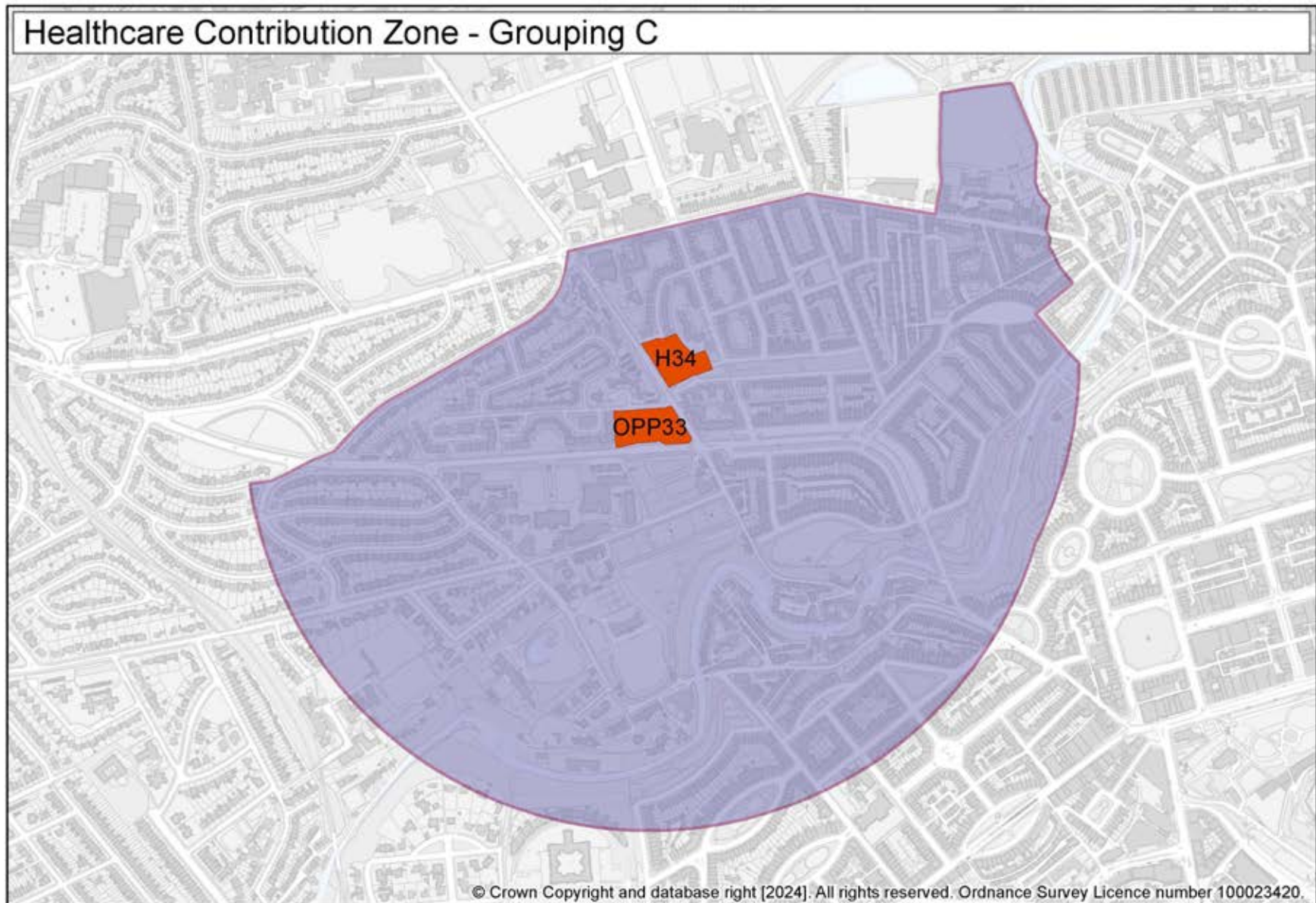
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Contribution Zone Grouping B				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H30 Ferry Road	14	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Bangholm, Blackhall, Crewe.	H30: 14 units x £1,682.49 = £23,554.86 H31: 360 units x £1,682.49 = £605,696.4 OPP32: 256 units x £1,682.49 = £430,717.44 Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £1,059,968.70
H31 Royal Victoria Hospital	360			
OPP32 Crewe Road South	256			
Total units	630			

