

Developer Contributions Supplementary Guidance

Overview

Planning has recently produced draft Supplementary Guidance on Infrastructure and Developer Contributions. It was approved for consultation by Planning Committee on 25 June 2024.

Edinburgh is continuing to change and grow through new development and this is placing heavy demand on services and infrastructure. As the population rises, it is important that there is, for example, adequate education facilities, health services and travel infrastructure for people living and moving around the city.

The additional money required for new infrastructure and services is beyond that of the Council. Where possible, it is the Council's preference that infrastructure is directly delivered by developers, secured by condition or legal agreement. However, developer contributions are also a key mechanism to address and mitigate the impact of new development by securing money towards the provision of infrastructure and services.

This consultative draft Supplementary Guidance provides an overview of the proposed approach to how the Council will seek developer contributions for the infrastructure set out in City Plan 2030. We think the proposed calculations ensure that each housing sites pays according to the impact they create.

City Plan 2030 will be the Council's next local development plan. We are at the stage where we have notified the Scottish Ministers of the Council's intention to adopt the plan.

Within City Plan 2030, Policy Inf 3 Infrastructure and Developer Contributions sets out the Council's policy requirements whilst the supporting text outlines that Supplementary Guidance will provide further detail on likely costs and methods of calculation for developer contributions for the infrastructure detailed in Part 4 of the City Plan 2030. The consultation is now on that required Supplementary Guidance.

The provision to prepare statutory Supplementary Guidance arises under Section 22 of the Town and Country Planning (Scotland) Act 1997. City Plan 2030 was prepared under this legislation. However, the recent Planning (Scotland) Act 2019 removes the provision to prepare statutory Supplementary Guidance. Under transitional arrangements planning authorities have until the end of March 2025 to prepare, submit and have Supplementary Guidance adopted by Scottish Ministers. Following the necessary procedures, the Supplementary Guidance will be adopted as statutory Supplementary Guidance.

There will be an 8 week consultation period to allow sufficient time for the draft Supplementary Guidance to be reviewed and the final version to be reported to Planning Committee and then submitted to the Scottish Ministers for their consideration before the March 2025 deadline.

Why your views matter

We would welcome early responses to this consultation. The responses to the consultation will be taken into consideration as we review the Supplementary Guidance.

This consultation on the draft Supplementary Guidance is not about the principle of developer contributions.

The principle of developer contributions established through Section 75 of the Town & Country Planning (Scotland) Act 1997 (as amended); and further advice is contained Circular 3/2012: Planning Obligations and Good Neighbour Agreements. National planning policy adopts an infrastructure first approach to development and NPF4 Policy 18 sets out the broad tests for when developer contributions can be used.

The consultation is not about what we are asking money for.

Part 4 of City Plan 2030 (tables 3-12) outlines the required infrastructure which was the subject to a wide consultation process.

The consultation does not cover the calculated cost of the infrastructure.

The scope of the consultation is limited to the draft Supplementary Guidance, and how we propose to **calculate** contributions. We are looking for comments on these areas:

General Principles

Education

Transport

Healthcare

Green Blue Infrastructure & Public Realm

You do not have to answer every question – there are 'skip question' options.

We know that this consultation is technical. It is difficult to simplify the content and level of information involved. For this consultation, we recommend that you read the draft Supplementary Guidance.

Need a different language or format?



HAPPY TO TRANSLATE

Please email the Interpretation and Translation Service at its@edinburgh.gov.uk quoting reference **24-1106**.

Introductory text

We have separated this consultation into different parts so you can choose which topic you want to answer questions on.

Your details

Why we need this information and how it will be used

The Council uses this information to ensure responses to consultations are genuine and that each person is submitting only one response.

The Council will publish all responses received to this consultation, but will not publish individual names, email addresses or postcodes. We will publish the names of organisations.

We will use your email address to contact you to let you know the results of this consultation and the actions we are taking because of the consultation.

1 Your details

First name *(Required)*

Surname *(Required)*

Email address *(Required)*

Postcode *(Required)*

Yes, I consent to being contacted about this consultation

2 Are you responding as an individual or on behalf of an organisation?

(Required)

Please select only one item

- An individual
- On behalf of an organisation

About you

These questions are based on Scottish Government guidance.

If you are repoding as an organisation or on behalf of a group, please skip this section.

We want to get a wide range of views from different people, as well as those most likely to be impacted, to help us understand what is important to you. All these questions are optional. If you provide any information, we will use it to analyse your response.

3 What is your age?

Please select only one item

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 and over
- Prefer not to say

4 What is your sex?

Please select only one item

- Female
- Male
- Prefer not to say

5 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Please select only one item

- Yes
- No
- Prefer not to say

Organisation Details

6 What is the name of your Organisation?

(Required)

Part 1: Introduction and Purpose

Related information

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.

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.

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.

7 Is our explanation for the need and purpose of Developer Contributions clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Managing New Infrastructure

Related information

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.

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.

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).

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.

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.

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.

8 We have set out principles for the Council's approach to managing new infrastructure. Do you agree with these?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

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

Related information

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)
<p>Transport proposals and safeguards from City Plan Part 4 tables 3-10 or interventions identified in transport assessments in accordance with Policy Inf 4.</p>	<p>All residential units including student accommodation, build to rent.</p> <p>Commercial floorspace will be assessed on a case-by-case basis.</p>
<p>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.</p>	<p>All residential units including build to rent.</p> <p>No contributions required for one-bedroom units, student accommodation, care homes/assisted living.</p>
<p>Primary Healthcare infrastructure capacity – proposals to provide floorspace for the provision of new facilities or to extend existing facilities.</p>	<p>All residential development, including build to rent, student accommodation, care homes/assisted living.</p>
<p>Green blue network actions including in City Plan Part 4 table 1 and public realm where identified for the town centres or projects delivering the Council's City Centre Transformation.</p>	<p>All residential development, including build to rent, student accommodation, care homes/assisted living.</p> <p>Additional commercial floorspace in the city centre zone.</p>
<p>Delivery of National or regional strategies</p>	<p>TBC</p>

9 Do you agree with the proposed approach to what infrastructure type applies to which type and scale of development?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Relationship with Action (Delivery) Programme

Related information

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

1	2	3
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.	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).	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	5	6
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.	Costs estimates of each infrastructure proposal is set out in the Appendices of the SG.	Where the infrastructure proposals address the impact of more than one development, cumulative Contribution Zones are proposed in the SG.
7	8	9
The SG sets out the framework for the collection of developer contributions and apportioning costs for each contribution zone.	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.

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.

10 Do you agree with the stated relationship between the Supplementary Guidance and the Action Programme?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

11 Do you agree with the proposed approach to the preparation of subsequent Delivery Programmes in relation to developer contributions?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Contribution Zone approach

Related information

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.

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.

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.

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.

