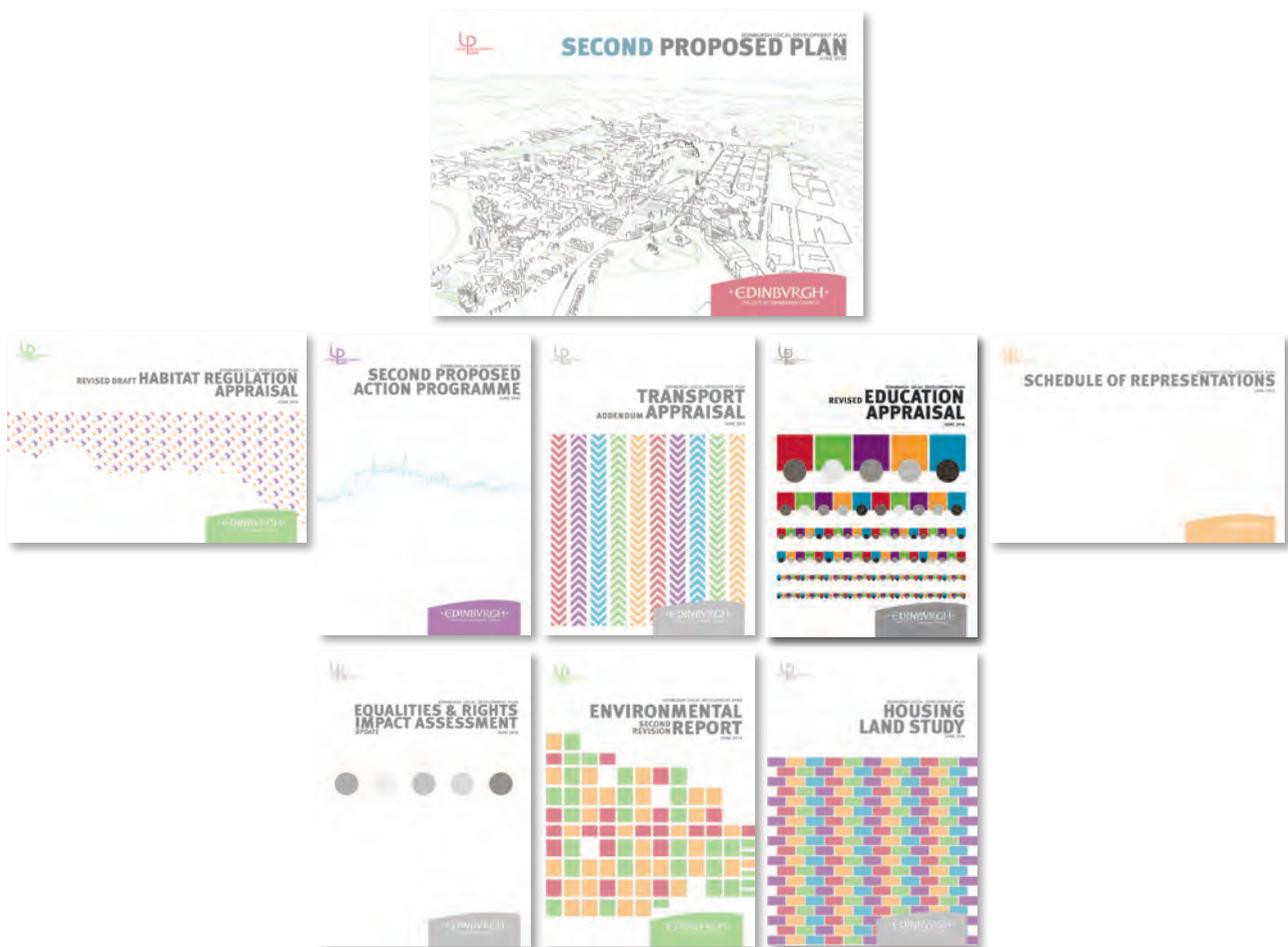


EDINBURGH LOCAL DEVELOPMENT PLAN  
**REVISED EDUCATION  
APPRAISAL**

JUNE 2014





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

The Action Programme sets out actions to deliver the Plan.

The Schedule of Representations explains how engagement informed the Plan.

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

The Transport Appraisal identifies transport actions to support the Plan.

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

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

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

The Housing Land Study sets out the assumption on housing land availability which inform the Local Development Plan.

See the documents and other information at: [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

Published in 2011



Published in 2013



**Edinburgh Local Development Plan**  
**Second Proposed Plan**  
**Education Infrastructure Appraisal**



**The City of Edinburgh Council**  
**June 2014**

Incorporating corrections to Tables 20 & 22  
2 September 2014

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## **1 Purpose**

- 1.1 The purpose of this appraisal is to inform the Edinburgh Local Development Plan's (LDP) Second Proposed Plan and its Proposed Action Programme (AP). The LDP identifies new housing sites to meet requirements set out in the Strategic Development Plan. The Strategic Development Plan (June 2013), prepared by SESPlan, directs growth and investment to thirteen Strategic Development Areas (SDAs) across the region. In addition to new greenfield housing allocations in the West Edinburgh and South East Edinburgh SDAs, the LDP also allocates significant new housing development to Queensferry and South West Edinburgh.
- 1.2 The appraisal provides a cumulative assessment of the additional education infrastructure required to support the new housing development identified within the LDP. It considers the impact of new housing on existing primary and secondary schools taking into account existing capacity and the growing pressure on the school estate relating to rising school rolls. Sites for new schools will be identified on the proposals map and referred to in the LDP, with details regarding delivery, costs and funding streams included within the AP.
- 1.3 Throughout the period covered by the LDP there is the potential for planning applications to be submitted for sites other than those dealt with in this appraisal e.g. sites allocated for housing in the current Local Plan but never developed or windfall sites not currently allocated for housing. In these circumstances the AP will require to be updated to ensure that appropriate education contributions are also secured to provide for any further educational infrastructure requirements arising from these developments.

## **2 Summary of Education Infrastructure Requirements**

- 2.1 New primary schools, extensions to existing primary schools and extensions to secondary schools have been identified as being required to support new housing allocations within the LDP, a summary of which is provided below. It will also be necessary, in due course, to redraw school catchment boundaries to create new catchments for any proposed new primary schools and the potential catchment changes required are also identified below. Children and Families will progress statutory consultations as necessary to deliver the proposals.
- 2.2 For some areas different options have been identified to provide the necessary primary sector infrastructure and in most areas further assessment is required to determine the preferred option to deliver the necessary secondary sector infrastructure. In these circumstances detailed feasibility studies will require to be commissioned and the Action Programme updated as necessary based on the outcomes of these further assessments.
- 2.3 All of the education infrastructure options listed below have been determined based on current information. Throughout the lifetime of the LDP these requirements will be monitored with any necessary changes being reflected in future updates of the AP.

## 2.4 West Edinburgh

Primary School Requirements	Indicative Cost	Catchment Change Requirements
New 21 class primary school - Maybury	£12.72 million	The catchment area for the new school would be created from greenfield areas taken from the existing catchment areas for Cramond and Corstorphine primary schools.
4 class extension (including 1 GP space) to Gylemuir Primary School	£831,000	Gylemuir catchment area would require to be extended to include the development site.
2 class extension to Fox Covert RC Primary School	£573,000	n/a
3 class extension to Hillwood Primary School	£679,000	Hillwood catchment area would require to be extended to include the development site.