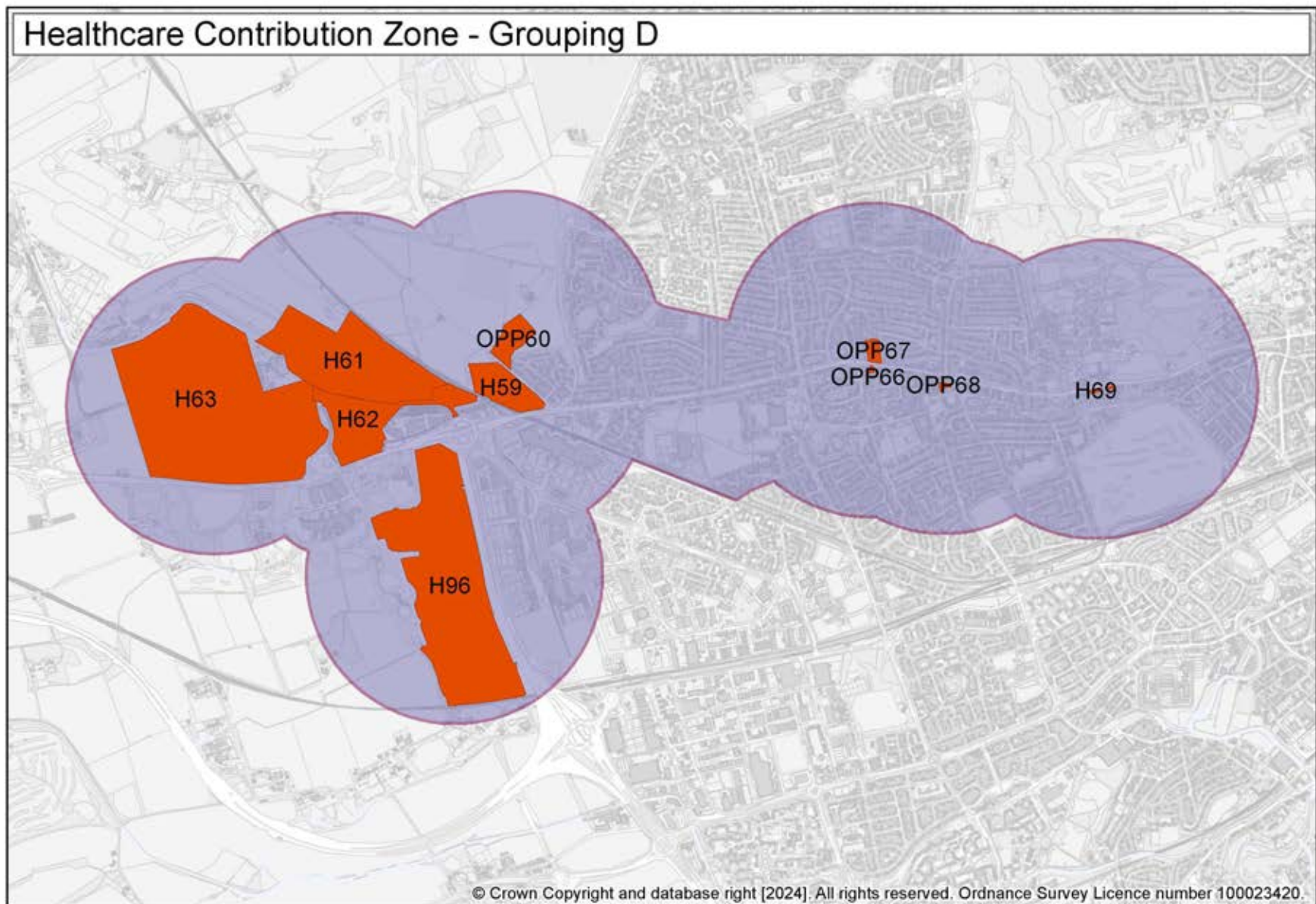


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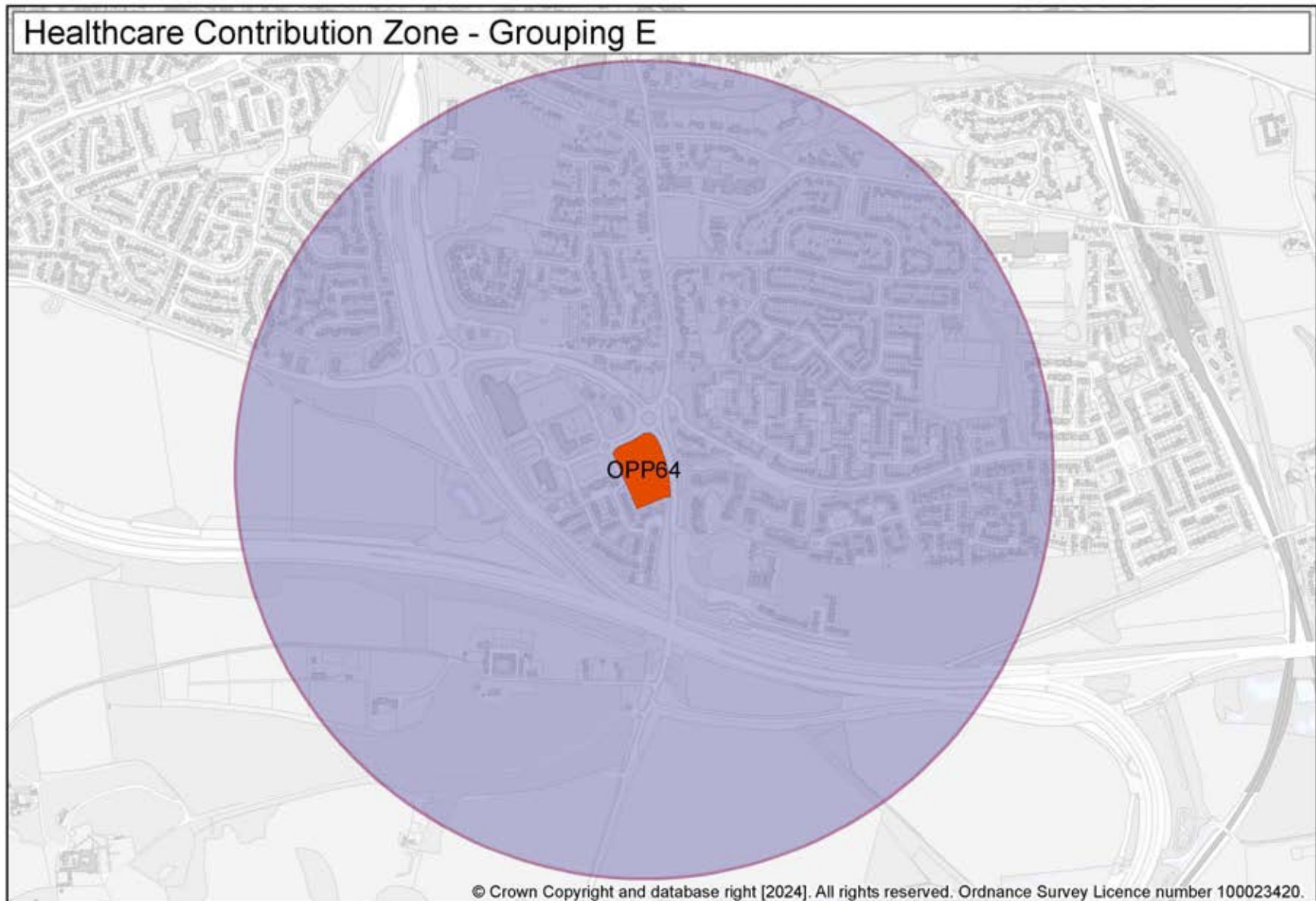
Contribution Zone Grouping C				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP33 Orchard Brae Avenue	55	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Blackhall, Stockbridge (relocation and expansion).	55 units x £1,682.49 = £92,536.95
H34 Orchard Brae	124			124 units x £1,682.49 = £208,628.76
Total units	179			Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £301,165.71



Contribution Zone Grouping D				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H59 Land At Turnhouse (SAICA)	1000	New practice required	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Parkgrove, East Craigs. A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Eastcraigs, Ladywell East, Ladywell West.	1000 x £1,682.49 = 1,682,490
OPP60 Turnhouse Road	200			200 x £1,682.49 = £336,498
H61 Crosswinds	2500			2500 x £1,682.49 = £4,206,225
H62 Land Adjacent to Edinburgh Gateway	250			250 x £1,682.49 = £420,622.5
H63 Edinburgh 205	7000			7000 x £1,682.49 = £11,777,430
OPP66 St Johns Road (A)	14			14 x £1,682.49 = £23,554.86
OPP67 St Johns Road (B)	72			72 x £1,682.49 = £121,139.28
OPP68 Kirks Loan	16			16 x £1,682.49 = £26,919.84
H69 Corstorphine Road (A)	16			16 x £1,682.49 = £26,919.84
H70 Corstorphine Road (B)	8			8 x £1,682.49 = £13,459.92
Total units	11,076			

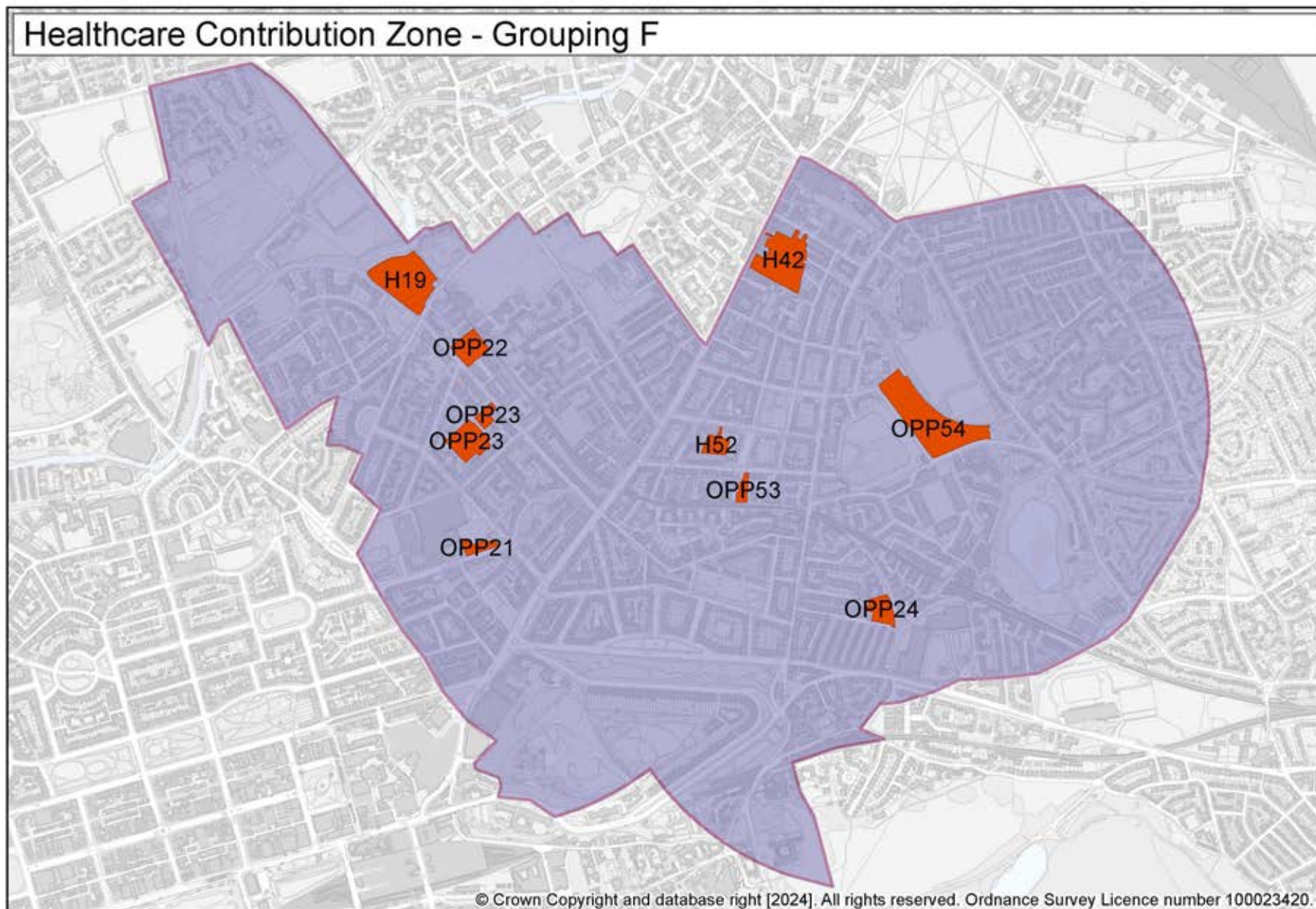


Contribution Zone Grouping E				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP64 Land at Ferrymuir	88	New practice required	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at South Queensferry.	88 units x £1,682.49 = £148,059.12 Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £148,059.12