12 Do you agree with the explanation regarding the use of 'contribution zones'?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

How the infrastructure requirements can be reviewed?

Related information

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.

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.

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.

13 Do you agree with the outlined approach to how the infrastructure requirements, set out in the guidance, can be reviewed and updated?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Viability and Funding Mechanism

Related information

Viability

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

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.

14 Do you agree with the Council's approach to assessing viability?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

15 Do you agree with the Council's approach to funding mechanisms?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you agree with the Council's approach to funding mechanisms?

Legal Agreements and use of monies

Related information

Legal Agreements

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.

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

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

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.

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.

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.

Model agreement was updated to make the process of drafting and agreeing terms more efficient.

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.

No indexing will be applied to payments towards land.

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.

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

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.

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.

16 Do you agree with the Council's approach to the use of legal agreements to secure contributions?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

17 Do you agree with the proposed timescales/timings for the payment of contributions?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

18 Do you agree with the approach to secure land for schools?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

19 Do you agree with the Council's proposal to continue to collect contributions?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

20 Do you agree with the Council's proposal that contributions are forwarded onto relevant service providers?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

21 Do you agree with the Council's proposed approach to indexation?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you agree with the Council's proposed approach to indexation?

22 Do you agree that contributions can include the cost of borrowing and servicing of debt that the Council has had to secure in order to deliver the infrastructure in advance of the majority of developer contributions being paid?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

23 Do you agree with the proposed approach to repayment?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

24 Do you have any other comments on Part 1 : Introduction and General Principles of the draft Supplementary Guidance?

Do you have any comments?

Part 2: Education

Introduction

New homes will attract families and therefore there is often an increased demand for nursery and school places. The Council must make sure it fulfils its statutory duty to provide school education which includes early years, primary and secondary schools.

If the existing learning estate cannot accommodate the increase in demand generated from new development, then increasing the capacity of the learning estate may be required. This could include new schools/nurseries or the extension of existing facilities to support the additional pupil numbers such as additional classrooms, dining and gym facilities.

Table 11 in Part 4 of City Plan 2030 which can be found in the Fact Bank above lists the Education Infrastructure requirements.

Table 11 - Education Infrastructure

Ref.	Ref.	Contribution Zone	Education Infrastructure Type	Description	Additional Comments on Proposal
	EBJG1	Boroughmuir / James Gillespie's	Additional primary school capacity	43% of a new 14-class primary school (South Edinburgh)	
	EBJG2	Boroughmuir / James Gillespie's	Additional secondary school capacity	46 secondary pupils (Boroughmuir HS)	
	EBJG3	Boroughmuir / James Gillespie's	Additional secondary school capacity	93 secondary pupils (James Gillespie's HS)	
	EBJG4	Boroughmuir / James Gillespie's	Additional ELC capacity	64 Place ELC setting	
ED1	ECA1	Castlebrae	Additional primary school capacity	New 14-class primary school (New Greenhills)	A site with an area of 2.0 ha is required.
ED2	ECA2	Castlebrae	Additional primary school capacity	New 18-class primary school (Brunstane)	A site with an area of 2.0 ha has been allocated and design work is underway.
	ECA3	Castlebrae	Additional RC primary school capacity	3 classrooms (St Francis RC PS)	
	ECA4	Castlebrae	Additional secondary school capacity	575 secondary pupils (Castlebrae HS)	
ED3	ECB1	Craigroyston / Broughton	Additional primary school + ELC capacity	Early Level Annex to provide additional primary and ELC places (Flora Stevenson PS)	A site with an area of 0.8 ha is required and has been identified in the Site Principles for Place 6 Crowe Road South. A safe walking route between the school and the annex, and any improvements to existing transport infrastructure, will also have to be secured.
ED4	ECB2	Craigroyston / Broughton	Additional primary school capacity	New 18-class primary school (Granton Waterfront)	A site with an area of 2.0 ha is required.
	ECB3	Craigroyston / Broughton	Additional primary school capacity	Catchment change affecting Stockbridge and Broughton Primary Schools.	
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Craigroyston HS)	A site with an area of 1.3 ha is required for offsite playing fields with associated improvements to transport infrastructure to/from the school.
	ECB4	Craigroyston / Broughton	Additional secondary school capacity	154 secondary pupils (Broughton HS)	
	ECB5	Craigroyston / Broughton	Additional RC primary school capacity	1 class (St David's RC PS)	
	DLT1	Drummond / Leith / Tinity	Additional primary school capacity	Catchment change affecting Abbeyhill and Leith Walk Primary Schools.	
ED5	DLT2	Drummond / Leith / Tinity	Additional primary school capacity	New 14-class primary school (Blonnington - Jane Street)	A site area of 1.4 ha is required. Site location identified in Place 8 - Jane Street with outdoor space potentially in Piling Park.

Education – introduction

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.

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.

25 Is our explanation for the need and purpose of seeking Developer Contributions for Education Infrastructure clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Methodology to consider the impact on education infrastructure

The sections on 'Evidence Appraisal and action to mitigate the impact of development' and 'Pupil Generation Rate' explain how we have calculated what is required to mitigate the impact on education capacity. In summary, we have used the latest pupil generation rate (PGR) and the City Plan 2030 Report of Examination for the programming of allocated sites and the latest Housing Land Audit and Completions Programme for other programming and inputted these into the education model to determine the estimated housing output, applied the PGR and understood the actions required to mitigate the impact on education capacity.

Related information

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

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.

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.

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.

Appendix 1 sets out the actions required to support housing developments across the city.

Pupil Generation Rate

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.

The Council will review the PGR annually and report any changes in Action (Delivery) Programme reports.

26 Is our explanation of the methodology to consider the impact on education infrastructure clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments

Per Unit Rate Formulas

The [City Plan 2030 Education Appraisal](https://www.edinburgh.gov.uk/downloads/file/30008/education-appraisal) <<https://www.edinburgh.gov.uk/downloads/file/30008/education-appraisal>> and the methodology used to calculate the per unit rate was assessed as part of the City Plan 2030 examination. City Plan 2030 was approved for adoption on 27 June 2024 and accordingly, we are not seeking comments on this, as part of the current consultation.

Appendix 1 of the Supplementary Guidance outlines the different Education Contribution Zones.

Related information

Per-unit-rate Formulas

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:

$FPS \times F$	x	C / F
$(FPS \times F) + (HPS \times H)$		

Per unit rate for houses:

$HPS \times H$	x	C / H
$(FPS \times F) + (HPS \times H)$		

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

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.

11 The RC PGR is used when additional secondary places are only required at a denominational secondary school.

Review of actions

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.