Secondary School Requirements	Indicative Cost	Catchment Change Requirements
Additional capacity will be required in the secondary schools serving the area to accommodate an estimated 441 additional non-denominational pupils from the new sites in the LDP. Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at The Royal High School, Craigmount High School or Forrester High School or a combination across some, or all, of these schools.	£11.025 million	tbc in feasibility study
Additional capacity will be required at St Augustine's RC High School to accommodate an estimated 77 additional RC pupils from the new sites in the LDP. The necessity for further additional capacity at the school has been identified from the new sites in the Queensferry area (see below).	£1.925 million	n/a

## 2.5 South East Edinburgh 1: Gilmerton/Liberton Cumulative Assessment Area

Two options have been identified to deliver the primary school education infrastructure requirements in this area. Option 1 involves the delivery of two new primary schools in this area and there would still be a requirement for catchment reviews with existing neighbouring schools to make this option feasible. As the sizes of the schools proposed in option 1 - a single stream (seven class) primary school and a nine class primary school - are not the preferred operational model for the City of Edinburgh Council, option 2 identifies an alternative of expanding existing primary schools in the area. This would require extending Gracemount and Gilmerton Primary Schools to four stream (29 class) establishments and potentially also involve catchment reviews and smaller extensions at the neighbouring Liberton and Craighour Park Primary Schools. There are currently no four stream primary schools within the City of Edinburgh's estate and further assessment is required to determine feasibility.

<b>Primary School Requirements – Option 1</b> (see section 7.11 for explanation of options)	<b>Indicative Cost</b>	<b>Catchment Change Requirements</b>
New 9 class Primary School - Broomhills	£7.551 million	The new catchment area for this school would be created from areas currently within the catchment areas of Gracemount and Gilmerton Primary Schools. Some of these areas contain existing housing.
New 7 class Primary School - Gilmerton	£6.332 million	The new catchment area for this school would be created from greenfield areas within the existing catchment area for Gilmerton Primary School.
1 class extension to St John Vianney RC Primary School	£300,000	n/a
3 class extension to St Catherine's RC Primary School	£679,000	n/a

<b>Primary School Requirements - Option 2</b>	<b>Indicative Cost</b>	<b>Catchment Change Requirements</b>
Extend Gilmerton Primary School to 4 stream (29 classes)	tbc through feasibility study	Details require to be confirmed through feasibility study however the potential exists for catchment reviews involving the existing Gracemount, Gilmerton, Liberton and Craighour Park Primary School catchment areas.
Extend Gracemount Primary School to 4 stream (29 classes)	tbc through feasibility study	As above
Possible extensions at Liberton and Craighour Park if required due to catchment changes identified above (details tbc via feasibility study)	tbc through feasibility study	As above
1 class extension to St John Vianney RC Primary School	£300,000	n/a
3 class extension to St Catherine's RC Primary School	£679,000	n/a

<b>Secondary School Requirements</b>	<b>Indicative Cost</b>	<b>Catchment Change Requirements</b>
Additional capacity will be required in the secondary schools serving the area to accommodate an estimated 260 additional non-denominational pupils from the new sites in the LDP. Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at Liberton High School or Gracemount High School or a combination across both of these schools.	£6.5 million	tbc through feasibility study

Secondary School Requirements	Indicative Cost	Catchment Change Requirements
Extra RC pupil generation would be managed at Holy Rood RC High School by giving priority to baptised RC pupils	None	n/a

## 2.6 South East Edinburgh 2: Castlebrae Cumulative Assessment Area

For the primary school education infrastructure requirements in this area, two options are identified below. A double stream school at Brunstane could accommodate the extra pupil generation from both LDP sites (Brunstane and Newcraighall East) and this is the preferred option for educational infrastructure in this area. However, given the potential for different development delivery timescales this may not, in itself in isolation, be a feasible option. For example, should the Newcraighall East development come on stream in advance of the Brunstane development without any commitment from the Brunstane developers then a 2 class extension to Newcraighall Primary may be required (perhaps only until a new school was delivered) hence its inclusion in option 2.

Primary School Requirements – Option 1	Indicative Cost	Catchment Change Requirements
New 14 class Primary School – Brunstane	£9.603 million	Catchment review required with existing Newcraighall Primary School to create catchment for new school
Management control will be applied to St Johns RC Primary to give priority to baptised RC pupils	No extra cost	n/a

Primary School Requirements – Option 2	Indicative Cost	Catchment Change Requirements
2 class extension at Newcraighall Primary School	£573,000	n/a
New 14 class Primary School - Brunstane	£9.603 million	Catchment review required with existing Newcraighall Primary School to create catchment for new school
Management control would be applied to St Johns RC Primary to give priority to baptised RC pupils	No extra cost	n/a

Secondary School Requirements	Indicative Cost	Catchment Change Requirements
Additional capacity will be required at Castlebrae High School to accommodate an estimated additional 255 pupils from the new sites in the LDP.	£6.375 million	n/a
Extra pupil generation at Holy Rood RC High School would be managed by giving priority to baptised RC pupils. However, application of the above policy could result in additional pressure on the ND sector and this is reflected in the proposals above for Castlebrae High School.	No extra cost as included above	n/a

## 2.7 Queensferry

Primary School Requirements	Indicative Cost	Catchment Change Requirements
New 14 class primary school - Builyeon Road	£9.603 Million	The catchment area for the new school would be created from areas within the existing catchments for Echline and Queensferry Primary Schools.
2 class extension to St Margaret's RC Primary School	£573,000	n/a

Secondary School Requirements	Indicative Cost	Catchment Change Requirements
Additional capacity will be required at Queensferry High School to accommodate an estimated 232 non-denominational additional pupils from new sites in the LDP.	£5.8 million	n/a
Additional capacity will be required at St Augustine's RC High School to accommodate an estimated 17 additional RC pupils from the new sites in the LDP. The necessity for further additional capacity at the school has been identified from the new sites in the West Edinburgh area (see above).	£425,000	n/a

## 2.8 South West Edinburgh

Primary School Requirements	Indicative Cost	Catchment Change Requirements
5 class extension at Currie Primary School	£966,000	n/a

### Indicative Costs

2.9 The indicative costs shown in the tables above and later in this document are based on assessments undertaken in April 2014. These indicative costs exclude any future construction cost inflation which may arise between Q1 2014 and the date of delivery; any land acquisition costs; any site specific costs (such as transport infrastructure) and any site abnormal costs such as land remediation should that be necessary. In determining the overall cost of education infrastructure requirements provision must therefore also be taken of:

- any future cost inflation which may arise prior to delivery;
- any land acquisition, site specific and site abnormal costs; and
- any cost of servicing debt where the Council may be required to borrow funding in advance of receiving developer contributions to ensure that the necessary educational infrastructure can be provided when the need arises (i.e. when the developments the infrastructure will serve would begin to generate additional pupils).

2.10 These costs relate solely to the **capital** costs of delivering any new educational infrastructure which has been identified as being necessary to support the new housing sites identified within the LDP. There will also be considerable additional **revenue** costs associated with both establishing the detail of the educational infrastructure required (through the many feasibility studies which require to be undertaken) and then in running the new educational

infrastructure on an ongoing basis, particularly where the delivery of entirely new schools is involved. Appropriate provision will also require to be made within the Council's revenue budget to meet such costs.

### 3 Context

#### Council's Pledges and Outcomes

3.1 In August 2012, a number of Capital Coalition Pledges were agreed, setting out the Council's commitment to build a cooperative, more prosperous Edinburgh in which every resident and community benefits. One of the pledge areas is 'ensuring every child in Edinburgh has the best start in life'; a number of specific commitments are set out under this pledge area including:

- Pledge 2: Hold the maximum P1 class size at 25 and seek to reduce class sizes in line with Scottish Government recommendations.
- Pledge 3: Rebuild Portobello High School and continue progress on all other planned school developments, while providing adequate investment in the fabric of all schools.
- Pledge 4: Draw up a long-term strategic plan to tackle both over-crowding and under use in schools.

#### Overall Trends in School Rolls

3.2 Since the early 1980s the school age population of Edinburgh has followed a wave pattern of peaks and troughs. The pattern is broadly a 20 year cycle of falling and rising numbers.

3.3 The Council commenced a school rationalisation programme in 2000 to respond to falling primary school rolls. By 2000, there were 8,400 spare places in the primary school estate and it was not considered to be cost effective to keep maintaining buildings that were underused. Between 2000 and 2010 the primary estate was reduced from 103 schools to 87 schools having recently increased to 88 schools with the opening of the new dedicated Gaelic Medium Education primary school, Bun-sgoil Taobh na Pàirce.