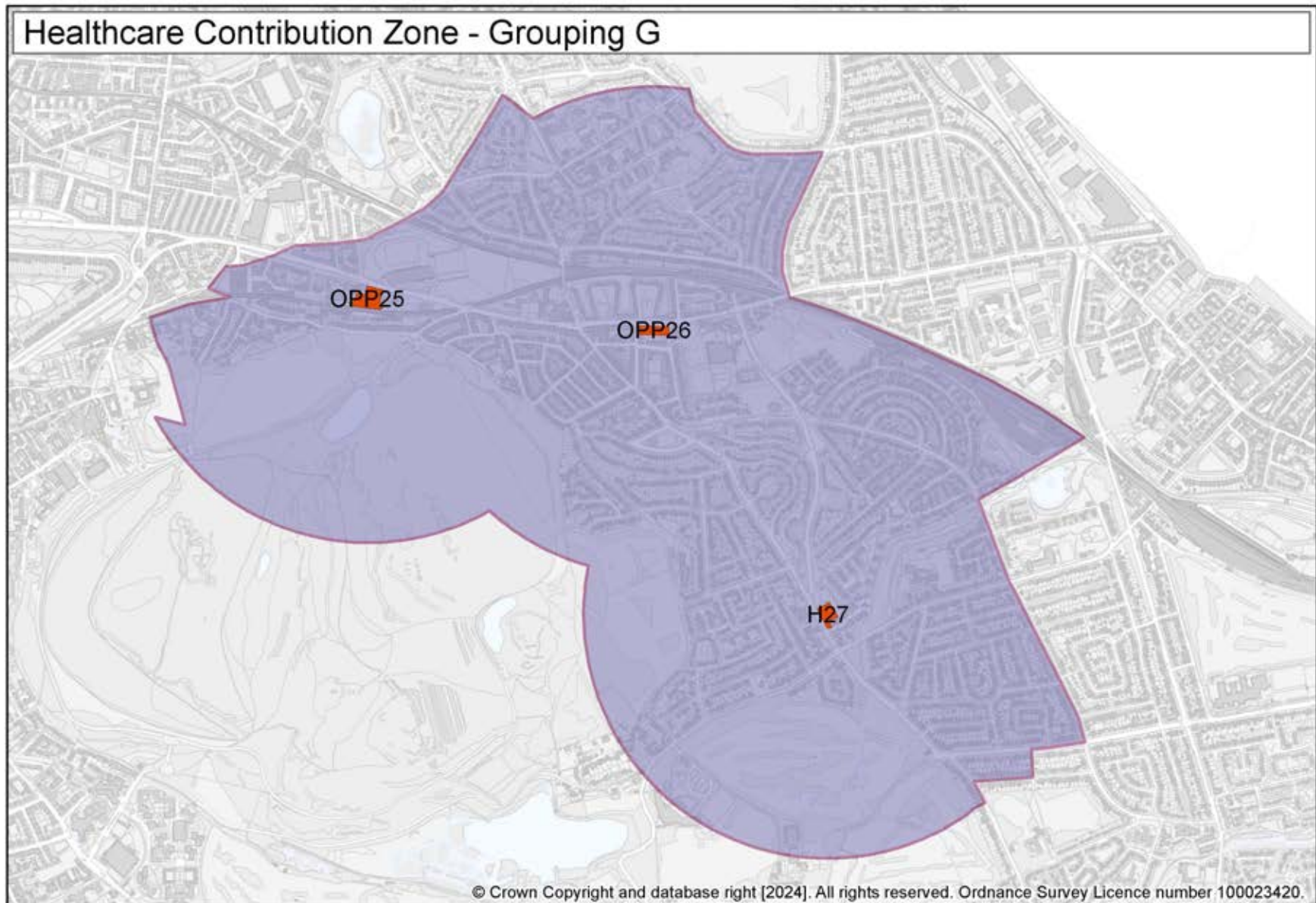
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Contribution Zone Grouping F				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H19 Broughton Road	262	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annadale, Hopetoun, Leith Mount, Links, Mill Lane, Restalrig, Victoria.	262 x £1,682.49 = £440,812.38
OPP21 East London Street	41			41 x £1,682.49 = £68,982.09
OPP22 McDonald Road (B)	158			158 x £1,682.49 = £265,833.42
OPP23 McDonald Place	152			152 x £1,682.49 = £255,738.48
OPP24 Norton Park	69			69 x £1,682.49 = £116,091.81
H42 Leith Walk/Manderston Street	235			235 x £1,682.49 = £395,385.15
H52 Iona Street	80			80 x £1,682.49 = £134,599.20
OPP53 Albert Street	28			28 x £1,682.49 = £47,109.72
OPP54 St Clair Street	373			373 x £1,682.49 = £627,568.77
Total units	1,398			



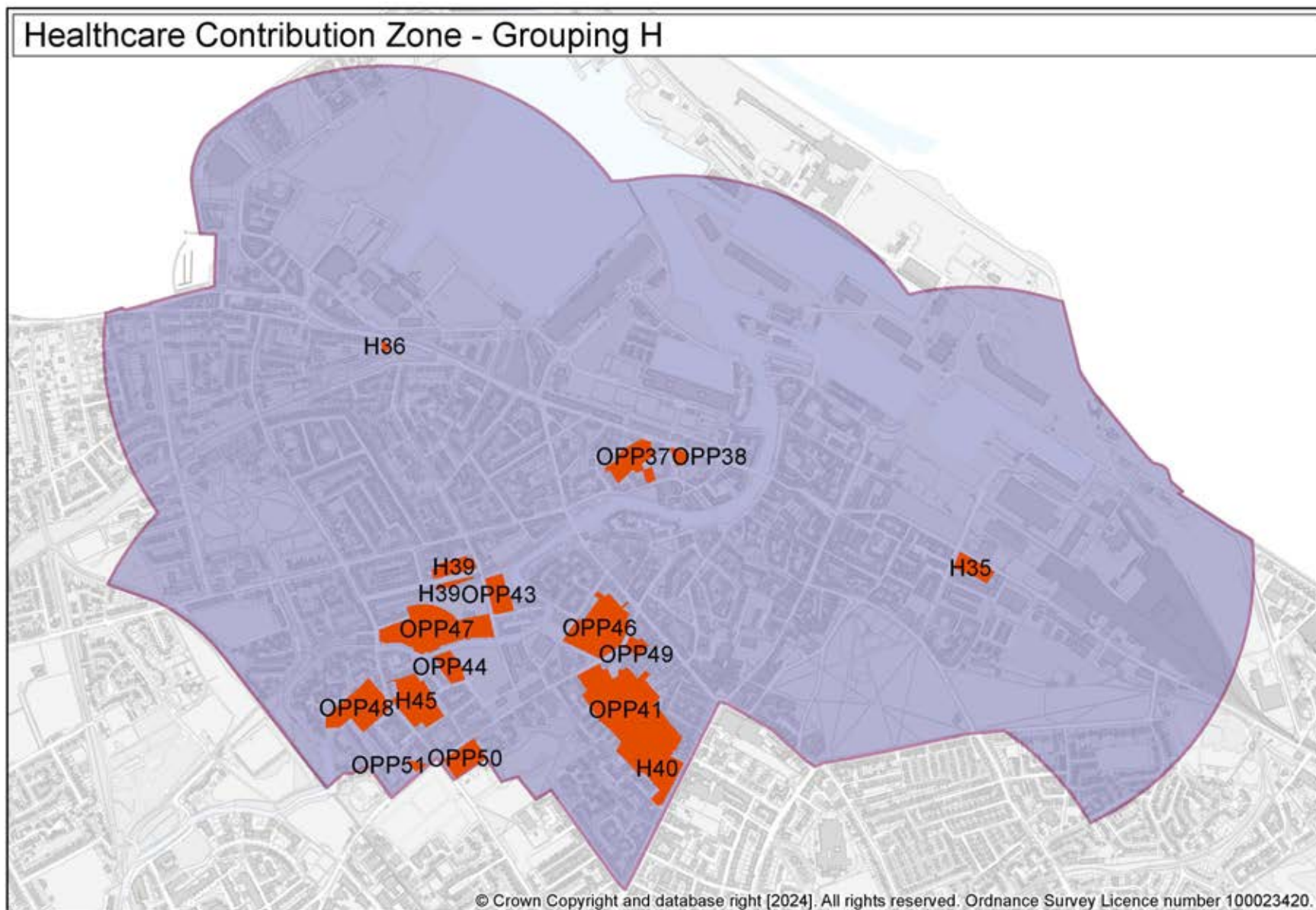
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Contribution Zone Grouping G				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP25 London Road (B)	113	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Baronscourt, Brunton, Durham Road, Milton, Southfield.	113 units x £1,682.49 = £190,121.37
OPP26 Portobello Road	41			41 units x £1,682.49 = £68,982.09
H27 Willowbrae Road	24			24 units x £1,682.49 = £40,379.76
Total units	178			Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £299,483.22