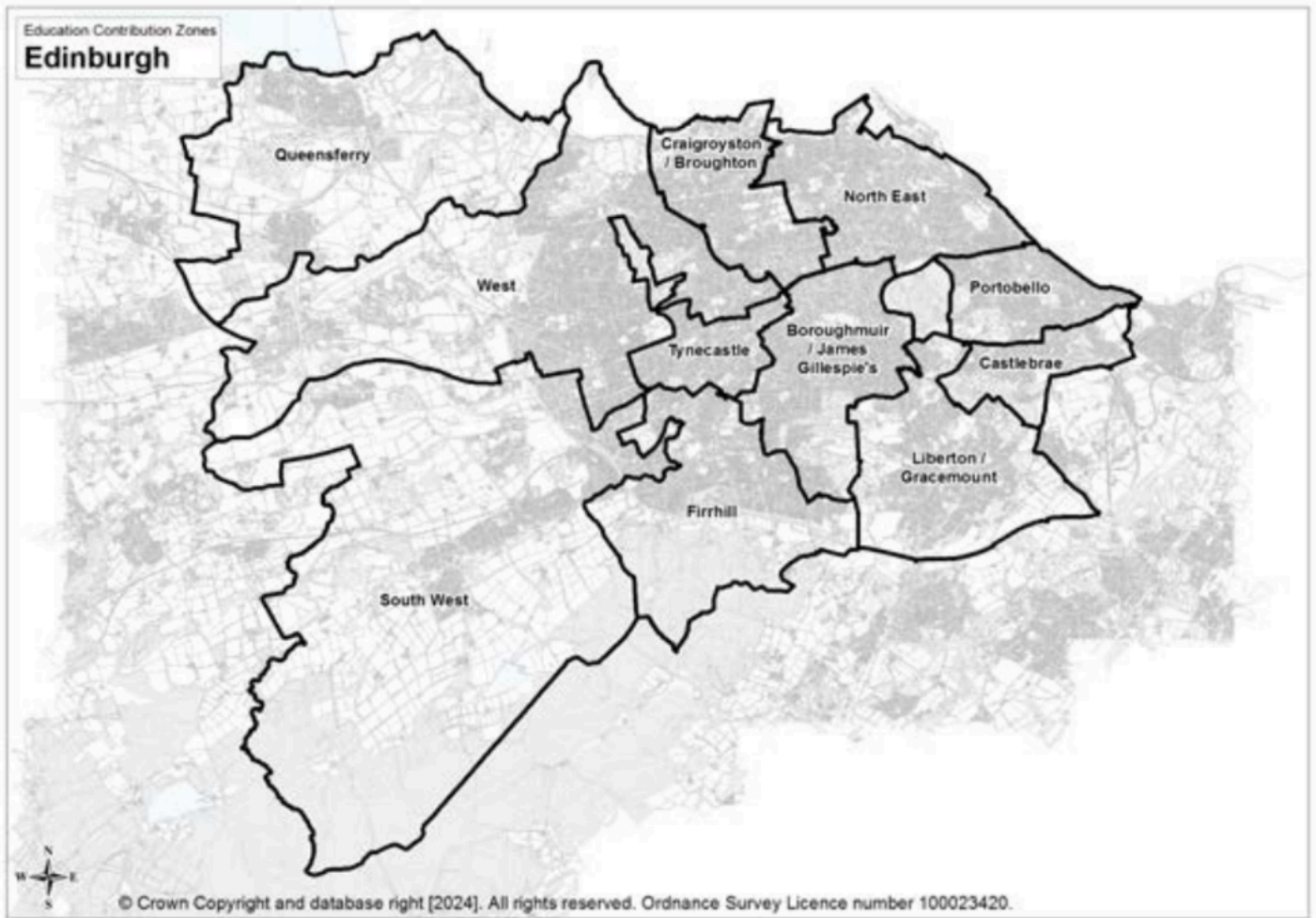
13 As explained above, the per-unit rates are informed by housing output assumptions, therefore:

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.

14 The actions and underlying rates will be kept under review and changes reported through the Action (Delivery) Programme.

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.



APPENDIX 1

1 of 45 Automatic Zoom

ADDENDUM 1

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

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	Costs are based on recently completed projects with indexation to apply

27 Do you have any comments on the per unit rate calculations for each zone (where your comments relate to a specific zone, please make this clear)?

28 Do you have any comments on the education contribution zones as shown in Appendix 1 (where your comments relate to a specific zone, please make this clear)?

Apportioning the costs of delivering new infrastructure

Related information

Per-unit-rate Formulas

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:

$FPS \times F$	x	C / F
$(FPS \times F) + (HPS \times H)$		

Per unit rate for houses:

$HPS \times H$	x	C / H
$(FPS \times F) + (HPS \times H)$		

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.

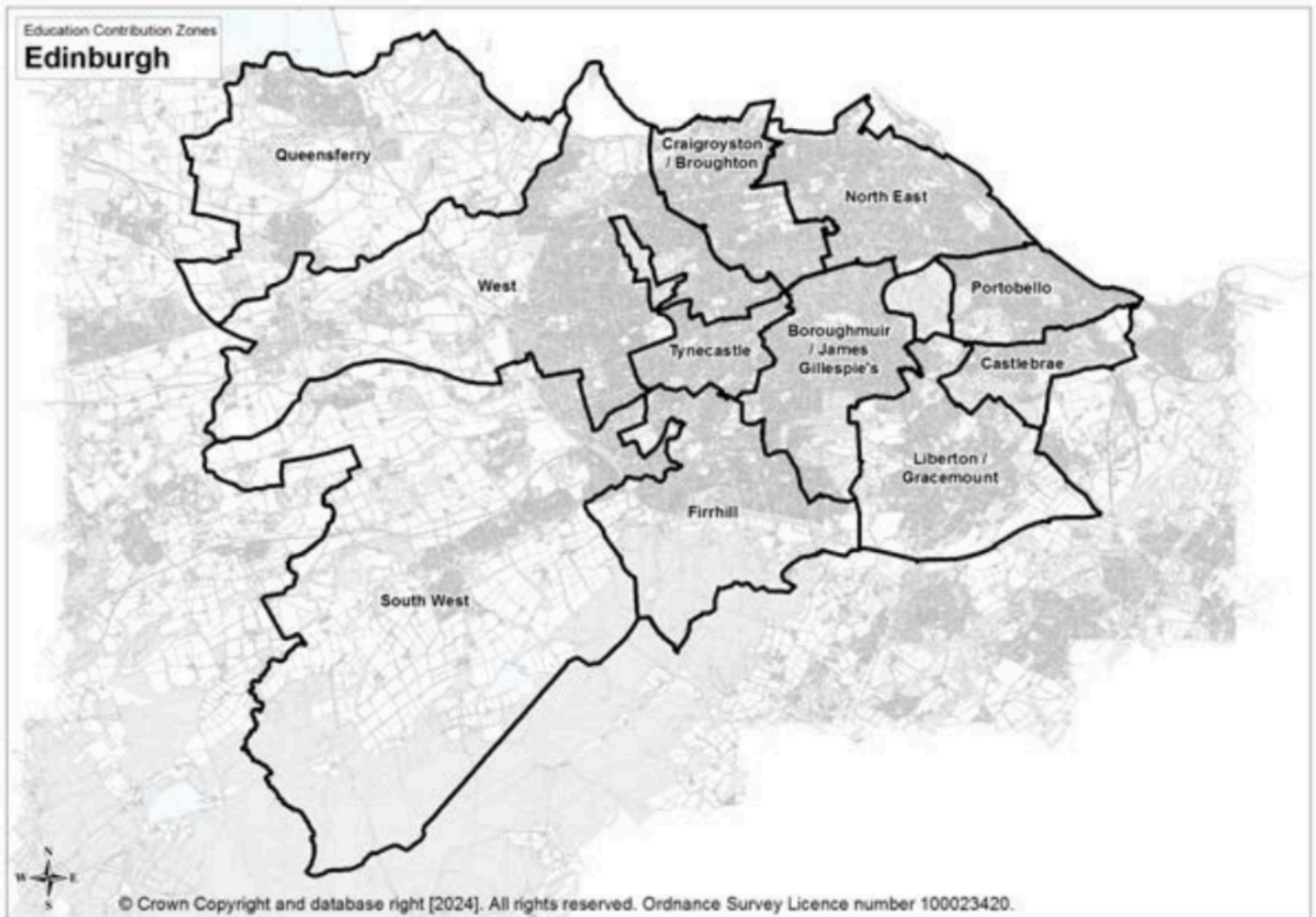
2.13 As explained above, the per-unit rates are informed by housing output assumptions, therefore:

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.



<user_uploads/map1.png>

29 Do you agree with how we have calculated sharing the cost of delivering the education provision across developments?

Please select only one item

- Yes
- No
- Dont know/ Not applicable

Do you have any comments (please make it clear if you are referring to a specific contribution zone/development/provision)?

30 Do you have any other comments on aspects of Part 2: Education of the Supplementary Guidance?

Part 3: Transport

Transport is the largest producer of carbon emissions in Scotland. People need to move around Edinburgh in a way that is carbon emission free, efficient, safe, accessible, affordable and integrated. We need to provide the supporting infrastructure that helps to deliver sustainable travel and reinforce a travel hierarchy that promotes walking, wheeling and cycling, public transport and car sharing. With new development, it is important that we put the infrastructure in place from the beginning to give people viable options to move around in a more sustainable way.

Developer contributions are a means to deliver that infrastructure. They cover a wide range of interventions including segregated cycle paths, shared use paths, road crossings, shared mobility such as mobility hubs and delivering additional capacity in car clubs, public transport infrastructure and service enhancements and road junction improvements.

This draft Supplementary Guidance includes proposed contributions zones for a range of these types of transport infrastructure.

The identified infrastructure required is set out in Part 4 Tables 3-10 of City Plan 2030.

Table 3

Automatic Zoom

1 of 2

Table 3 - Active Travel Strategic Projects and Safeguards

These include some 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 projects that are programmed as part of the Active Travel Investment Programme, and within scope of the City Centre Transformation package of public realm and pedestrian priority projects. It also includes proposals that serve a cluster of development sites.

Reference	Title	Description
ATSR1	Edinburgh Waterfront Promenade	Form a continuous walkway/cycleway extending for almost 17km from Joppa in the east to Cramond in the west.
ATSR2	Roseburn to Union Canal route/green networks	Upgrade and extend the cycle/footpath and green network from Roseburn to the Union Canal including new bridges over Dalry Road and West and East Coast Mainline railways. To be delivered in phases. First section – from Dalry Community Park with new bridge over Dalry Road and West Coast Mainline. Further enhance the Dalry Community Park to ensure cycle/pedestrian links are well integrated into the park layout. Scope to help meet greenspace needs of relevant developments. Later section new bridge over East Coast Mainline.
ATSR3	Pentlands to Portobello Walking and Cycling Route	Long distance walking and cycling route mainly via off-road or on quiet roads.
ATSR4	River Almond Valley Walkway	Strategic off-road route from Cramond to Kirkliston.
ATSR5	Lochend to Powderhall	Off-road route connection - potential to connect North Edinburgh Paths, Bonnington with Lochend and London Road to Portobello active travel proposals.
ATSR6	West Edinburgh Link	New walking, cycling and public spaces in East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes linking with Edinburgh Park/the Gyle.
ATSR7	Meadows to George Street	Part of Edinburgh City Centre Transformation
ATSR8	City Centre West-East Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.
ATSR9	Lothian Road	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.
ATSR10	Waverley Valley Bridge Link	Part of Edinburgh City Centre Transformation - to prioritise sustainable and active travel in the city and improve the public realm.
ATSR11	Currie to Heriot-Watt	Active travel safeguard connecting Currie settlement with safe, segregated route to university campus.
ATSR12	A71 South Livingston to West Edinburgh	Part of WETIP/Sustrans strategic route.

Table 4

Automatic Zoom

1 of 3

Table 4 - Active Travel Proposals Relating to Development Sites

Active travel routes and connections to existing active travel infrastructure that are required to make development proposals acceptable in terms of mitigating transport impact.

Reference	Site reference	Title
ATPR1	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and Portobello High Street.
ATPR2	Place 15 - Seafield	New Active Travel Route: Along Seafield Road and connection to Craigentinny Avenue via Fillyside.
ATPR3	Place 15 - Seafield	New active travel route: City Centre along Portobello Road/London Road.
ATPR4	Place 15 - Seafield	Active Travel connections: Harry Lauder Junction.
ATPR5	Place 15 - Seafield	Active Travel Route: Seafield Road to Edinburgh Promenade - safe crossing.
ATPR6	Place 15 - Seafield	Mobility Hub: Seafield.
ATPR7	Place 3 - Astley Ainslie	Active travel link and crossing: Canman Lane to Grange Loan.
ATPR8	Place 3 - Astley Ainslie	New Active Travel route and crossing: Oswald Road to Cluny Gardens/Charterhall Road junction.
ATPR9	Place 3 - Astley Ainslie	New active travel infrastructure: Newbattle Terrace/Grange Loan.
ATPR10	Place 3 - Astley Ainslie	Mobility Hub: Astley Ainslie.
ATPR11	Place 30 - Redford Barracks	New Active Travel connections: Water of Leith (NCR75 Colinton Dell) to Colinton Mains Drive.
ATPR12	Place 30 - Redford Barracks	New Active Travel Route: Colinton Road to Colinton Village.
ATPR13	Place 30 - Redford Barracks	New Active Travel Route: Redford Barracks to City Centre.
ATPR14	Place 30 - Redford Barracks	New active travel connection: Union canal ramp access.
ATPR15	Place 30 - Redford Barracks	Mobility Hub: Redford Barracks
ATPR15	Place 30 - Redford Barracks	Active travel link: connection to supermarket and Colinton Primary School and Osgangs Road North/Colinton Mains Drive.
ATPR16	Place 5 - Royal Victoria Hospital	New Active Travel Route: Royal Victoria Hospital to Roseburn Path via Quiet Route 20.
ATPR17	Place 5 - Royal Victoria Hospital	New Active Travel Route and crossing: from Victoria Hospital site to Carrington Road (Quiet Route 20).
ATPR18	Place 5 - Royal Victoria Hospital	New active travel crossing: Craigleith Road at Orchard Drive.
ATPR19	Place 6 - Crewe Road South	New Active Travel link: along Fettes Avenue from Comely Bank to Carrington Road.
ATPR20	Place 6 - Crewe Road South	New Active Travel Route: Crewe Road South from Orchard Brae Roundabout to Crewe Toll.
ATPR21	Place 6 - Crewe Road South	Mobility hub: Fettes Avenue.