3.4 However, over the last 10 years the population of the Council area is estimated to have increased from under 450,000 to 482,640<sup>1</sup> and is projected to rise to 514,000 by 2020<sup>2</sup>. Births are a key component driving increased numbers of primary and early years aged children. Births have been rising since 2005 and the number of births for 2012 was the highest for 20 years (over 5,500 births per annum)<sup>3</sup>.

3.5 The high births are now feeding through to primary schools leading to higher school rolls. Current primary school rolls (26,900 for 2013/14) are expected to peak in 2019 at over 31,000.<sup>4</sup> At the start of the 2013/14 school year in August 2013<sup>5</sup> whilst there were approximately 5,000 spare places in the primary estate these were not necessarily in the right locations of the city to address rising demand and/or were principally in smaller classes in the upper stages of schools. As a result of rising school rolls it is expected that additional accommodation will be required at a number of schools across the city to meet catchment demand.

3.6 Secondary school rolls for 2013/14 are the lowest for 19 years but the impact of rising primary school rolls will start to take effect with the increase becoming more pronounced

<sup>1</sup> GRO Mid year population estimates 2012

<sup>2</sup> GRO Population Projections (2008 based)

<sup>3</sup> Scotland's Population 2012 - The Registrar General's Annual Review of Demographic Trends

<sup>4</sup> Primary School Estate Rising Rolls Report March 2014.

<sup>5</sup> ScotXed Roll August 2013 and primary school capacities 2013/14

after 2017<sup>6</sup>. In some schools, a large number of successful placement requests are keeping rolls high whereas rolls have fallen at other schools. It is currently predicted that rolls in the secondary sector will peak at around 23,000 in 2025 which is above the current citywide capacity.

- 3.7 The primary and secondary school requirements set out at the start of the education infrastructure appraisal only relate to the needs generated from LDP sites. Extra capacity may be required over and above that needed to cater for LDP sites and this will be considered when undertaking feasibility studies.

#### Children and Families Asset Management Strategies

- 3.8 There are a number of strategies that govern the estate management strategy for schools in the city. These are set out in the June 2010 Children and Families Asset Management Plan which is scheduled to be updated later this year. The strategy focuses on capacity (i.e. making sure there are sufficient places), having buildings in good condition and being fit for purpose (suitability).

The Children and Families Capital Investment Programme sets out current planned investment in (replacement) new schools to 2017/18 as follows:

- Portobello High School replacement
- Boroughmuir High School replacement
- James Gillespie's High School replacement
- St Johns RC Primary School replacement
- St Crispin's Special School replacement.

## **4 Method**

- 4.1 This education infrastructure appraisal considers the cumulative impacts of the new housing allocations in West Edinburgh, South East Edinburgh, Queensferry and South West Edinburgh.

#### Cumulative Assessment Areas

- 4.2 The first step in identifying the need for additional educational infrastructure is to consider the capacity in existing schools and their relationships with each other, in and around West Edinburgh, South East Edinburgh, Queensferry and South West Edinburgh to establish cumulative assessment areas.
- 4.3 The identified education cumulative assessment areas are mainly derived from secondary school catchment areas and the secondary school requirements have been applied across the assessment areas. Feeder primary school catchments nest within the secondary school catchments and where the requirement for a new primary school is identified, new school catchments would need to be created by amending the current school catchment boundaries. Such catchment change would require statutory consultation to identify the location, the expected size of new primary schools and the proposed catchment boundaries. These consultations would be undertaken at the appropriate time by Children and Families.

#### West Edinburgh

- 4.4 There are three non-denominational secondary schools which sit inside the West Edinburgh SDA - The Royal High School, Craigmount High School and Forrester High School. Due to their close proximity and the significant level of cross catchment flows between the schools, all three secondary school catchment areas have been combined into one cumulative

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<sup>6</sup> Strategic Management of School Places August 2014 Committee Report 4 March 2014

assessment area for the purposes of the LDP; see Figure 1 in Appendix 1. This allows a flexible and pragmatic approach to be taken to meet education requirements in West Edinburgh.

#### South East Edinburgh

- 4.5 The South East Edinburgh SDA is largely served by three non-denominational secondary schools – Gracemount High School, Liberton High School and Castlebrae Community High School. To the north east a small area lies within the Portobello High School catchment but none of the proposed new housing sites fall within its catchment.
- 4.6 The South East Edinburgh SDA is significantly larger than West Edinburgh and different in character. A substantial area of countryside separates the Liberton area from the Craigmillar/Newcraighall area. It is therefore not practical to identify one large cumulative assessment area for South East Edinburgh. Instead, an approach based on two cumulative assessment areas is considered appropriate for the purpose of the LDP.
- 4.7 The Gilmerton/Liberton Cumulative Assessment Area is based on the current combined secondary school catchment areas of Liberton and Gracemount High Schools. The Castlebrae Cumulative Assessment Area is based on the current catchment of Castlebrae Community High School<sup>7</sup>; (see Figure 2 in Appendix 1).

#### Queensferry

- 4.8 Queensferry is served by a single non-denominational secondary school, Queensferry High School, the catchment of which extends beyond the settlement and includes Kirkliston and a rural area of West Lothian. The catchment area of Queensferry High School which falls within the City of Edinburgh Council administrative boundary forms the Queensferry Cumulative Assessment Area (see Figure 3 in Appendix 1).

#### South West Edinburgh

- 4.9 The new housing sites within South West Edinburgh are served by a single non-denominational secondary school; Currie High School. All the housing sites in Currie fall within the catchment of Currie Primary School, however there is a strong relationship with the nearby Nether Currie Primary School. With Currie High School projected to have spare capacity to cater for new development, the Cumulative Assessment Area has been drawn around the catchments of Currie and Nether Currie Primary Schools (see Figure 4 in Appendix 1).
- 4.10 A further site at Curriemurend lies in the Currie High School catchment however it is proposed to make a catchment change to transfer the area to the adjacent Clovenstone Primary School and Wester Hailes Education Centre catchments as there is spare capacity at both of these schools to accommodate the proposed development.

#### Assessment of Requirements

- 4.11 Assumed pupil generation rates have been applied to estimate the number of pupils from the proposed new housing sites identified in the LDP. In some cases adjustments have been made to take account of local variations in attendance at denominational Roman Catholic (RC) schools. This reflects factors such as distance to the catchment RC school and current patterns of attendance.
- 4.12 An assessment has been made of the ability of existing schools in each of the cumulative assessment areas, taking into consideration existing roll projections, to accommodate the

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<sup>7</sup> the dual feeder Preston Street Primary catchment has been assigned to Castlebrae High School

pupil numbers estimated to be generated from the proposed new housing sites. In any areas where the capacity of existing schools would not be sufficient to accommodate any additional pupils, the requirement for additional education infrastructure has then been identified.