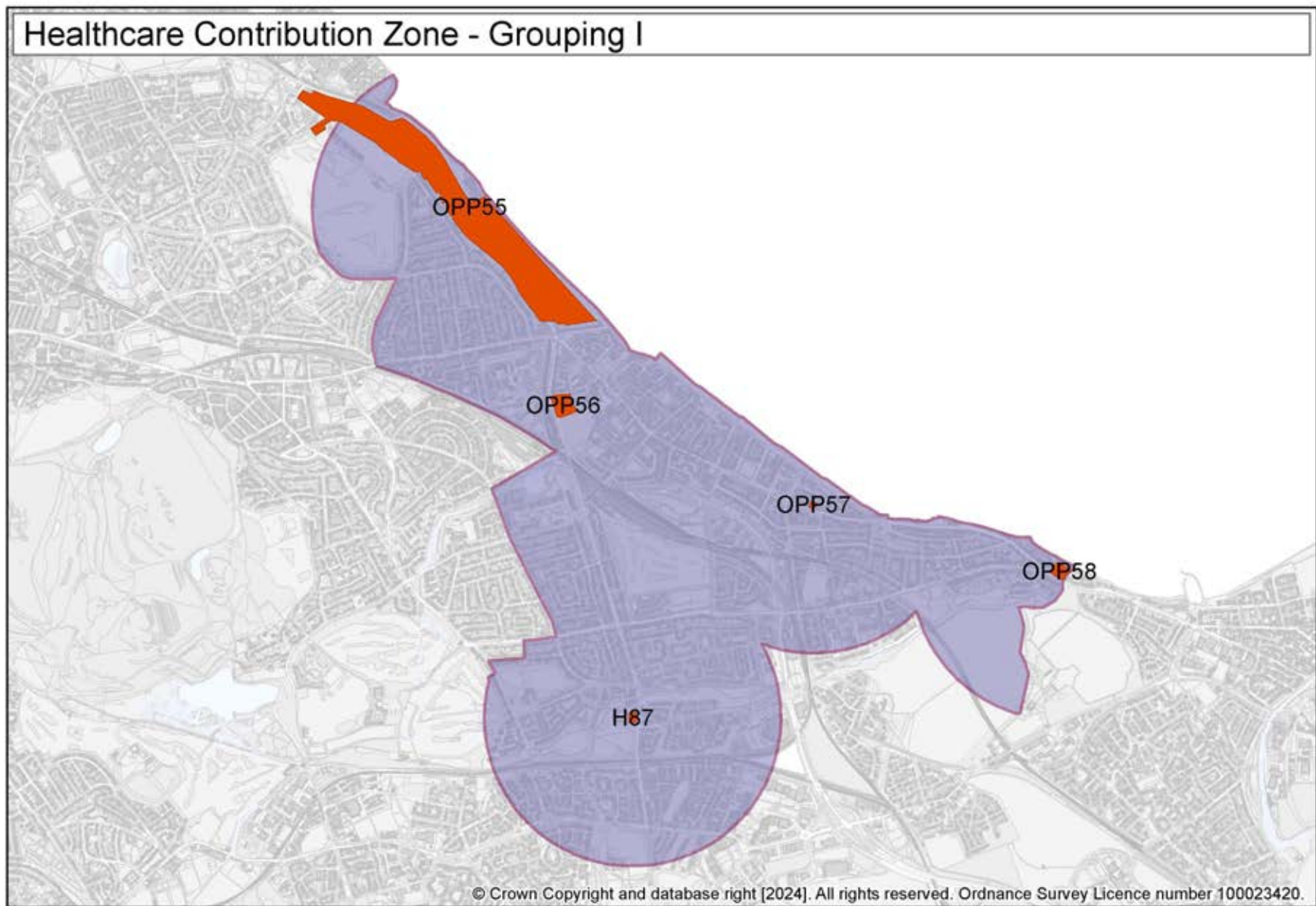
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Contribution Zone Grouping H				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H35 Salamander Place	113	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Leith, Leith Mount, Mill Lane, Summerside, Victoria.	113 units x £1,682.49 = £190,121.37
H36 North Fort Street	8			8 units x £1,682.49 = £190,121.37
OPP37 Coburg Street	152			152 units x £1,682.49 = £255,738.48
OPP38 Commercial Street	45			45 units x £1,682.49 = £255,738.48
H39 Pitt Street	103			103 units x £1,682.49 = £173,296.47
H40 Steads Place	148			148 units x £1,682.49 = £249,008.52
OPP41 Jane Street	372			372 units x £1,682.49 = £625,886.28
OPP43 West Bowling Street	83			83 units x £1,682.49 = £139,646.67
OPP44 Newhaven Road 1	90			90 units x £1,682.49 = £151,424.1
H45 Newhaven Road 2	193			193 units x £1,682.49 = £324,720.57
OPP46 Bangor Road	290			200 units x £1,682.49 = £336,498
OPP47 South Fort Street	414			414 units x £1,682.49 = £696,550.86
OPP48 Stewartfield	207			207 units x £1,682.49 = £348,275.43
OPP49 Corunna Place	24			24 units x £1,682.49 = £40,379.76
OPP50 Bonnington Road	56			56 units x £1,682.49 = £94,219.44
OPP51 Broughton Road	23	23 units x £1,682.49 = £38,697.27		
Total units	2,321			Total potential contribution estimated within this zone towards a new practice from City Plan allocated sites: £4,110,323.07



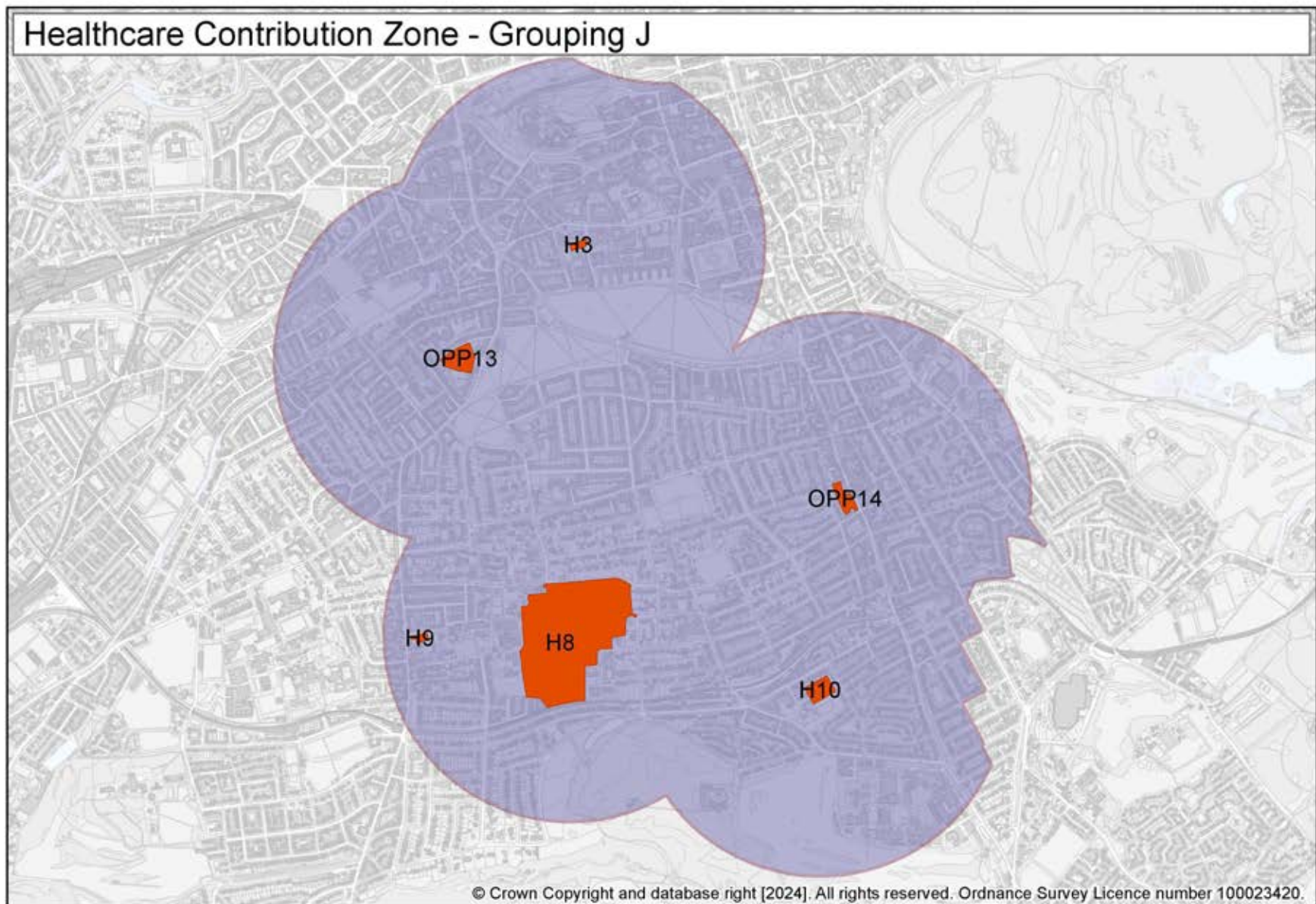
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Contribution Zone Grouping I				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP55 Seafield	800	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Durham Road, Links, Milton, Mill Lane, Portobello, Restalrig, Southfield, Victoria. Extensions may also be required as interim measures until such time as new practices are complete and in operation.	800 units x £1,682.49 = £1,345,992
OPP56 Sir Harry Lauder Road	104			104 units x £1,682.49 = £174,978.96
OPP57 Joppa Road	8			8 units x £1,682.49 = £13,459.92
OPP58 Eastfield	40			40 units x £1,682.49 = £67,299.6
H87 Duddingston Park South	24			24 units x £1,682.49 = £40,379.76
Total units	976			