Table 5

Table 5 - Active Travel Safeguards – Local Connections

A range of potential connections to the local active travel network that are safeguarded for when the opportunity arises to make the connection either through development or as part of the Council's Active Travel Action Plan.

Reference	Title
ATSG1	Blackhall path westwards extension to Cramond Road South
ATSG2	Couper Street - Citadel Place
ATSG3	Craigentiny - Leith Links at Craigentiny Ave North
ATSG4	Craigentiny - Leith Links cycle link
ATSG5	Edinburgh Park to Gogar Burn
ATSG6	Fort Kinnaird - Queen Margaret University
ATSG7	Gilbertston Link
ATSG8	Ingle Green cycle link, n new Water of Leith Bridge
ATSG9	Liberton Road – Robert Burns Drive link path
ATSG10 / ATSR2	Link along railway viaduct - Gorgie/Dalry Community Park - Roseburn Path
ATSG11	Lochend Butterfly cycle link with new bridge
ATSG12 / ATSR5	Lochend - Powderhall
ATSG13	McLeod Street/Westfield Road
ATSG14	Morningside - Union Canal Link
ATSG15	Morrison Crescent - Dalry Road
ATSG16	North Meggetland - Shandon link
ATSG17	Off road alternative NCNR 75 at Newmills, Balerno
ATSG18	Pitlochry Place - Lochend Butterfly
ATSG19	Quiet Route Link via Liberton Tower
ATSG20	Quiet Route link to Blackford Glen Road
ATSG21	Round the Forth cycle route at Joppa
ATSG22	Salamander Cycle Link
ATSG23	To King's Buildings and Mayfield Road
ATSG24	West Approach Road - Westfield Road cycle link
ATSG25	Wisp - Fort Kinnaird link
ATSG26	Ramped access from Canal to Yooman Place
ATSG27	Waterfront Avenue to Granton Rail path link

Table 6

Public Transport

Table 6 - Orbital Bus Route and Improved Bus Connections

The Orbital Bus Route, North and South sections are proposals for new or upgraded bus services to connect the plan's development proposals in the north of the city to West Edinburgh, and the plan's development proposals in the south-east and south-west with West Edinburgh. This is required to address transport impacts of new development. Other bus service proposals to mitigate the impact of development.

Reference	Title
PT1	Northern Orbital Route - Airport to Seafield via West Edinburgh and Edinburgh Park to Seafield
PT2	Seafield Road to Leith (southside of Leith Links)
PT3	Bonnington Road
PT4	West Edinburgh A8 Corridor
PT5	East of Milburn Tower
PT6	North South Orbital bus connection - Bankhead - Edinburgh Park to Maybury Road
PT7	South Orbital Bus Route - Sighthill to Redford Road/Oxgangs
PT8	South Orbital Bus Route - Redford Barracks to Gilmerton
PT9	South Orbital Bus Route - Gilmerton to BioQuarter
PT10	Little France Drive to the Wisp
PT11	The Wisp to Fort Kinnaird
PT12	The Wisp to Newcraighall/Duddingston Road Junction
PT13	Newcraighall to QMUC Public Transport
PT14	Gorgie Road/A71 and connections with Orbital Bus Route
PT 15	Axley Ainslie: Morningside Road/Cluny Gardens
PT 16	BioQuarter to City Centre
PT 17	Liberton Hospital to City Centre and West

Table 7

Table 7 - Tram Route Proposal and Option Safeguards

Safeguards options for the extension of the tram network connecting Granton and the South East. 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. Route of existing and under-construction line is also shown in the Proposals Map.

Reference	Title	Further Information
TR1	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park.	Existing Safeguard
TR2	Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A6 to Ferry Road, west of Crews Toll.	Existing Safeguard
TR3	Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crews Road South.	New Safeguard
TR4	Safeguard C1 route leaves the existing tramline at Princes Street/South St David Street and continue east along Princes Street to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square.	Existing Safeguard
TR5	Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	New Safeguard option
TR6	Safeguard D: Nicolson Square to BioQuarter.	Existing Safeguard
TR7	Safeguard option E2a: BioQuarter to Newcraighall via segregated route.	New safeguard option
TR8	Safeguard option E2b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	New safeguard option
TR9	Safeguard option E2c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	New safeguard option
TR10	Safeguard Airport to Newbridge.	Existing safeguard
TR11	Safeguard Newhaven to Granton.	Existing safeguard

Table 8

Table 8 - West Edinburgh Transport Improvements

This table comprises the list of necessary transport proposals to support the development envisaged for Place 16 West Edinburgh as set out in the development principles. Additionally, it includes measures identified in the WETA (West Edinburgh Transport Appraisal) Refresh 2016 and West Edinburgh Transport Improvement Programme (WETIP) which are likely to be funded by the Edinburgh and South East Scotland City Region Deal (ESES CRD) and City of Edinburgh Council (CEC)*.

Some proposals will be expected to be delivered in kind as part of the development. Whereas some proposals will be delivered by the Council with developer contributions taken on a cumulative basis.

Further details with regards to timings, updates to costs or funding, how and by whom they will be delivered shall be set out in the delivery programme as well as through the West Edinburgh Placemaking Framework.