## **5 Assumptions**

- 5.1 There are some general assumptions used to establish the type of new and extended education facilities and indicative costs. In assessing options the general principle that has been applied is that it should not result in any additional cost to the Council.
- 5.2 An assessment of the capacity of existing schools has been undertaken based on the latest roll information as at August 2013 together with projected catchment demand for the medium to long term. This has been informed by catchment numbers in previous years at P1, the annual number of births in the catchment, the impact of inward migration on P1 intakes and the impact of ongoing and new housing sites that are expected to come forward in the short to medium term.
- 5.3 Where additional capacity is identified as being required, extending existing schools has been considered in the first instance. However, given the scale and location of proposed housing developments, in some areas the only realistic option is the provision of a new school while in others alternative options for extensions or new build are provided and further assessment will be required to determine the preferred option.
- 5.4 Where new primary schools are required to be built, the Council's preferred option is to build schools of 14 or 21 class organisations (two or three stream schools) with the associated provision of either a 40/40 or 60/60 nursery respectively to make the most efficient use of capacity. To accommodate these requirements where sites are to be safeguarded in the LDP a minimum site area of 2 hectares is the identified requirement for the provision of a new primary school.
- 5.5 Single stream primary schools are inefficient in terms of management and operational cost and the clear preference is for larger schools if justified by predicted pupil generation. Where the necessity for a single stream school has been identified, the 2 hectare site requirement is still necessary to provide flexibility for possible later expansion.
- 5.6 Where a new school or significant extension is required the lead time necessary to deliver the required new educational infrastructure could be up to approximately three years to allow for statutory consultation, design, planning, procurement and construction processes. This needs to be taken into consideration when considering planning applications and the level and timing of the associated developer contributions for LDP sites. The AP will be required to demonstrate that the necessary education infrastructure can be delivered in time before pupils are generated from any of the developments.
- 5.7 In assessing the requirement for additional denominational (RC) provision, as well as taking into account local variations due to longer travel times to catchment schools, consideration is given to applying management controls that would give preference to baptised Roman Catholics. In some schools with a high intake of baptised Roman Catholics this option is not available or requires to be combined with a need for extra accommodation.

### **Costs of Providing New Schools and School Extensions**

#### Primary Schools

- 5.8 The capital cost of providing a new primary school is based upon the cost metric applied by Scottish Futures Trust for new primary schools of £2,350 per square metre based on Q3 2012 prices. The movement in the BCIS all in tender price index between Q3 2012 and Q1 2014 is an inflationary uplift of 10.4% which results in a revised rate of £2,595 per

square metre. Using this cost metric and assuming provision of the appropriate sized associated nursery class the costs are estimated to be as follows:

- single stream school with 30/30 nursery      £6.332 million
- 9 class school with 40/40 nursery            £7.551 million
- double stream school with 40/40 nursery    £9.603 million
- three stream school with 60/60 nursery      £12.72 million

- 5.9 The costs include provision for fees, furniture, fixtures and fittings but **exclude** any land acquisition costs and/or any site specific and/or abnormal costs which would be established through the AP. These costs also **exclude** future cost inflation.
- 5.10 In considering the additional pupil generation at primary schools from housing development account is taken of school capacity, the school roll, the estimated P1 intake limits and future catchment demand, the anticipated pupil generation and the number of extra classes that would be required to cater for extra pupils generated. The requirement for extra classes can vary significantly depending on the capacity of the school. In some instances, such as an increase from 7 to 8 classes, there is very small change to capacity because of operational inefficiencies associated with an 8 class organisation.
- 5.11 Appendix 2 sets out the current capacity of primary schools by class and the associated P1 intake limits that could expect to be accommodated year on year. The table also shows the General Purpose (GP) space requirements for the different class organisations.
- 5.12 Some of the primary schools which will require new accommodation as a result of the LDP will also require additional accommodation throughout the period of the LDP as a result of either developments which already have planning approval and/or due to the impact of rising primary school rolls in the area. These committed developments are detailed in appendix 3 and noted in the appropriate sections and tables below however, it is important to emphasise that the education infrastructure required for the new LDP sites is in **addition** to these existing commitments.
- 5.13 Current information is available from the primary school rising rolls programme regarding the cost of providing additional class spaces (a combination of either class rooms or GP spaces) in two, three and four class configurations in stand-alone buildings. The costs as at Q1 2014 (i.e. excluding future cost inflation) are as follows:
- Two class extension - £573,000
  - Three class extension - £679,000
  - Four class (double-storey) extension - £831,000
  - Five class extension - £966,000
- 5.14 These class costs are based on the provision of new accommodation as a stand-alone building but this may not be feasible in some circumstances where an extension to the existing building may be required. In order to determine the preferred delivery approach and cost for each location it will be necessary at the appropriate time to undertake a feasibility study. In some circumstances, where rising rolls or committed development combined with LDP development requires more classes to be provided than would be the case from the LDP development alone, there could be construction cost efficiencies achieved from the provision of a larger building.
- 5.15 There is no current reference cost data available on the basis of which it would be possible to estimate the cost of delivering a single additional class at a primary school. This would be

very much dependent on the nature of the existing building and would, most likely, require to be delivered as a direct extension to the existing building rather than as stand-alone accommodation. A reference cost of £300,000 has been assumed based on 50% of the cost of a stand-alone two class building but uplifted to reflect the additional complexity and cost which is anticipated would be associated with providing additional space in this way. Again, at the appropriate time it will be necessary to undertake a feasibility study regarding the most appropriate way to deliver any additional capacity which has been identified as being required.

- 5.16 In some cases where the capacity of a school reaches a certain level due to the impact of new development, additional General Purpose (GP) space will also be required. The ratios of required GP space to classrooms are provided in appendix 2.

### Secondary Schools

- 5.17 It is proposed to undertake a city-wide assessment of capacity across the entire secondary school estate in 2014/15. This will review the capacity methodology and take account of the higher stay-on rates that are now being experienced at both S5 and S6 as well the potential impact of higher primary schools rolls working through to the secondary school sector. The findings of this review will inform the further detailed assessment which is necessary to determine where the required additional secondary school capacity would be best provided in each of the cumulative assessment areas. The outcomes of the assessments will then be used to update the AP.
- 5.18 There is no current reference cost data available on the basis of which it would be possible to estimate the cost of delivering a significant extension to a secondary school. Large scale secondary school extensions will carry significant additional costs in terms of circulation space and providing extra communal support space. The estimated costs of extending secondary schools are based on an assumed requirement of 10 square metres of floor space per pupil at a cost of £2,500 per square metre (at Q1 2014 prices, excluding future inflation). At the appropriate time it will be necessary to undertake a feasibility study regarding the most appropriate way to deliver any additional capacity required in the secondary sector in each area.

### Site Capacities

- 5.19 The LDP provides site capacities based on a density of between 25 and 35 homes per hectare. It is anticipated that the number of housing units for each site will ultimately lie somewhere within the range but this will be subject to detailed master planning. For the purposes of establishing the cumulative impact of the new sites on education provision, the higher figure for each site has been used. This should ensure that there is sufficient education infrastructure to support the new sites coming forward.

### Number of Pupils Generated from New Development

- 5.20 The new housing sites are generally expected to provide family housing. For the purpose of this assessment, the ratio of houses to flats on the greenfield sites is assumed to be 80:20.
- 5.21 On the sites at the International Business Gateway and Edinburgh Park/Gyle, housing will be provided as a component of mixed use proposals and is likely to include more flats and townhouses. For sites within the urban area, the ratio of houses to flats is assumed to be 20:80. A ratio of 60:40 has been assumed within the Ellen's Glen Road site to reflect the surrounding area and nature of the site. The type of development and pupil generation will be monitored as planning applications are received and, if necessary, any required changes will be reflected in the AP.

- 5.22 Assumed pupil generation rates have been applied to each site with a separate house and flat factor. These rates are based on the average number of primary and secondary pupils generated from a mix of housing developments across the Council area completed or part completed over the last ten years. The pupil generation rate for denominational schools is based on the proportion of pupils in the Council area attending denominational schools in 2012/13. The assumed pupil generation rates are set out in Table 1.

**Table 1: Assumed Pupil Generation Rates**

School	House Factor <sup>8</sup>	No. of pupils from 100 dwellings	Flat factor	No. of pupils from 100 flats
ND Primary	0.26	26	0.06	6
ND Secondary	0.17	17	0.026	3
RC Primary	0.04	4	0.01	1
RC Secondary	0.03	3	0.004	1

## 6. West Edinburgh

### Primary School Provision

#### Estimated Number of Primary Pupils Generated

- 6.1 It is anticipated that approximately 746 additional non-denominational pupils and 67 RC pupils will be generated from the new housing sites in West Edinburgh identified in the LDP; see Figure 1 in Appendix 1 with the impact being summarised in Table 2.