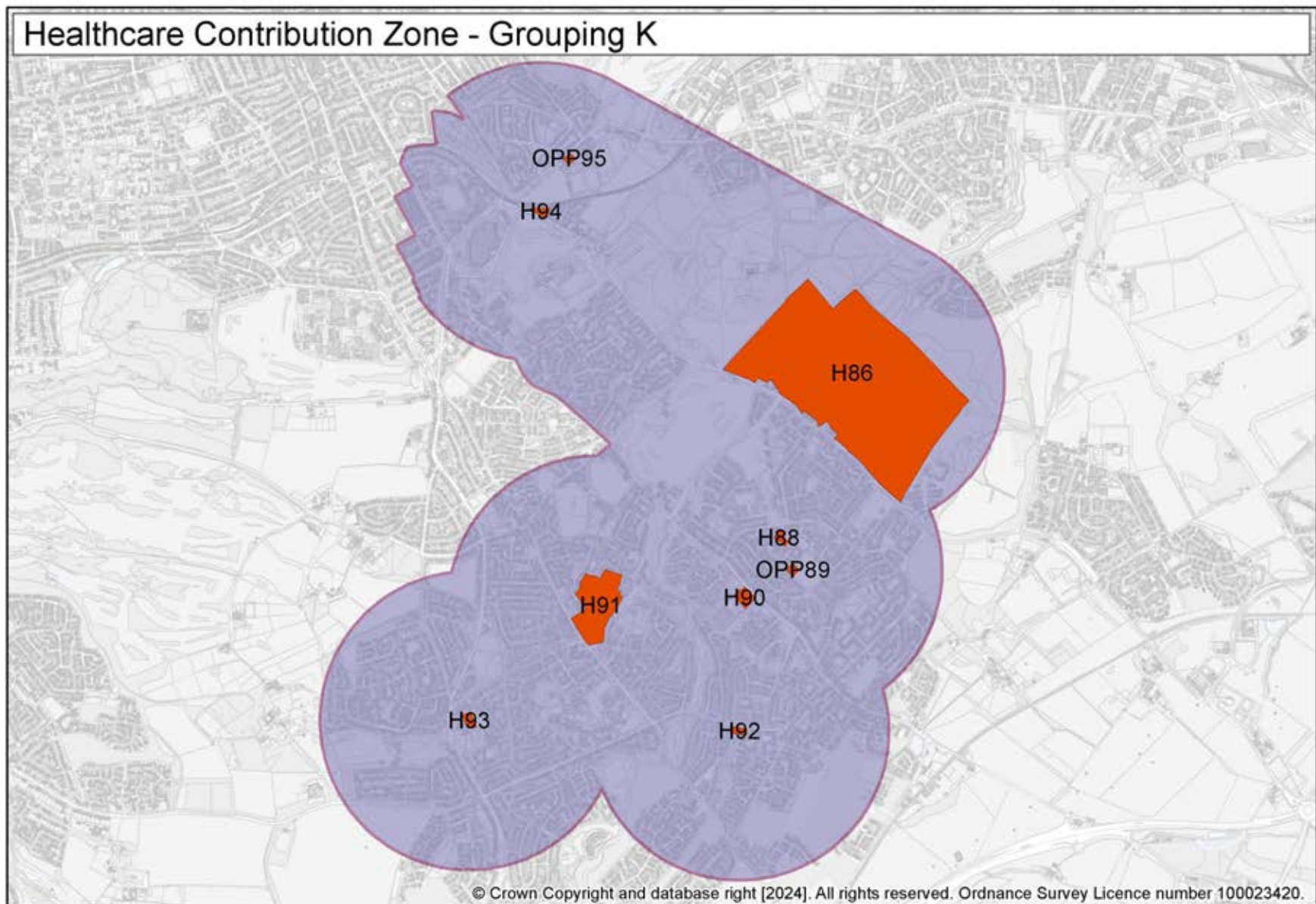
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Contribution Zone Grouping J				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H3 Chalmers Street (Eye Pavilion)	68	New practice required	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Meadows, Grange, Bruntsfield, Hermitage, Morningside.	68 units x £1,682.49 = £114,409.32
H8 Astley Ainslie Hospital	500			500 units x £1,682.49 = £841,245
H10 Watertoun Road	49			49 units x £1,682.49 = £82,442.01
OPP13 Gillespie Crescent	166			166 units x £1,682.49 = £279,293.34
OPP14 Ratcliffe Terrace	97			97 units x £1,682.49 = £163,201.53
Total units:	880			



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Contribution Zone Grouping K				
Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H86 Edinburgh Bioquarter	2500	New practice required	A new medical practice will be required to accommodate the new population generated by this new development. Extensions may be required at the following practice: Gracemount	2500 units x £1,682.49 = £4,206,225
H88 Moredun Park Loan	32			32 units x £1,682.49 = £53,839.68
OPP89 Moredun Park View	24			24 units x £1,682.49 = £40,379.76
H92 Gilmerton Dykes Road	24			24 units x £1,682.49 = £40,379.76
H93 Rae's Crescent	32			32 units x £1,682.49 = £53,839.68
H90 Morrisons at Gilmerton Road	32			32 units x £1,682.49 = £53,839.68
H91 Liberton Hospital	360			360 units x £1,682.49 = £605,696.4
H94 Old Dalkeith Road	24			24 units x £1,682.49 = £40,379.76
OPP95 Peffermill Road*	16			16 units x £1,682.49 = £26,919.84
Total units	3,044			



Other sites where their impact (individually or cumulatively) on healthcare infrastructure requires to be mitigated, but the location of the mitigation requires more investigation, and therefore at this stage it is not possible to map into a zone grouping.

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H96 East of Millburn Tower	1350	New practice required	A new medical practice will be required in west Edinburgh to accommodate the new population generated by this new development.	1350 units x £1,682.49 = £2,271,361.5 Total potential contribution estimated from City Plan allocated site towards a new practice: £2,271,361.5

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H15 St Leonard's Street	24	Extensions to existing practices	Extensions may be required at the following practices: MacKenzie, St Leonards.	24 units x £1,682.49 = £40,379.76
H28 Cowans Close	55			55 units x £1,682.49 = £92,536.95
Total units	79			Total potential contribution estimated from City Plan allocated sites towards extension or reconfiguration of practice(s): £132,916.71

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H11 Watson Crescent Lane	8	Extensions to existing practices	Extensions may be required at the following practices: Springwell, Polworth, Gilmore, Leven.	8 x units x £1,682.49 = £13,459.92 Total potential contribution estimated from City Plan allocated site towards extension to practice(s): £13,459.92

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Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP95 Peffermill Road	16	Extensions to existing practices	Extensions may be required at the following practices: Conan Doyle, Braefoot, Craigmillar	16 units x £1,682.49 = £26,919.84 Total potential contribution estimated from this City Plan allocated site towards extension to practice(s): £26,919.84

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP1 Dundee Street	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven	45 units x £1,682.49 = £75,712.05
OPP2 Dundee Terrace	45			45 units x £1,682.49 = £75,712.05
H12 Temple Park Crescent	46			46 units x £1,682.49 = £77,394.54
Total units	136			Total potential contribution estimated from City Plan allocated sites towards extension to practice(s): £228,818.64

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H4 Dalry Road	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford.	45 units x £1,682.49 = £75,712.05 Total potential contribution estimated from City Plan allocated sites towards extension to practice(s): £75,712.05

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Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H65 Old Liston Road	104	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford, Sighthill Red/Green	104 units x £1,682.49 = £174,978.96
OPP72 West Gorgie Park	110			110 units x £1,682.49 = £185,073.90
H73 Gorgie Park (Caledonian Packaging)	138			138 units x £1,682.49 = £232,183.62
				Total potential contribution estimated from City Plan allocated sites towards extension to practice(s): £592,236.48
Total units	352			

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H75 Lanark Road	80	Extensions to existing practices	Extensions may be required at the following practices: Slateford, Springwell, Sighthill Green/Red	80 units x £1,682.49 = £134,599.20 Total potential contribution estimated within this zone towards extension to practices from City Plan allocated sites: £134,599.20

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Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H76 Peatville Gardens	10	Extensions to existing practices	Extensions may be required at the following practices: Sighthill Green/Red, Wester Hailes, Whipark, Slateford, Springwell.	10 units x £1,682.49 = £16,824.9
OPP77 Gorgie Road (east)	469			469 units x £1,682.49 = £789,087.81
OPP78 Stevenson Road	290			290 units x £1,682.49 = £487,922.1
H79 Broomhouse Terrace	320			320 units x £1,682.49 = £538,396.8
OPP80 Murrayburn Road	384			384 units x £1,682.49 = £646,076.16
OPP81 Dumbryden Drive	124			124 units x £1,682.49 = £208,628.76
H83 Clovenstone House	97			97 units x £1,682.49 = £163,201.53
H84 Calder Estate	28			28 units x £1,682.49 = £47,109.72
Total units	1,722			

Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
H85 Redford Barracks	800	Extensions to existing practices	Extensions may be required at the following practices: Firhill, Colinton, Craiglockhart	800 units x £1,682.49 = £1,345,992 Total potential contribution estimated from City Plan allocated sites towards extending or reconfiguring these practice(s): £1,345,992

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Contributing Housing sites	Units	Action	Description	Estimated contributions based on per unit rate.
OPP5 Roseburn Street	152	Extensions to existing practice	Additional capacity needs to be created at Tollcross Health Centre.	Internal reconfiguration rate (Ie total cost / total no. of units) 152 (estimate) x £942.57 = £143,270.64 Total potential contribution estimated from City Plan allocated sites towards an extension at this practice: £143,270.64
H7 Murieston Lane	69			
Total units	221			

Healthcare Contribution Zones – Supporting Information

North West Locality

Area	Units	Action	Description
OPP5 Roseburn Street	152	Extensions to existing practices	Additional capacity needs to be created at Tollcross Health Centre.
H7 Murieston Lane	69		
H16 Fettes Row	349	New practice required (contribution zone grouping A)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Stockbridge (relocation and expansion), Eyre, Green Practice (Stockbridge), Dr Thyne (Stockbridge).
H17 Eyre Place	69		
H18 Royston Terrace	28		
OPP20 Broughton Market	41		
OPP23 McDonald Place	152	New practice required (contribution zone grouping B)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Bangholm, Blackhall, Crewe.
H30 Ferry Road	14		
H31 Royal Victoria Hospital	360		
OPP32 Crewe Road South	256		
OPP33 Orchard Brae Avenue	55	New practice required (contribution zone grouping C)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Blackhall, Stockbridge (relocation and expansion).
H34 Orchard Brae	124		
H59 Land At Turnhouse (SAICA)	1000	New practice required (contribution zone grouping D)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Parkgrove, East Craigs.
OPP60 Turnhouse Road	200		
H61 Crosswinds	2500		
H62 Land Adjacent to Edinburgh Gateway	250		
H63 Edinburgh 205	7000		
OPP66 St Johns Road (A)	14		A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Eastcraigs, Ladywell East, Ladywell West.
OPP67 St Johns Road (B)	72		
OPP68 Kirks Loan	16		
H69 Corstorphine Road (A)	16		
H70 Corstorphine Road (B)	8		

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OPP64 Land at Ferrymuir	88	New practice required (contribution zone grouping E)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by these new developments. In addition, potential extension options may be required at South Queensferry.
H96 East of Millburn Tower	1350	New practice required (shown within contribution zone grouping D)	A new medical practice will be required in west Edinburgh to accommodate the new population generated by this new development.
Extent of the zone:	<p>The contribution zones (A-E) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone.</p> <p>A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our ‘living well locally’ strategy and Inf 1 Access to Community Facilities.</p>		
Planning Circular Tests:	<ul style="list-style-type: none"> • It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed therefore serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The North West locality summary and Actions provide the details. • The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact. • Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements. 		