Proposal Reference	Transport Intervention	Further Details	Type	Delivery Summary
WE1	Improved crossings at Turnhouse Road and Maybury Road for designated cycle path	This active travel crossing point is being progressed as part of the redesign of Maybury Junction (R6)	Active Travel	Cumulative contribution zone.
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction		Public Transport	Likely to be funded by CityDeal/ Council monies and delivered under WETIP.
WE3	A8 Gogar Roundabout - 4 Lane Northern Circulatory Improvement	Carriageway widening on western side of roundabout to accommodate extra lane. Required to facilitate more direct access into West Edinburgh sites and the Gogar Link Road. Mainly for improved road traffic (separate West Edinburgh traffic from other city traffic) but with some benefits to public transport.	Roads	Cumulative contribution zone
WF4	Bus Lane under Gogar Roundabout	Make permanent the bus priority lane.	Public Transport	Likely to be funded by CityDeal/ Council monies and delivered under WETIP.
WE5	Gogar to Maybury additional eastbound traffic lane	Additional capacity to help bus movement and necessary intervention to unlock development west of Maybury	Roads	Cumulative contribution zone.
WE6	Maybury Road Approach to Maybury Junction - bus priority measure.	Potentially superseded by Maybury Junction upgrade and Maybury Road feasibility study, and measure outcome to be considered as part of the strategic appraisal of the Orbital Bus route as part of the Bus Partnership Fund.	Public Transport	Cumulative contribution zone.

Table 9

Table 9 - Road Improvements and Safeguards

These proposals either required to enable development layouts to connect to the wider road network, or junction improvements to facilitate bus priority and active travel alongside anticipated additional traffic volume in areas of development growth. Sheriffhall junction is a project led by Transport Scotland.

Reference	Title	Further Details
R1	New Street in Leith Docks	New street connecting Ocean Drive to Salamander Street. Scope to create new development plots as part of delivery project.
R2	West of Fort Kinnaird Road to The Wisp	Link between The Wisp and Newcraighall Road to enable bus priority and active travel infrastructure development along Niddrie Mains Road.
R3	Eastfield Road and Dumbbells junction	Dualling of Eastfield Road and Dumbbells Roundabout improvements with segregated cycle infrastructure.
R4	Gogar Link Road	Road proposal required to support development in West Edinburgh. Largely single carriageway with some widening for bus priority.
R5	Gogar Roundabout to Maybury Junction additional eastbound lane	Part of the WEIA package of interventions to improve junction capacity and assisting bus movement.
R6	Maybury Junction	Junction redesign to provide bus priority and improved provision for active travel. Also in WETIP.
R7	Craig Road Junction	New signalised junction improved provision for bus and active travel.
R8	Barnton Junction	Increase efficiency of signals.
R9	Newbridge Roundabout	Intelligent traffic signal interventions at Newbridge would seek to prioritise public transport.
R10	Sheffhall Junction	Grade separation of existing roundabout junction on city bypass including active travel provision and operational benefits for public transport.

Table 10

Related information

Overview

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.

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.

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.

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

NPF4 Policy 13, Sustainable Transport seeks proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs.

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.

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.

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

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)

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.

31 Is our explanation to the context, need and purpose of seeking Developer Contributions for Transport Infrastructure clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments

Contribution Zones – Principle

Related information

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 analysis of the impacts of the transport demand of the new developments has shown that the proposals for the brownfield locations and five further strategic sites can largely be accommodated without substantial local and/or wider transport network problems. Nevertheless, most of the development sites will require improvements to local active travel and/or public transport networks if appropriately high levels of sustainable travel use are to be realised. The improvement (mitigation) measures identified in the TA are included within Place Principles and Part 4 of CP2030. These local improvements identified are considered 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.

16. The supporting information in Addendum 2 sets out how the contribution zones meet the Circular 3/2012 policy tests and NPF4 Policy 18.

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).

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.

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.

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.

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.

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.

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.

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

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.

32 What do you think about the extent of the transport contribution zones and how they relate to development in general?

New Active Travel Contribution Zone

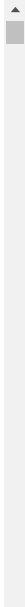
Related information

APPENDIX 2

0 of 0 Automatic Zoom

ADDENDUM 2

1 of 27 Automatic Zoom



33 Do you agree with how we have calculated sharing the cost of delivering the transport interventions across developments?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific development/element/intervention.

Related information

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

The contribution zone for Granton follows the red line boundary of the [approved Development Framework](#)

<https://www.edinburgh.gov.uk/downloads/download/14745/granton-waterfront-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.

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.

The costs are based on a consultancy benchmarking exercise carried out on behalf of the Council's Granton Development team.

Cost per unit is based on the housing output number assumptions as a proportion of the existing community (existing housing units).

APPENDIX 3

1 of 4 Automatic Zoom

**Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery
Draft for Consultation 2024**

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

ADDENDUM 3

Edinburgh Planning Guidance on Developer Contributions and Infrastructure Delivery
Draft for Consultation 2024

Active Travel Infrastructure Contribution Zone – supporting information	
City Plan housing proposals in scope	<p>From City Plan (based on 2021 HLA remaining units):</p> <p>EW2a Forth Quarter 1,223</p> <p><i>Ew2b Central Development Area 1,149</i></p> <p>Ew2c Granton Harbour 1,546</p> <p>EW2d North Shore 988</p> <p>Total: = 3,918 units</p> <p>Latest projections from GWDF = 3,519 units</p> <p>Ew2b Central Development Area = 1,149</p> <p>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.

34 Do you agree with how we have calculated sharing the cost of delivering the transport interventions across developments?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention.

New Proposed West Edinburgh Zone

Related information

New Proposed West Edinburgh Zone (transport interventions)

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.

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'.

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.

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.

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.

Appendix 4 sets out the estimated calculation for each intervention on a per housing unit basis.

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.

APPENDIX 4

1 of 6Automatic Zoom

Addendum 4

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

Supporting information for the West Edinburgh Transport Contribution Zone.

WEST EDINBURGH – proposed transport contribution zone	
City Plan proposals and sites in scope	City Plan 2030
	<u>Place Policies</u>
	Place 16: West Edinburgh Place 17 Edinburgh Airport Place 18 RBS Gogarburn Place 19: Edinburgh Park/South Gyle Place 20 Royal Highland Centre
	<u>Proposals</u>

35 Do you agree with how we have calculated sharing the cost of delivering the transport interventions across developments?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention.

Shared mobility (Car Sharing Schemes and Mobility Hubs)

Related information

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')

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 3.220 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.

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.

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.

Contributions are based on individual applications, and contribution zones are not proposed for this type of infrastructure.

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

NPF4 Policy 13 Sustainable Transport supports proposals to improve, enhance or provide active travel infrastructure or multi-modal hubs.

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.

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.

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.

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.

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.

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.

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	

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.

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

New proposed contribution zones for mobility hubs:

Bonnington mobility hub

Fettes Avenue mobility hub

APPENDIX 5

0

of 7

Automatic Zoom

ADDENDUM 5

- 36** Do you agree with how we have calculated sharing the cost of delivering the transport infrastructure for shared mobility across developments? Please make it clear if you are referring to a specific contribution zone/development/intervention.

Car Sharing Schemes

In line with the objectives of City Mobility Plan, we expect that in the near future the majority of shared vehicles on offer in the city will be Electric Vehicles. Therefore, we are only seeking contributions towards the cost of the provision of electric shared vehicles.