**Table 2: Estimated Primary Pupils from new housing sites in West Edinburgh**

West Edinburgh Strategic Development Area	Higher End Capacity	House/Flat Ratio	ND primary school pupils	RC primary school pupils
HSG 19 Maybury	2,000	80/20	440	68
HSG 20 Cammo	700	80/20	154	24
Adjustment to RC pupils expected (1)			30	(30)
<b>Sub-Total Maybury &amp; Cammo</b>	<b>2,700</b>		<b>624</b>	<b>62</b>
Del 5 Edinburgh Park/South Gyle	700	20/80	70	11
Adjustment to RC pupils expected			6	(6)
<b>Sub-Total South Gyle</b>	<b>700</b>		<b>76</b>	<b>5</b>
Emp 6 International Business Gateway	400	20/80	40	6
Adjustment to RC pupils expected			6	(6)
<b>Sub-Total International Gateway</b>	<b>400</b>		<b>46</b>	<b>-</b>
<b>Total West Edinburgh</b>	<b>3,800</b>		<b>746</b>	<b>67</b>

- (1) adjusted to take account of lower than average proportion of catchment attending RC primaries

<sup>8</sup> July 2013

Existing Non-Denominational Primary School Provision

- 6.2 The catchment Non-Denominational (ND) primary schools that currently cover all, or part, of the new housing sites are set out in Table 3 below. East Craigs Primary School is also included as while it is not a directly affected catchment school, it has a relationship with the proposed sites. There is limited spare capacity within most of the schools and additional classrooms will be required at some schools when committed developments are constructed or as a result of rising school rolls in the primary sector. These existing requirements are noted in the table below and committed developments are detailed in Appendix 3. East Craigs Primary School is currently part of the rising primary school rolls programme and is expected to require three additional classrooms for August 2015 to ensure adequate accommodation for its existing catchment population.

**Table 3: Primary school rolls and working capacities in West Edinburgh**

School	No. of classes	Working Capacity <sup>9</sup>	2013 roll <sup>10</sup>	Occupancy rate %	Additional Classes	
					Committed Development	Rising Rolls
Corstorphine	18	504	474	94%	n/a	n/a
Cramond	14	420	394	94%	n/a	n/a
Gylemuir	17	476	449	94%	1	1
Hillwood	4	84	49	58%	3	n/a
East Craigs	14	420	373	89%	n/a	3
<b>Total</b>	<b>67</b>	<b>1,904</b>	<b>1,739</b>	<b>91%</b>		

Non-Denominational Primary School Requirements

- 6.3 Additional school capacity will be needed in response to the additional pupils expected to be generated from the new housing in West Edinburgh. There is limited scope to extend existing primary schools to accommodate the scale of the housing requirement in West Edinburgh. A new three stream primary school with a capacity of 630 pupils is therefore required to serve the pupils generated from the new housing developments in Cammo and Maybury.
- 6.4 The most appropriate location for a new primary school is towards the eastern end of the Maybury housing site, to the south of Turnhouse Road. This location is centrally positioned in relation to all of the new housing sites and offers excellent access to public transport. A site of 2 hectares should be reserved for the provision of the primary school. The Council, as education authority, will conduct a statutory consultation at an appropriate time for the establishment of a new school to confirm its site and catchment area.
- 6.5 It is also proposed that Gylemuir Primary School is extended by 4 extra classes (including 1 GP space) to accommodate the additional 76 pupils expected to be generated from the new housing in Edinburgh Park/South Gyle. This is in addition to the extra capacity already required to be provided in response to rising primary school rolls and/or committed developments as identified in table 3 above. The catchment area for Gylemuir Primary School would require to be extended to accommodate the new development site and a statutory consultation would be required to confirm this change.

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<sup>9</sup> August 2013

<sup>10</sup> ScotExed Primary School Rolls September 2013

- 6.6 It is proposed that Hillwood Primary is extended by 3 extra classes to accommodate an additional 46 pupils expected to be generated from the new housing in the International Business Gateway area. Again, this is in addition to any extra capacity required due to existing committed developments as detailed in table 3 above. The catchment area for Hillwood Primary School would require to be extended to accommodate the new development site and a statutory consultation would be required to promote this change.

#### Existing Denominational Primary School Provision

- 6.7 Fox Covert RC Primary School is the denominational primary school that serves most of West Edinburgh. The school has eight classes and a capacity of 217. The 2013/14 roll is 174; an occupancy rate of 80%. While there is some capacity in the upper years, the Primary 1 intakes have been increasing to take up the spare capacity and new development will therefore require the provision of additional capacity.

#### Denominational Primary School Requirements

- 6.8 The new developments in West Edinburgh are projected to generate demand for an additional 67 RC pupil places. As can be seen from Table 2 this assumes that an estimated 42 pupils would opt to attend their non denominational catchment school. It is proposed that Fox Covert RC is extended by two extra classrooms at an estimated cost of £573,000. Fox Covert RC primary school shares a campus with Fox Covert ND Primary School. The non denominational primary school may require additional classes for August 2016 and the delivery of infrastructure for Fox Covert RC Primary School necessary due to the proposed LDP housing development will need to be considered within this wider context.

### **Secondary School Provision**

#### Estimated Number of Secondary Pupils Generated

- 6.9 It is estimated that 441 non-denominational and 77 RC secondary school pupils will be generated from the new West Edinburgh housing sites included in the LDP; see Figure 1 in Appendix 1 with the impact being summarised in Table 4.

**Table 4: Estimated Secondary Pupils from new housing sites in West Edinburgh**

<b>New Housing Sites</b>	<b>Higher End Capacity</b>	<b>House/Flat Ratio</b>	<b>ND secondary school pupils</b>	<b>RC secondary school pupils</b>
HSG 19 Maybury	2,000	80/20	282	50
HSG 20 Cammo	700	80/20	99	17
Emp 6 International Business Gateway	400	20/80	22	4
Del 5 Edinburgh Park/South Gyle	700	20/80	38	6
<b>Total</b>	<b>3,800</b>		<b>441</b>	<b>77</b>

#### Existing Non-Denominational Secondary School Provision

- 6.10 The majority of the proposed new housing sites lie within the current Craigmount High School catchment area however the school has limited spare capacity or scope to extend. It is proposed to consider the three secondary schools in the West Edinburgh area as one cumulative assessment area in terms of catering for future provision.
- 6.11 As illustrated in Table 5, in 2013/14 there are over 3,100 pupils at the three secondary schools in West Edinburgh. This compares with an overall capacity of 3,500 pupils, giving an occupancy rate of 89%. The rolls at the three schools are affected by placing requests in

and out of their respective catchments as illustrated in Table 6; in particular there are considerable cross catchment flows from the Forrester and Royal High School catchments to Craigmount High School.

**Table 5: West Edinburgh Secondary School Rolls and Capacities**

School Name	Capacity	Roll 2013 <sup>11</sup>	Occupancy rate%
Craigmount	1,400	1,209	86%
Royal High	1,200	1,236	103%
Forrester	900	672	75%
<b>Total</b>	<b>3,500</b>	<b>3,117</b>	<b>89%</b>

**Table 6: Catchment Pupils and Flows in West Edinburgh**

School	Pupils in Catchment Area	Retained Catchment	At Royal High	At Craigmount	At Forrester	Other
Craigmount	958	820	70	n/a	10	58
Royal High	1,128	980	n/a	106	9	33
Forrester	832	566	13	186	n/a	127
<b>Total</b>	<b>2,918</b>	<b>2,366</b>	<b>83</b>	<b>292</b>	<b>19</b>	<b>218</b>

#### Non-Denominational Secondary School Requirements

- 6.12 The impact of rising rolls will take up the spare capacity that currently exists in West Edinburgh and it is proposed to make provision for 441 extra pupils within the West Edinburgh Cumulative Assessment Area. Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at The Royal High School, Craigmount High School or Forrester High School or a combination across some, or all, of these schools. This assessment will also take into consideration the impact on the secondary sector of rising rolls or any existing committed developments.