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North East Locality

Area	Units	Action	Description
H19 Broughton Road	262	New practice required (contribution zone grouping F)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annadale, Hopetoun, Leith Mount, Links, Mill Lane, Restalrig, Victoria.
OPP21 East London Street	41		
OPP22 McDonald Road (B)	158		
OPP23 McDonald Place	152		
OPP24 Norton Park	69		
H42 Leith Walk/Manderston Street	235		
H52 Iona Street	80		
OPP53 Albert Street	28		
OPP54 St Clair Street	373		
OPP25 London Road	113	New practice required (contribution zone grouping G)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Baronscourt, Brunton, Durham Road, Milton, Southfield.
OPP26 Portobello Road	41		
H27 Willowbrae Road	24		
H35 Salamander Place	113	New practice required (contribution zone grouping H)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Annandale, Hopetoun, Leith, Leith Mount, Mill Lane, Summerside, Victoria.
H36 North Fort Street	8		
OPP37 Coburg Street	152		
OPP38 Commercial Street	45		
H39 Pitt Street	103		
H40 Steads Place	193		
OPP41 Jane Street	372		
OPP43 West Bowling Street	83		
OPP44 Newhaven Road 1	90		
OPP45 Newhaven Road 2	193		
OPP46 Bangor Road	290		
OPP47 South Fort Street	414		
OPP48 Stewartfield	207		
OPP49 Corunna Place	24		
OPP50 Bonnington Road	56		

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OPP51 Broughton Road	23		
OPP55 Seafield	800	New practice required (contribution zone grouping I)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Durham Road, Links, Milton, Mill Lane, Portobello, Restalrig, Southfield, Victoria. Extensions may also be required as interim measures until such time as new practices are complete and in operation.
OPP56 Sir Harry Lauder Road	104		
OPP57 Joppa Road	8		
OPP58 Eastfield	40		
H87 Duddingston Park South	24		
Extent of the zones		The contribution zones in the North East (groupings F-I) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone. A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our 'living well locally' strategy and Inf 1 Access to Community Facilities.	
Circular Tests		<ul style="list-style-type: none"> • It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The North East locality summary and Actions provide the details. • The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact. • Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements. 	

South East Locality

Area	Units	Action	Description
H3 Chalmers Street (Eye Pavilion)	68	New practice required (contribution zone grouping J)	A new medical practice will be required to accommodate the new population generated by these new developments. In addition, potential extension options may be required at the following practices: Meadows, Grange, Bruntsfield, Hermitage, Morningside.
H8 Astley Ainslie Hospital	500		
H10 Watertoun Road	49		
OPP13 Gillespie Crescent	166		
OPP14 Ratcliffe Terrace	97		
H11 Watson Crescent Lane	8	Extensions to existing practices	Extensions may be required at the following practices: Springwell, Polworth, Gilmore, Leven.
H15 St Leonard’s Street	24	Extensions to existing practices	Extensions may be required at the following practices: MacKenzie, St Leonards.
H28 Cowans Close	55		
H86 Edinburgh Bioquarter	2500	New practice required (contribution zone grouping K)	A new medical practice will be required to accommodate the new population generated by this new development. Extensions may be required at the following practice: Gracemount
H88 Moredun Park Loan	32		
OPP89 Moredun Park View	24		
H92 Gilmerton Dykes Road	24		
H93 Rae’s Crescent	32		
H90 Morrisons at Gilmerton Road	32		
H91 Liberton Hospital	360		
H94 Old Dalkeith Road	24		
OPP95 Peffermill Road	16	Extensions to existing practices	Extensions may be required at the following practices: Conan Doyle, Braefoot, Craigmillar
Extent of the zones		The contribution zones in the South East (groupings J-K) group together allocated city plan housing sites, where the cumulative impact requires a new practice to be delivered within that zone. A five-minute isochrone (400m walking distance) has been created using a geographic information system (GIS) network analysis tool which traces all possible walking routes along the network of footpaths on a digital map from the central point of each site within the grouping. This has been used to inform the zone boundaries factoring in overlaps where relevant. This approach is in keeping with our ‘living well locally’ strategy and Inf 1 Access to Community Facilities.	

Circular Tests	<ul style="list-style-type: none">• It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The South East locality summary and Actions provide the details.• The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact.• Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements.

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South West Locality

OPP1 Dundee Street	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven
OPP2 Dundee Terrace	45		
H12 Temple Park Crescent	46		
H4 Dalry Road	45	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford.
H65 Old Liston Road	104	None	Adequate capacity in place.
OPP72 West Gorgie Park	110	Extensions to existing practices	Extensions may be required at the following practices: Polwarth, Springwell, Gilmore, Leven, Slateford, Sighthill Red/Green
H73 Gorgie Park (Caledonian Packaging)	138		
OPP74 Craiglockhart Avenue	24	None	Adequate capacity in place
H75 Lanark Road	80	Extensions to existing practices	Extensions may be required at the following practices: Slateford, Springwell, Sighthill Green/Red
H76 Peatville Gardens	10	Extensions to existing practices	Extensions may be required at the following practices: Sighthill Green/Red, Wester Hailes, Whinpark, Slateford, Springwell.
H77 Gorgie Road (east)	469		
OPP78 Stevenson Road	290		
H79 Broomhouse Terrace	320		
OPP80 Murrayburn Road	384		
OPP81 Dumbryden Drive	124		
H83 Clovenstone House	97		
H84 Calder Estate	28		
H85 Redford Barracks	800	Extensions to existing practices	Extensions may be required at the following practices: Firhill, Colinton, Craiglockhart
Extent of the zones		The groups of sites where there is a need to mitigate their cumulative impact are shown in tables in Appendix X. However, as the mitigation is likely to be an extension to one or more existing practices, there is not the same need to show the healthcare intervention in a zone.	
Circular Tests		<ul style="list-style-type: none"> It is necessary to deliver healthcare infrastructure where insufficient capacity exists. This principle is established in City Plan policy Inf 3 criterion c) and NPF4 policy 18 where infrastructure needs are assessed and addressed and serves a planning policy established in 	

	<p>the development plan. The Primary Care Initial Assessment Finalised November 2022 shows the relationship between existing capacity, the cumulative impact of City Plan sites on available healthcare infrastructure and the resultant actions required to increase capacity. The South West locality summary and Actions provide the details.</p> <ul style="list-style-type: none">• The contributions sought are relative in scale and kind to the impact of the proposals, with proportionate calculations based on housing unit numbers. This allows the calculation of expected growth in patient numbers from each site, and therefore the contributions are proportionate to their impact.• Any other aspects of reasonableness will be assessed at the planning application stage and the negotiation of the detailed clauses in legal agreements.
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Part Five - Green Blue Infrastructure (Green Blue Network and Public Realm)

Overview

- 5.1. The Green Blue Network is made up of Edinburgh's green and blue features and spaces. It is an integral part of the urban fabric and is essential for our wellbeing, biodiversity and climate resilience. Open space and places for recreation and sport as well as formal and informal play are also an important part of Edinburgh's Green Blue Network.
- 5.2. Public realm facilitates positive social interactions and contributes towards the success of a place. Edinburgh has plans to improve the quality of public realm in the city through enhanced policy and guidance. Plans to transform the City Centre that put people not cars first will see improvements to the public realm across key streets including George Street and Princes Street. Improving the setting, attractiveness and making streets more comfortable, enhances the overall positive user experience leading to increased spend time and economic activity.
- 5.3. Policy 20 requires local development plans to identify opportunities to enhance and expand blue green infrastructure assets and networks. Development proposals will be only be supported where it can be demonstrated it would not result in or exacerbate a deficit in blue or green infrastructure provision and that the overall integrity of the network will be maintained. NPF4 notes that the Open Space Strategy should inform this.

Policy Context

- 5.4. **NPF 4** Policy 21 notes that LDPs should identify sites for sports, play and outdoor recreation and can be incorporated as part of enhancing and expanding blue and green infrastructure. Sports, play and outdoor recreation should be based on an understanding of the needs and demand in the community and informed by the planning authority's Play Sufficiency Assessment and Open Space Strategy
- 5.5. **City Plan 2030** Policy Inf 3 criterion d) requires proposals to deliver or contribute towards green blue network actions, including Part 4, Table 1 and public realm where identified for the town centres or projects delivering the Council's City Centre Transformation.
- 5.6. Policy Env 6 Green Blue Infrastructure explains how proposals must protect, enhance and link to the city's green/blue network. Paragraph 3.108 states: Where it is demonstrated that fully delivering green blue infrastructure on-site is not possible, then the Council may require proportionate contributions toward the delivery of additions and/or improvements to the green blue network off-site. As such, contributions could be taken, in line with City Plan Policy Inf 3 criterion d) towards Green Blue Network actions, including proposals in Table 1 (BNG 1-50)
- 5.7. Providing good quality accessible and multifunctional open space in new development is crucial for placemaking and well-being. City Plan Policy Env 31 Useable Open Space in new Development and Env 32 Useable Communal Open Space and Private Gardens in Housing Development sets out the requirements for all housing proposals to provide adequate open space provision. Only in exceptional circumstances, such as conversion proposals, would consideration be given to a proposal that does not fully meet the requirements, see paragraphs 3.159 of City Plan: In such circumstances where it is not possible to provide on-site, the full open space provision, development may still be supported if appropriate provision or financial contribution is made to implement an action which improves park/opens space/green network provision in the area (or access to these), normally an identified action in this Plan (see Part 4 Table 1) and/or in the Open Space Strategy. This accords with the provision in City Plan Policy

Inf 3 criterion d) and mitigates the impact of development failing to provide adequate open space within their site.