- 37** Do you agree with that we should only include the cost of delivering Electric Vehicles and their associated infrastructure?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Related information

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).

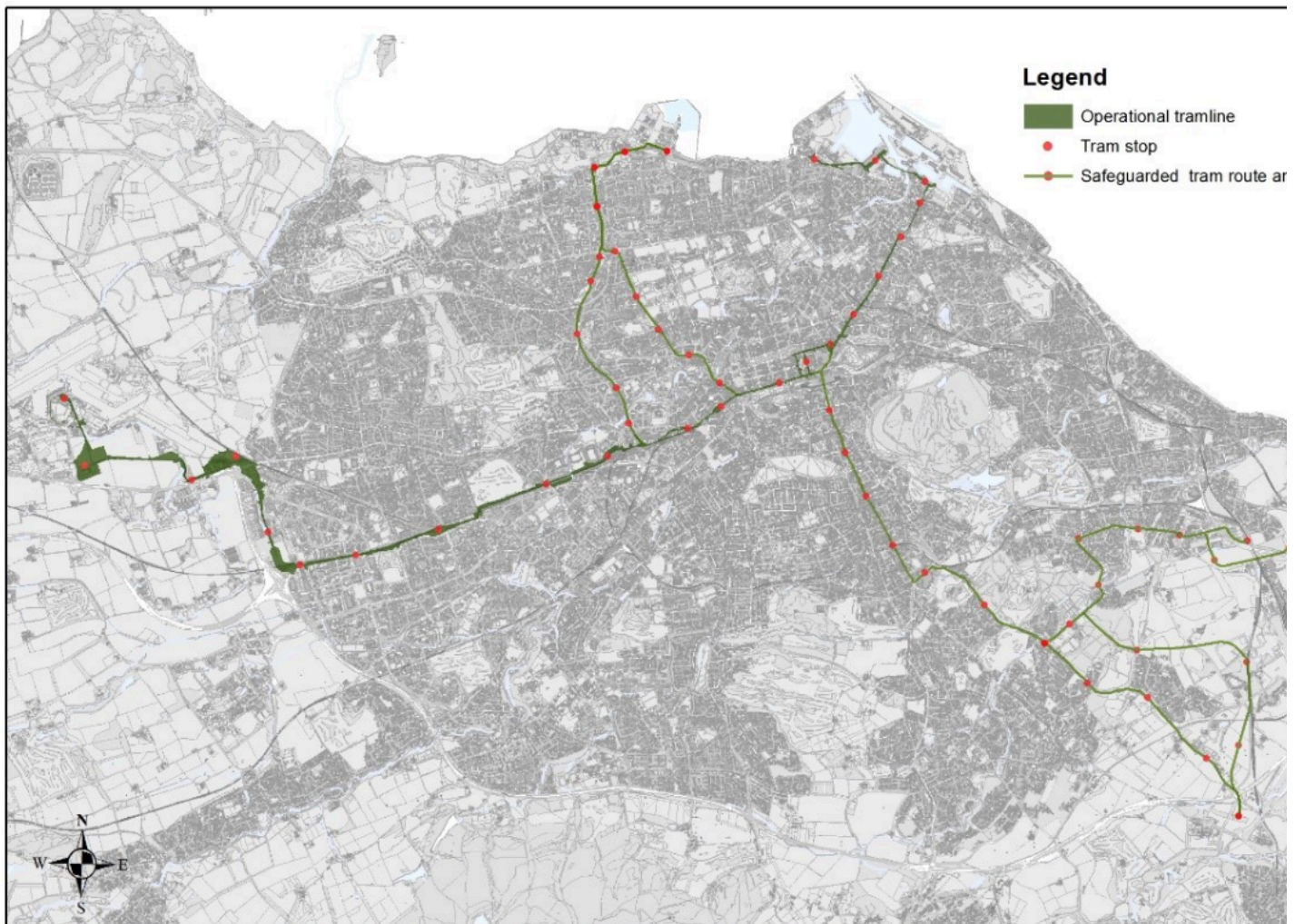
It also proposes to agree in principle the contributions framework for the extension of Edinburgh trams to Granton and BioQuarter and beyond, once the route is confirmed.

Background and Policy Context

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.

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.

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.



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.

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).

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).

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.'

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

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.

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.

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

The level of contribution required depends on the following factors:

- i. type of development,
- ii. distance from tram route, and
- iii. size of development

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.

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:

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.

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

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

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.

Policy Exemptions are as follows:

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.

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.

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)

APPENDIX 6

0 of 2	Automatic Zoom

ADDENDUM 6

0 of 2	Automatic Zoom

38 Do you agree with how we have calculated sharing the cost of delivering the tram infrastructure across developments?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention.

Traffic Regulation Orders (TRO) and Land costs

Related information

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

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.

APPENDIX 7

of 0Automatic Zoom

39 Do you agree with the Council's proposal to collect contributions for these elements?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention

Bus Infrastructure

Related information

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.

40 Do you agree with the Council's proposal to seek contributions towards subsidising bus infrastructure?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention

Existing Transport Contribution Zones

Related information

Until the identified actions have been completed, it is proposed to retain the contribution zones for legacy housing sites:

Legacy LDP 2016 transport contribution zones – see Appendix 8

North Edinburgh legacy actions – see Appendix 9 and Addendum 7

APPENDIX 8

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APPENDIX 9

<input type="text" value="0"/> of 6	Automatic Zoom

ADDENDUM 7

41 Do you agree with the Council's proposal to retain the contribution zones for legacy housing sites?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention

42 Do you have any other comments on Part 3: Transport of the draft Supplementary Guidance?

Part 4: Healthcare

Access to healthcare is an essential service. Everyone in Scotland has the right to register with a GP and access the services they need for their health and wellbeing. New housing development brings additional people which puts pressure on existing GP practices, and it is important that the impact on the existing health care resources is considered.

Developer contributions are a means to address the primary healthcare infrastructure capacity which is defined as proposals to provide floorspace for the provision of new facilities or to extend existing facilities.

Table 12 in Part 4 of City Plan 2030 which can be found below lists the Healthcare Infrastructure requirements.

Related information

0 of 0

Automatic Zoom

Healthcare Overview, Policy Context and Evidence Base

Related information

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.

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).

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

NPF4 <<https://www.gov.scot/binaries/content/documents/govscot/publications/strategy-plan/2023/02/national-planning-framework-4/documents/national-planning-framework-4-revised-draft/national-planning-framework-4-revised-draft/govscot%3Adocument/national-planning-framework-4.pdf>> Policy 15 requires development proposals to contribute towards local living in 20-minute neighbourhoods, with access to health and social care facilities.

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.

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.

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).

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

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.

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)**. <<https://www.dpea.scotland.gov.uk/Document.aspx?id=923393>> 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.

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.

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.