#### Existing Denominational Secondary School Provision

- 6.13 St Augustine's is the denominational secondary school that serves the West Edinburgh area. The 2013/14 roll is 692 pupils compared to a capacity of 900 places; an occupancy rate of 77%. St Augustine's is also the denominational secondary school which serves the Queensferry and South West Edinburgh Cumulative Assessment Areas.

#### Denominational Secondary School Requirements

- 6.14 It is estimated that 77 pupils will be generated for denominational secondary school places in the West Edinburgh area. Combined with a further 17 additional pupils which are expected to be generated from the Queensferry Cumulative Assessment Area it is estimated that provision to accommodate 94 additional pupils will be required at St Augustine's High School at an indicative cost of £2.35 million.

## **7 South East Edinburgh**

- 7.1 As explained in paragraph 4.6 there are two cumulative assessment areas for the education infrastructure serving South East Edinburgh - Gilmerton/Liberton and Castlebrae.

<sup>11</sup> ScotExed Secondary School Rolls September 2013

## Gilmerton/Liberton Cumulative Assessment Area

### Primary School Provision

#### Estimated Number of Primary Pupils Generated

- 7.2 It is estimated that 418 non-denominational pupils and 55 denominational pupils will be generated from the new housing sites in the Gilmerton/Liberton Cumulative Assessment Area as illustrated in Table 7.

**Table 7: Estimated Primary Pupils from new housing sites in Gilmerton/Liberton Cumulative Assessment Area**

New Housing Sites	Higher End Capacity	House/Flat Ratio	ND primary school pupils	RC primary school pupils
HSG 21 Broomhills	595	80/20	131	20
HSG 22 Burdiehouse	228*	80/20	50	8
<b>Sub-Total</b>	<b>823</b>		<b>181</b>	<b>28</b>
HSG 23 Gilmerton Dykes Road	70	80/20	15	2
HSG 24 Gilmerton Station Road	490	80/20	108	17
HSG 25 Drum	175	80/20	39	6
Adjustment to RC pupils expected			8	(8)
<b>Sub-Total</b>	<b>735</b>		<b>170</b>	<b>17</b>
HSG 30 Moredunvale	200	20/80	20	3
HSG 28 Ellen's Glen Road	260	60/40	47	7
<b>Total</b>	<b>2,018</b>		<b>418</b>	<b>55</b>

\* Part of the Burdiehouse site already has planning permission for 122 units with contributions to education infrastructure agreed. The overall higher end capacity for the full site including that which currently has planning permission is 350 units. Therefore, for the purpose of this education appraisal, a figure of 228 is used which is the maximum site capacity less the number of units which already have planning permission.

#### Existing Non-Denominational Primary School Provision

- 7.3 The new housing sites fall within the catchments of three non-denominational primary schools Craigour Park, Gilmerton and Gracemount (see Table 8). All three schools are expected to require extensions either to cater for rising primary school rolls and/or for committed developments within their catchment area. These existing requirements are noted in table 8 and the committed developments are listed in Appendix 3. Due to rising rolls, six extra classes are already being provided at Craigour Park for August 2014 and Gilmerton is expected to require three new classes for August 2015.

**Table 8: Existing Catchment Primary Schools, Gilmerton/Liberton Cumulative Assessment Area**

School	No of Classes	Capacity	2013 Roll <sup>12</sup>	Occupancy Rate (%)	Additional Classes	
					Committed Development	Rising Rolls
Craigour Park	14	420	388	92%	1	6
Gilmerton	16	462	400	87%	n/a	3
Gracemount	19	546	433	79%	2	n/a
<b>Total</b>	<b>49</b>	<b>1,428</b>	<b>1,221</b>	<b>86%</b>		

#### Non-Denominational Primary School Requirements

7.4 Additional primary school capacity will be needed to cater for new housing in the Gilmerton/Liberton Cumulative Assessment Area. As noted in the summary of education infrastructure requirements in section 2 there are two options to deliver this required capacity.

##### *Option 1*

7.5 Due to the scale and location of the new housing sites one option is to create two new primary schools to accommodate the anticipated additional 418 pupils generated. The first primary school would be at Broomhills and the second at Gilmerton Station Road.

7.6 The new Broomhills primary school catchment area would link the new LDP development sites of Broomhills (currently in Gracemount Primary School's catchment areas) and Burdiehouse (currently in Gilmerton Primary School's catchment area). Part of the Burdiehouse site already has planning permission and due to its location to the west of the overall site would require to be included in the catchment area for the new primary school for geographical reasons. In order to ensure the new school can be fully financed from LDP contributions an equivalent sized part of the remaining development area on the eastern extremity of the overall site would therefore remain within the Gilmerton Primary School catchment area. It is also proposed that the catchment area for the new school should take in part of the existing Southhouse residential area. This would reduce the Gracemount Primary School catchment area but in effect free up capacity at that school for the proposed new LDP housing site at Ellen's Glen Road. The proposed area of transfer would be broadly equivalent to the anticipated pupil generation (47) from the Ellen's Glen Road Site.

7.7 The proposals for the second new school at Gilmerton Station Road are more straightforward with the school only being provided to cater for new LDP development sites at the Drum, Gilmerton Station Road and Gilmerton Dykes Road. This would require a catchment review to remove these sites from the current catchment area which is within that for the existing Gilmerton Primary School.

7.8 Based on the above, there will be a requirement for a new nine class school at Broomhills with a capacity of 231 pupils. At Gilmerton Station Road there would be a requirement for a single stream (seven class) primary school with a capacity of 210 pupils.

7.9 The most appropriate location for the new Broomhills Primary School would be land in the north east part of the Broomhills site. This would be well placed to serve the Broomhills and Burdiehouse sites and has good access to public transport services. A site of two hectares should be reserved for the provision of the primary school and to provide flexibility to allow

<sup>12</sup> ScotExed Primary School Rolls September 2013

the school to expand at a later date if necessary. The most appropriate location for a new primary school to serve the Gilmerton sites would be land in the northern part of the Gilmerton Station Road housing site. This is the largest new site in the Gilmerton area and would offer good access from all of the other sites in this area. A site of two hectares should be reserved for the provision of the primary school and to provide flexibility to allow the school to expand at a later date if necessary.

- 7.10 Children and Families would conduct a statutory consultation at the appropriate time for the establishment of the new schools to confirm the site locations and catchment boundaries.

#### *Option 2*

- 7.11 As the creation of a single stream (seven class) or nine class primary schools is not the preferred operational model for the City of Edinburgh Council an alternative option may be to expand existing primary schools in the area. This would require extending Gracemount and Gilmerton Primary Schools to be four stream (29 class) establishments and potentially also involve catchment reviews and smaller extensions at the neighbouring Liberton and Craigour Park Primary Schools. There are currently no four stream primary schools within the City of Edinburgh's estate and the deliverability of extensions to these schools requires further assessment. A detailed feasibility study into the operational and deliverability aspects of this option therefore requires to be carried out before the preferred option for this area can be confirmed.

#### Existing Denominational Primary School Provision

- 7.12 The area is served by two denominational primary schools. St John Vianney serves the eastern part of the cumulative assessment area with St Catherine's covering the western side. As illustrated in Table 9, both are operating at over 100% occupancy and this situation is expected to continue in future years. At St Catherine's there are now high intakes of baptised Roman Catholic pupils which limit the scope to apply management control to restrict intakes.

**Table 9: Existing RC primary schools, Gilmerton/Liberton Cumulative Assessment Area**

School	No. of Classes	Capacity	2013 Roll	Occupancy Rate (%)
St Catherine's	7	210	217	Over 100
St John Vianney	10	259	283	Over 100

#### Denominational Primary School Requirements

- 7.13 Additional denominational primary school capacity will be needed to cater for new housing in the Gilmerton/Liberton Cumulative Assessment Area. Three extra classes are required at St Catherine's RC to accommodate the projected 35 pupils expected to be generated from new development within the school's catchment area. A one class extension is proposed for St John Vianney RC Primary School to cater for 20 extra pupils from housing developments in Gilmerton and Moredunvale.