- 5.8. To mitigate the impact of development on flood risk, City Plan Policy Env 35 (Reducing Flood Risk) requires flood risk assessments to demonstrate how compensating measures are to be achieved on and off site. In the circumstances where mitigating measures are proposed off-site these can be directly delivered or contributions made under City Plan Policy Inf 3 criterion d) can be sought.
- 5.9. Ensuring development has a positive effect on biodiversity is key to ensure development plays its part in reversing biodiversity loss. City Plan Policy Env 37 (Designing-in Positive Effects for Biodiversity) seeks that improvements and measures are within the site, however paragraph 3.183 explains that on-site deficiencies that are demonstrated to be unachievable on site may instead be achieved through developer contributions to the off-site delivery of identified actions.

Evidence base

- 5.10. As noted in the policy context section above, contributions will be required if it is demonstrated that acceptable levels of provision cannot be achieved on-site. As a result, the evidence base for contributions is rooted in need of different types of Green Blue Infrastructure on-site.
- 5.11. There is range of evidence for the policy requirements for each main type of Green Blue Infrastructure. Where a level of betterment is needed this is for two main reasons: the increasingly severe effects of climate change and the nature crises. In addition there continues to be a need for Green Blue Infrastructure to provide wellbeing, health and recreational benefits for people.
- 5.12. Part 2 of City Plan provides further context, rationale and evidence behind City Plan's green blue policy requirements. This evidence has also informed the identification of different types of Green Blue Network proposals. A summary of some of the key evidence is set out below.
- 5.13. The Vision for Water Management and City Plan's Strategic Flood Risk Appraisal have provided important information relating to managing flood risk and water management. This will be supported further ongoing work relating to the Green Blue Network project, Climate Ready Edinburgh and associated Climate Change Risk Assessment, Surface Water Management Plan and Coastal Change Adaptation Plan. These shall provide further information in relation to water management but also the wider impacts of climate change on Edinburgh and the actions identified in response to this.
- 5.14. Edinburgh's Biodiversity Action Plan as well as ongoing and forthcoming work such as the Green Blue Network project, Edinburgh's Nature Network and Thriving Greenspaces will continue to provide a basis for policy and proposal development both in City Plan and going forward in relation to biodiversity and the nature crisis.
- 5.15. In addition to City Plan, the Council's Open Space Strategy and Play Sufficiency Assessment appraise how well served different parts of Edinburgh area by spaces and facilities for play, recreation and sport. These documents also set out where new and upgraded spaces and facilities are needed. Going forward, updates to the Council's Pitches Strategy and Physical Activity and Sports Strategy are expected to also be important for understanding and informing future provision.
- 5.16. The Edinburgh Design Guidance and work supporting this has advanced the Council's understanding on practicable levels of tree planting within development sites. This shall inform tree canopy coverage targets set out the Design Guidance however going forward an updated

Forestry and Woodland Strategy will also be an important part of the evidence base for identifying proposals for trees and woodland planting.

Methodology and calculation process

5.17. Financial contributions towards off-site Green Blue Network proposals enable developments to mitigate an on-site deficiency and achieve policy compliance where it may otherwise not have been possible to do so.

5.18. The Evidence base above has informed the identification of both on-site and off-site proposals for different types of Green Blue Infrastructure that collectively are known as Green Blue Network proposals. These proposals may take the form of completely new provision to the Green Blue Network and/or the enhancement of existing provision. A summary of some of the main types of Green Blue Network proposals is as follows:

- Open Space
- Play facilities
- Sports pitches and facilities
- Allotments and community growing spaces
- Flood Risk and Water management
- Trees and other vegetation planting
- Biodiversity improvement actions

5.19. Table 1 of City Plan identifies various Green Blue Network proposals however many of the forthcoming and emerging pieces of work noted in the evidence base section will help identify further proposals.

5.20. An example of this shall be the Council's next Open Space Strategy (OSS) which will strategically appraise the provision of different forms of open space and green networks across Edinburgh and how different communities are served by each of these. This will involve comprehensive qualitative and quantitative analysis with a strong focus spatial distribution to ensure robust actions are identified. The OSS will also involve a good level of public and stakeholder engagement to ensure input and scrutiny of its direction and the proposals arising out of it and which contributions may be taken towards.

5.21. Costs for actions in Part 4, Table 1 will be developed, likely as part of other Green Blue Network projects noted in the Evidence section above and will be set out in updates to the Action (Delivery) Programmes.

5.22. The amount of shortfall in on-site provision, where mitigation will be re-provided, and the cost attributable to a development, will be determined on a case-by-case basis involving an assessment of individual development proposals to establish on-site provision and scale of development amongst other matters.

5.23. Edinburgh's emerging Design Guidance and other work is being produced by the Council and Scottish Government will be setting out further metrics to allow more precise quantification of what level of provision of different types of Green Blue Infrastructure that a development would deliver, as well as an overall metric for Green Blue Infrastructure provision. In turn, these metrics can then allow a more precise quantification of the degree of deficiency that can the inform a more detailed basis for establishing the level of mitigating contributions necessary to make a development acceptable. By bringing these metrics through emerging and future iterations of the Edinburgh Design Guidance then there is the opportunity for consultation on these mechanisms for assessing the level of provision.

5.24. It should be noted that contributions to address a deficiency in one type of Green Blue Infrastructure do not remove the need for on-site provision given the range of types and functions that Green Blue Infrastructure should fulfil. For example, a financial contribution towards a nearby play facility may enable a development to meet the Play Access Standard in the Council's Open Space Strategy (OSS) however it would not remove the need to meet all other standards relating to other aspects of Green Blue Infrastructure such as biodiversity net gain.

Public Realm

5.25. City Plan policy Env 27 Public Realm, New Planting and Landscape Design applies to all development with new public and semi-private external space. 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.

5.26. Development Principles for other Place Based Policies contain requirements for development to create streets and public realm improvements, especially where these enhance the setting of listed buildings. There is an expectation that these public realm improvements would be delivered directly through the delivery of proposals.

5.27. The transformation of our core city centre streets as set out in the City Centre Transformation will continue with streetscape and public realm proposals in the Old Town Streets, Cowgate and Lothian Road. This includes the following projects and initiatives:

- George Street and the First New Town
- Charlotte Square
- St Andrews Square
- Rose Street
- Princes Street and the Waverley Valley

City Centre Contributions Zone

5.28. A contribution zone is proposed in the city centre streets to address the cost of delivering these projects. The sum cost of these projects is apportioned across new developments where a net increase in floorspace adds to the demand and use of improved public realm across the city centre core streets. This assumes that most visitors or users of the city centre will pass through a number of streets and places in the city centre getting from tram/train/bus stop to numerous destinations. The detailed calculation is in Appendix 11 and divides the total estimated capital cost of identified city centre interventions by total potential impact from development within a zone (floorspace of all existing units/premises) = £/sq m. As many city centre development proposals are conversions or changes of use, not cleared sites, contribution will be based on net impact: new use deducted from existing use.

5.29. This ensures proposals meets criterion d) of City Plan Policy Re 2 City Centre Retail Core which asks 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.

What type of development would this apply to?

5.30. All development: including changes of use, mixed use, retail, commercial (office), housing (including BTR and student accommodation), hotel use.

Other Public Realm Projects outwith the City Centre

- 5.31. Town centre improvement strategies may emerge, and when these are developed projects with costs, 20-minute neighbourhood project and other town centre projects may evidence other public realm improvements where contributions could be taken from development proposals. These will be reviewed and costed in subsequent Action (Delivery) Programmes. Future contribution zones could be developed in a similar manner to the city centre public realm contribution zone.
- 5.32. Elsewhere, it is expected that general footway improvements (including creating new pavement where one does not exist before, to make the development accessible and therefore acceptable in planning terms) in the vicinity of development can be delivered as part of RCC and Roads Act, and not through developer contributions route.