43 Is our explanation to the context, need and purpose of seeking Developer Contributions for Healthcare Infrastructure clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Apportioning the costs of delivering new infrastructure

0 of 0	Automatic Zoom

ADDENDUM 8

0 of 0	Automatic Zoom

44 Do you have any comments on the healthcare contribution zones?
Please make it clear if you are referring to a specific contribution zone/ development/intervention.

45 Do you agree with using the per patient cost to calculate a proportionate cost towards delivering healthcare infrastructure?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

46 Do you have any other comments on aspects of Part 4: Healthcare of the draft Supplementary Guidance?

Part 5: Green-Blue Infrastructure (Green Blue Network and Public Realm)

The Green Blue Network is made up of Edinburgh's green and blue features and spaces. It is an integral part of the City's fabric and is essential for our health, wellbeing, biodiversity and climate resilience particularly relating to flooding.

In addition, good public realm facilitates positive social interactions and contributes towards the success of a place which in turn leads to increased spend time and economic activity.

It is important that development deliver or contribute towards green blue actions and public realm where identified for the benefits of residents and wider placemaking.

City Plan Part 4, Table 1 identifies the related Green Blue Network proposals.

Related information

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Related information

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.

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.

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

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

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.

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)

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.

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.

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

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.

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.

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.

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.

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.

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.

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.

47 Is our explanation to the context, need and purpose of seeking Developer Contributions for Green Blue Infrastructure clear?

Please select only one item

- Yes
- No
- Don't know/ Not Applicable

Do you have any comments?

Methodology and Calculation Process

Related information

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.

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

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.

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.

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.

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.

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 then 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.

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.

48 Do you agree with how we will assess and identify the proposals/provision required; and how we calculate the required contributions?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments? Please make it clear if you are referring to a specific contribution zone/ development/intervention

49 Do you agree with when contributions may be sought for additions and improvements to the Green Blue Network as set out in Part 5 of the SG?

Please select only one item

- Yes
- No
- Don't know/Not applicable

Do you have any comments?

Public Realm

We have one contribution zone towards public realm improvements in the City Centre but future contribution zones could be developed in a similar manner to the city centre contribution zone for other town centre improvements.

Related information

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.

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.

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

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.

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?

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

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.

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

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.

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.

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.

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.

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.

50 Is our explanation to the context, need and purpose of seeking Developer Contributions for the public realm clear?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

51 Do you agree with the use of contribution zones for public realm?

Please select only one item

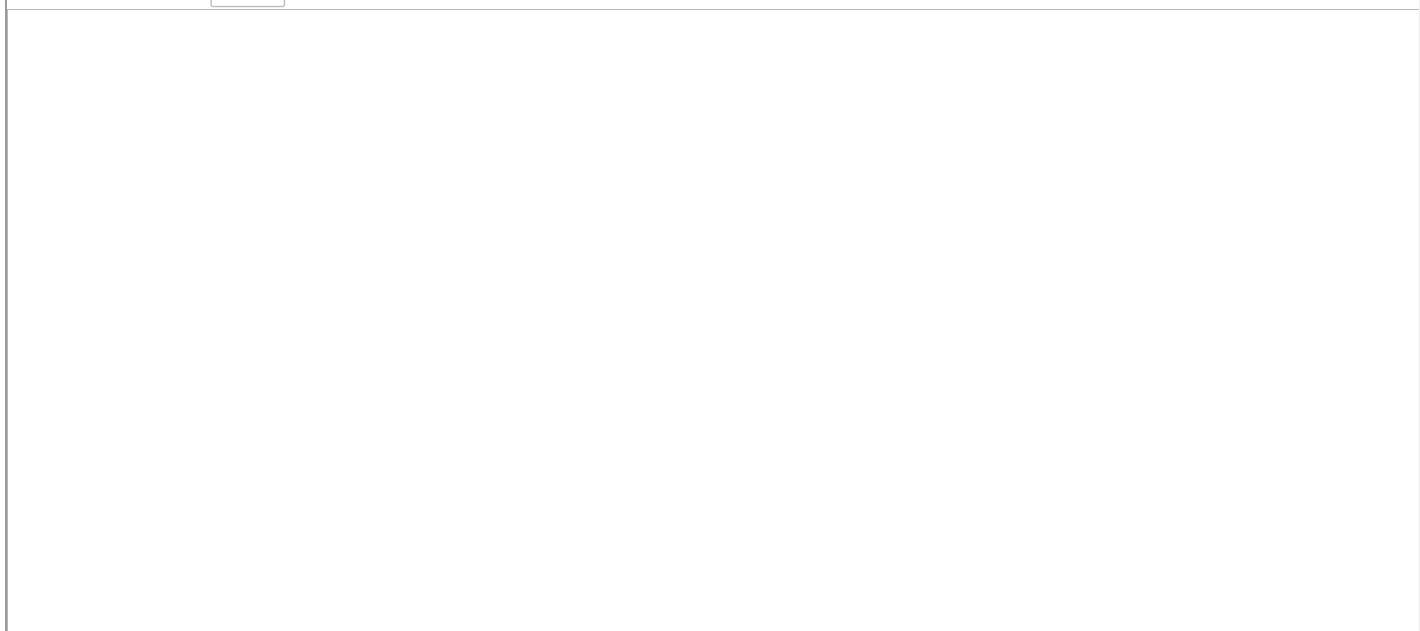
- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

City Centre Contributions Zone

Related information

APPENDIX 11



52 Do you have any comments on the extent of the City Centre contribution zone for public realm that we propose?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

53 Do you have any comments on the proposed per square metre rate for contributions towards public realm improvements in the City Centre?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

54 Do you have any comments on the proposed approach for other public realm projects outwith the City Centre?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

Open Space Ongoing Maintenance

Related information

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.

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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.

55 Do you have any comments on the proposed approach to open space ongoing maintenance?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Do you have any comments?

56 Do you have any other comments on aspects of Part 5: Green Blue Infrastructure (Green Blue Network and Public Realm) of the draft Supplementary Guidance?

Addendums

In the addendums to each part of the draft Supplementary Guidance, we explain how the methodology of using cumulative contribution zones and calculating proportionate rates to establish the likely developer contribution towards the cost of delivering infrastructure meets the tests as set out in the [Planning Obligations Circular 3/2012](http://www.scotland.gov.uk/Publications/2012/12/1885/0). <<http://www.scotland.gov.uk/Publications/2012/12/1885/0>>

57 Do you have any comments on the Council's analysis that the contributions sought comply with the Planning Obligations Circular 3/2012 (see all addendums)?

Please select only one item

- Yes
- No
- Don't know/ Not applicable

Format of Supplementary Guidance

58 We know that the draft Supplementary Guidance contains a large amount of information. Do you have any thoughts on how the final version could be improved to help you access the relevant information?

Conclusion

59 Do you have any other comments that have not been covered?