#### **Secondary School Provision**

##### Estimated Number of Secondary Pupils Generated

- 7.14 As illustrated in Table 10 it is estimated that 260 non-denominational pupils and 46 denominational pupils will be generated from the new housing sites in the Gilmerton/Liberton Cumulative Assessment Area.

**Table 10: Estimated Secondary Pupils from new housing sites in South Gilmerton/Liberton Cumulative Assessment Area**

New Housing Sites	Higher End Capacity	House/Flat Ratio	ND secondary school pupils	RC secondary school Pupils
HSG 21 Broomhills	595	80/20	84	15
HSG 22 Burdiehouse	228*	80/20	32	6
HSG 23 Gilmerton Dykes Road	70	80/20	10	2
HSG 24 Gilmerton Station Road	490	80/20	69	12
HSG 25 Drum	175	80/20	25	4
HSG 30 Moredunvale	200	20/80	11	2
HSG 28 Ellen's Glen Road	260	60/40	29	5
<b>Total</b>	<b>2,018</b>		<b>260</b>	<b>46</b>

\* Part of the Burdiehouse site already has planning permission for 122 units with contributions to education infrastructure agreed. The overall higher end capacity for the full site including that which currently has planning permission is 350 units. Therefore, for the purpose of this education appraisal, a figure of 228 is used which is the maximum site capacity less the number of units which already have planning permission.

#### Existing Non-Denominational Secondary School Provision

- 7.15 The new housing sites lie within the Liberton and Gracemount High School catchments. There is limited capacity in Gracemount High School and some capacity at Liberton High School but this will eventually be taken up as the high primary school intakes that are now occurring in this part of the city feed through to the secondary schools.
- 7.16 There is a cross movement of pupils between the Gracemount and Liberton High Schools and part of Gilmerton/Liberton Cumulative Assessment Areas is covered by a shared dual catchment area.
- 7.17 The new primary school identified within this appraisal at Broomhills is likely to be a feeder for Gracemount and the new primary school at Gilmerton a feeder for Liberton High.

**Table 11: Existing Secondary Schools, Gilmerton/Liberton Cumulative Assessment Area**

Secondary School	Capacity	Roll 2013/14 <sup>13</sup>	Occupancy Rate (%)
Liberton High	850	605	71%
Gracemount	650	610	94%
<b>Total</b>	<b>1,500</b>	<b>1,215</b>	<b>81%</b>

#### Non-Denominational Secondary School Requirements

- 7.18 Additional school capacity will be needed in the Gilmerton/Liberton Cumulative Assessment Area to accommodate an additional 260 secondary pupils at an indicative cost of £6.5 million. Further detailed assessment is necessary to determine where the additional capacity would be best provided; either at Liberton High School or Gracemount High School or a combination across both of these schools. This assessment will also take into consideration the impact on the secondary sector of rising rolls or any existing committed developments.

<sup>13</sup> ScotExed Secondary School Rolls, September 2013.

Existing Denominational Secondary School Provision

- 7.19 The area is served by Holy Rood RC High School. The 2013/14 roll is 1,071 pupils compared to a capacity of 1,200 places, an occupancy rate of 89%. It is expected that the school will continue to operate at, or close to, capacity through high S1 intakes although part of this capacity is likely to continue to be taken by non-baptised Roman Catholic pupils.

Denominational Secondary School Requirements

- 7.20 The new housing sites within the Gilmerton/Liberton Cumulative Assessment Area are expected to generate 46 additional Roman Catholic secondary pupils. Management controls will be applied in the first instance to give priority to baptised Roman Catholic pupils in preference to extending Holy Rood RC High School. The impact of this policy is that fewer non-baptised pupils will be provided with a place at Holy Rood RC High School and will opt instead to attend their ND secondary catchment school. As this impact would be spread across several ND schools it is assumed for the purposes of this appraisal that no additional capacity is required.

**Castlebrae Cumulative Assessment Area Primary School Provision**Estimated Number of Primary Pupils Generated

- 7.21 As illustrated in Table 12 it is anticipated that 364 non-denominational pupils and 27 denominational pupils will be generated from the new sites at Brunstane and Newcraighall East.

**Table 12: Estimated primary pupils from new housing sites in Castlebrae Cumulative Assessment Area**

<b>New Housing Sites</b>	<b>Higher End Capacity</b>	<b>House/Flat Ratio</b>	<b>ND primary school pupils</b>	<b>RC primary school pupils</b>
HSG 29 Brunstane	1,330	80/20	293	45
Adjustment to RC pupils expected			25	(25)
HSG 27 Newcraighall East	209	80/20	46	7
<b>Total</b>	<b>1,539</b>		<b>364</b>	<b>27</b>

Existing Non-Denominational Primary School Provision

- 7.22 The new housing sites fall within the catchment of Newcraighall Primary School. The school is currently a six class organisation. Developer contributions are being sought from committed housing sites to increase the capacity to seven classes, provide a GP class and provide some extra land around the school. These existing requirements are noted in Table 13 below and the committed developments are detailed in Appendix 3. Niddrie Mill and Brunstane Primary Schools lie in the surrounding area.
- 7.23 Large existing committed developments in the Newcraighall and Niddrie Mill catchments (see details in Appendix 3) will take up spare capacity and additional classes identified in table 13 below. While Brunstane Primary School does have capacity to take extra pupils it lies in the Portobello High School catchment and there is no scope to extend Portobello High School on its proposed replacement site at Portobello Park.

**Table 13: Existing and surrounding primaries in Castlebrae Cumulative Assessment Area**

School	No. of Classes	Capacity	2013 Roll <sup>14</sup>	Occupancy Rate (%)	Additional Classes	
					Committed Development	Rising Rolls
Newcraighall	6	140	109	78%	2 (incl 1 GP)	n/a
Brunstane	13	329	186	57%	n/a	n/a
Niddrie Mill	14	420	270	64%	2	n/a
<b>Total</b>	<b>35</b>	<b>889</b>	<b>565</b>	<b>64%</b>		

#### Non-Denominational Primary School Requirements

- 7.24 The scale of proposed new development requires a new primary school to be provided. It is therefore proposed that a new 14 class primary school is provided within the Brunstane development site. The most appropriate location for a new primary school is within the eastern part of the site which provides a central location with good accessibility. A site of two hectares should be reserved for the provision of the primary school.
- 7.25 A double stream primary school at Brunstane could accommodate the extra pupil generation from both LDP sites and this is the preferred option for educational infrastructure in this area. However, given the different site locations and the potential for different development delivery timescales this may not be a feasible option in itself in isolation. Therefore, if the Newcraighall East development comes forward before any commitment is given by developers to development at Brunstane, the alternative option would be to also require to (in addition to delivering the required new primary school) further extend Newcraighall Primary School (beyond that already required by committed development shown in table 13) from seven to nine classes.

#### Existing Denominational Primary School Provision

- 7.26 St John's RC Primary School covers the Brunstane area and St Francis RC Primary School encompasses Newcraighall. Committed developments in Craigmillar will take up the spare capacity at St Francis and St John's is already operating at over 90% occupancy.

**Table14: Denominational schools in Castlebrae Cumulative Assessment Area**

School	No of Classes	Capacity	2013 Roll	Occupancy Rate (%)
St Francis'	10	259	202	78%
St John's	14	420	382	91%

#### Denominational Primary School Requirements

- 7.27 Funding is committed for a replacement St John's RC Primary School with the same capacity as the current school (14 classes). It is proposed that management controls would be applied to give priority to baptised Roman Catholic pupils living in the catchment rather than seek provision of extra accommodation at that school. The impact of this policy would be that fewer non-baptised pupils would be provided with a place at St John's RC Primary School and would opt instead to attend their ND primary catchment school. As this impact

<sup>14</sup> ScotExed Primary School Rolls September 2013

would be spread across several ND schools it is assumed for the purposes of this appraisal that no additional capacity is required.