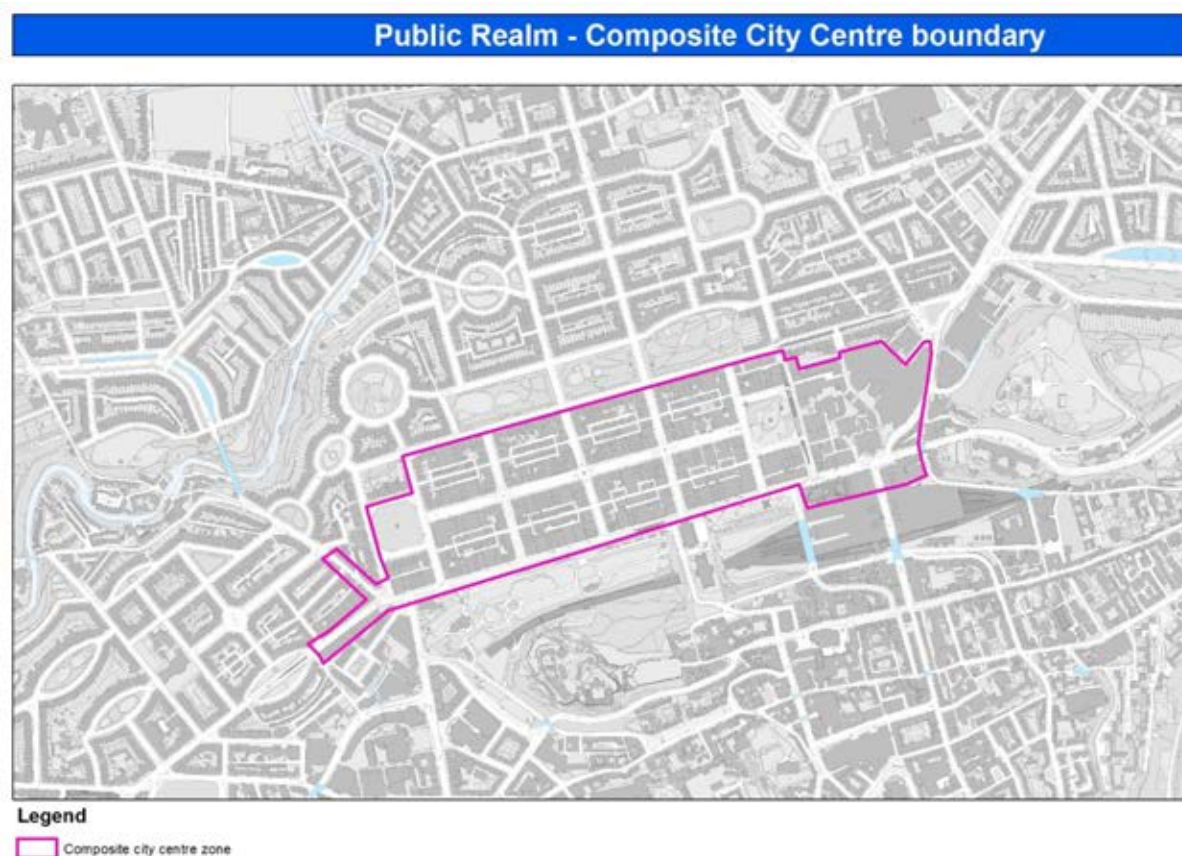
Open space ongoing maintenance

- 5.33. Where development will provide open space, trees and other green blue infrastructure, there must be adequate arrangements for ongoing management and maintenance. The Council favours factoring on behalf of the private landowner(s) but will consider adoption should sufficient maintenance resources be made available.
- 5.34. The Council will only accept responsibility for open space and public realm maintenance and management if it owns the land in question unless part of a section 7 agreement with Scottish Water.
- 5.35. If the developer wishes the Council to undertake long term maintenance of these facilities within the development site, land ownership must be transferred to the Council by legal agreement and adequate revenue resources made available.
- 5.36. Open spaces and public realm areas within the development site that are not transferred to the Council will require to be safeguarded as being publicly accessible and maintained and managed to a standard acceptable to the Council. This may be undertaken by a property management company or other appropriate body, such as a Trust.
- 5.37. Development proposals containing including new and/or enhanced green blue infrastructure will be required to provide details of the proposed management and maintenance arrangements to the Council for its approval. This must include details of the parties responsible for the short-term establishment and long-term maintenance of open space and green blue infrastructure. Management and maintenance plans must also include the funding mechanism over the lifetime of the development.

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A contribution zone is proposed so that proposals that result in new commercial floorspace in the City Centre can contribute a proportion of the total estimated cost of delivering a significantly enhanced public realm in City Centre.

City Centre Public Realm Contribution Zone	
Proposals in scope	Proposals for commercial development within the zone that increase the commercial floorspace either by development, reconfiguration or changes of use.
Type of intervention	Series of public realm interventions within the city centre.
What is the intervention achieving and why is it necessary to make proposals acceptable in planning terms?	Public realm enhancements being delivered by City Centre Transformation and other projects like the Princes Street and Waverley Valley Strategy (see City Plan paragraph 3.12) deliver the objectives of Place 1 City Centre. Proposals that increase the footfall in the city centre and will benefit from improved public realm in their immediate vicinity, should contribute accordingly and in line with City Plan policy Inf 3 criterion d).
Origin of the intervention	Various: City Centre Transformation, Our Future Streets, Princes Street and the Waverley Valley Strategy.
Contribution Zone details	The contribution zone boundary is a composite of City Plan’s retail policy (city centre retail core) but expanded to include the full length of George Street, north to Queen Street so that all the side streets are included, as well as the streets around Charlotte Square and St Andrew’s Square.



The costs and other content regarding delivery funding are based on the latest information available and indicates the likely costs to fund the delivery of infrastructure. These costs may be amended in the future if new information is available through updates in the published Action Programme and subsequent Delivery Programmes, as stated in paragraph 3.213 of City Plan 2030.

The table below shows each project’s estimated costs based on the current design stage they are at. For indexation purposes, the costs are from April 2023. The combined cost of the proposed public realm schemes across the city centre is calculated as follows:

Public realm projects	Estimated costs
George Street & the First New Town	£36m
Charlotte Square	£5.26m
St Andrews Square	£3m
Rose Street (approx. £1m per block)	£3m
Princes Street	£30m
Total combined cost of projects	£78.26m

Commercial floorspace (sq.m) in Composite City Centre Zone by use (retail and office)	
Total floorspace in retail use (2015) within the city centre	287,874.69
Total floorspace in office use (2010) within city centre	267,014.06
Total floorspace in commercial uses within the city centre	554,888.75

Cost per sq metre:

£78.26m / 554,888.75 = £141.04

This is based on the total estimated cost of public realm projects being funded all by development and not making any assumptions at this stage what the funding streams will be (capital budget, external bids etc).

Note on hotel uses (bedrooms) - Worked Examples applying this rate

Note that hotel rooms will apply a similar equivalent rate as applied by contributions towards tram. For example, five bedrooms is equivalent (has the same contribution scale factor) as 250 sqm of office or retail. So, 250 sqm of retail or office applying the public realm contribution of £141.04 per sqm is £35,260 so 1 bedroom could be expressed as £35,260/5 = £7,052 per bed.

To compare these with the tram guideline:

Use	Potential public realm contribution	Existing tram guidance contribution
Office or retail 250 sqm	£35,260	£17,000
Office or retail £/sqm	£141.04	
5 bedrooms hotel or 5-19 residential units	£35,260	£17,000
One unit / bed rate	£7,052	

Examples using principle of tram contributions where existing use (public realm contribution per sq m is calculated for existing uses) is then deducted from the proposed uses (public realm contribution rate calculated on the proposed uses):

Proposal	Proposed use	Existing use	Total potential public realm contribution (proposed use – existing use)
Former BHS at 64 Princes Street 16/05292/FUL*	CI 1 4535; CI 3 1641 = 6176 sqm x £141.04 = £871,063.04 137 hotel beds (£7,052 x 137) = £966,124 = £2,015,055.84	Gross retail: 12739.58 sqm x £141.04 = £1,796,790.36	£2,015,055.84 - £1,796,790.36 = £218,265.48

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*s.75 for this application: tram contribution £183,193 and public realm contribution of £290,000 and in addition public realm works delivered directly by developers.			
104 -106, 107 & 108 Princes Street Proposed Hotel 23/01417/FUL	Proposed retail 935 sqm x £141.04 = £131,872.40 Proposed 347 bedrooms in hotel: £7,052 x 347 = £2,447,044 Total proposed uses: £2,578,916.40	Existing retail use 8516 sqm x £141.04 = £1,201,096.64 Existing office use 2093 sqm x £141.04 = £295,196.72 Total existing uses: £1,496,293.36	£2,578,916.40 - £1,496,293.36 = £1,082,623.04
72-77 Princes Street and 1-5 Hanover Street 23/06881/FUL	Proposed 35 bed service apartments = 35 x £7,052 = £246,820	Existing residential use (17) scale factor 1 for hotel use = 5 beds = 5 x £7,052 = £35,260	£246,820 - £35,260 = £211,560
111 Princes Street, 112 Princes Street And 144-150 Rose Street (Debenhams) 20/05444/FUL	Proposed uses (706 + 706 + 1003 + 896 + 210 + 458 = 3,979 sqm) x £141.04 = £561,198.16	Existing use gross retail floorspace 8000sqm x £141.04 = £1,128,320	£561,198.16 - £1,128,320 = -£567,121.84 (ie no contribution).

Supporting information

Delivering public realm through development is a policy outcome as well as a type of infrastructure we can seek contributions towards where appropriate. NPF4 continues the strict appliance of the circular tests for developer contributions. As a planning authority, we need to satisfy ourselves that the contribution meets the circular tests and is not being sought to make up for an existing deficiency.

Circular Tests	
Necessity	<p>To meet broader policy outcomes and in particular to protect and enhance the setting of listed buildings and the World Heritage Site in general, improvements to the public realm are required.</p> <p>Plans and strategies are emerging for key public realm interventions in the city centre, implementing the City Centre Transformation Strategy. Because it will be challenging to attribute a significant impact from an individual development, a cumulative approach is appropriate whereby total potential impact from development within a zone is understood in relation to the infrastructure intervention, and proportionate impacts and costs can be attributed on a pro rata basis.</p>
Planning purpose	<p>The policy overview established that public realm is a planning policy objective, and public realm infrastructure should be viewed as a necessary infrastructure like any other to ensure development delivers on policy objectives.</p>
Relationship to proposed development	<p>Public realm infrastructure improves the immediate environment, and movement around the city centre, supporting sustainable travel choices. Improves setting of listed buildings and enhances world heritage site.</p>
Scale and kind	<p>The cumulative approach helps to apportion costs across the contribution zone, on a pro rata basis, which should approximate impact based on level of increased activity.</p>
Reasonableness	<p>Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.</p>

City Plan 2030

June 2024



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Reference 25-0064