- 7.28 At Newcraighall East, the expected RC pupil generation is small (7 pupils) so no extra accommodation at St Francis RC Primary School is required.

### Secondary School Provision

#### Estimated Number of Secondary Pupils Generated

- 7.29 As illustrated in Table 15 it is estimated that a total of 255 pupils (217 non-denominational pupils and 38 denominational pupils) will be generated from the new housing sites in the Castlebrae Cumulative Assessment Area. It is proposed that extra pupil generation at Holy Rood RC High School would be managed by giving priority to baptised RC pupils rather than seeking to extend that school.
- 7.30 The required number of non-denominational pupils for which additional capacity will be required at Castlebrae Community High School will accordingly be increased to take account of this policy.

**Table 15: Estimated secondary pupils from new housing sites in Castlebrae Assessment Area**

New Housing Sites	Higher End Capacity	House/Flat Ratio	ND secondary school pupils	RC secondary school Pupils
HSG 29 Brunstane	1,330	80/20	188	33
HSG 27 Newcraighall East	209	80/20	29	5
Increased ND due to management of RC High School intakes			38	(38)
<b>Total</b>	<b>1,539</b>		<b>255</b>	<b>-</b>

#### Existing Non-Denominational Secondary School Provision

- 7.31 The area is served by Castlebrae Community High School. Placements to surrounding schools has resulted in low rolls but as pupils numbers increase and as large scale committed housing developments in the catchment take place, the roll will increase over time. The Council has expressed a commitment to provide a replacement high school and discussions have taken place with PARC on a town centre site that could accommodate a phased expansion of a new High School to serve the area. The capacity of the existing school would only provide for existing catchment pupils and for part of those pupils generated from committed regeneration of the area. Therefore any increase created by LDP sites would require a planned long term expansion of the new school.

**Table 16: Non denominational secondary schools in Castlebrae Cumulative Assessment Area**

Secondary School	Capacity	Roll 2013/14 <sup>15</sup>	Occupancy Rate (%)
Castlebrae	600	133	22%

#### Non-Denominational Secondary School Requirements

- 7.32 As described above, it is estimated that 255 non-denominational secondary school pupils will be generated from the new housing sites. Provision of extra capacity to accommodate these

<sup>15</sup> ScotExed Secondary School Rolls, September 2013.

pupils at Castlebrae Community High School is required and as noted above would have to be factored into the phased planning for a new high school.

#### Existing Roman Catholic Secondary School Provision

- 7.33 The area is served by Holy Rood RC High School. The current 2013/14 roll is 1,071 pupils compared to a capacity of 1,200 places, an occupancy rate of 89%. The school draws a high proportion of its pupils from the Craigmillar area. It is expected the school will continue to operate at, or close to, capacity through high S1 intakes, although part of this capacity is likely to be taken by non-baptised Roman Catholic pupils.

#### Roman Catholic Secondary Education Requirements

- 7.34 The new housing sites within Castlebrae Cumulative Assessment Area are expected to generate 38 additional Roman Catholic secondary pupils. As noted above, management controls will be applied to give priority to baptised Roman Catholic pupils. As Holy Rood RC High School already draws a high number of non RC baptised pupils from the Craigmillar area, in this instance there is potential for this policy to put greater pressure directly on Castlebrae High School and this is therefore factored into the requirement for additional pupils at Castlebrae High School, increasing the requirement from 217 to an estimated 255.

## **8 Queensferry**

### **Primary School Provision**

#### Estimated Number of Primary Pupils Generated

- 8.1 As illustrated in Table 17 it is estimated that 332 non-denominational pupils and 51 denominational pupils will be generated from the new housing sites in the assessment area.

**Table 17: Estimated Primary Pupils from new housing sites in Queensferry**

<b>New Housing Sites</b>	<b>Higher End Capacity</b>	<b>House/Flat Ratio</b>	<b>ND Primary School pupils</b>	<b>RC Primary School Pupils</b>
South of Builyeon Road	980	80/20	216	33
South Scotstoun	510	80/20	112	17
Dalmeny	18		4	1
<b>Total</b>	<b>1,508</b>		<b>332</b>	<b>51</b>

#### Existing Non-Denominational Primary School Provision

- 8.2 The new housing sites are within the catchments of three primary schools. As illustrated in Table 18, all three schools are currently operating at high occupancy levels. Committed development (as detailed in appendix 3) within the Queenferry area will already require additional primary school capacity to be provided as shown in table 18.

**Table 18: Existing Primary Schools in Queensferry and Dalmeny**

School	No of Classes	Capacity	2013 Roll <sup>16</sup>	Occupancy Rate (%)	Additional Classes	
					Committed Development	Rising Rolls
Queensferry	14	420	395	94%	4	n/a
Dalmeny	5	112	98	88%	n/a	n/a
Echline	12	315	248	79%	n/a	n/a
<b>Total</b>	<b>31</b>	<b>847</b>	<b>741</b>	<b>87%</b>		

#### Non-Denominational Primary Education Requirements

- 8.3 It is estimated that 332 non-denominational pupils will be generated from the new housing sites. A new 14 class, two-stream primary school is therefore required to serve the pupils generated from the new housing developments.
- 8.4 The most appropriate location for a new primary school is within the Builyeon Road Site. This location is centrally positioned and offers good accessibility. A site of two hectares should be reserved for the provision of the primary school.
- 8.5 Children and Families will conduct a statutory consultation at an appropriate time for the establishment of a new school to confirm its site and catchment boundaries.

#### Existing Denominational Primary School Provision

- 8.6 Queensferry is served by St Margaret's RC Primary School. The school has a capacity of 112 pupils and the 2013/14 roll was 105 giving an occupancy rate of 94%. Additional capacity (two additional classes and associated works) is already proposed to cater for committed developments in the catchment area (detailed in appendix 3).

#### Denominational Primary School Requirements

- 8.7 It is estimated that the new housing sites will generate 51 Roman Catholic pupils. It is proposed that St Margaret's RC is extended by a further two classrooms to accommodate this pupil generation.

### **Secondary School Provision**

#### Estimated Number of Secondary Pupils Generated

- 8.8 As illustrated in Table 19 it is estimated that 232 non-denominational pupils and 17 denominational pupils will be generated from the new housing sites in Queensferry Assessment Area.

<sup>16</sup> ScotExed Primary School Rolls September 2013

**Table 19: Estimated secondary pupils from new housing sites in Queensferry Cumulative Assessment Area**

<b>New Housing Sites</b>	<b>Higher End Capacity</b>	<b>House/FI at Ratio</b>	<b>ND Secondary School pupils</b>	<b>RC Secondary School Pupils</b>
South of Buillyeon Road	980	80/20	138	24
South Scotstoun	510	80/20	72	13
Dalmeny	18	80/20	2	0
Adjustment to RC pupils expected			20	(20)
<b>Total</b>	<b>1,508</b>		<b>232</b>	<b>17</b>

Existing Non-Denominational Secondary School Provision

- 8.9 The Queensferry High School catchment covers Queensferry and the surrounding area, including Kirkliston. The current 2013/14 roll is 774 pupils compared with a capacity of 1,000 which gives an occupancy rate of 77%. The impact of rising rolls and committed developments in the catchment (detailed in Appendix 3) will take up the spare capacity at the school. Therefore additional capacity at Queensferry High School will be required to cater for all LDP developments.

Non-Denominational Secondary School Requirements

- 8.10 Provision of capacity to accommodate an additional 232 pupils at Queensferry High School is required. At the appropriate time it will be necessary to undertake a feasibility study to determine the cost and the most appropriate way of delivering the required additional capacity at Queensferry High School.

Existing Denominational Secondary School Provision

- 8.11 St Augustine's RC High School is the Roman Catholic Secondary School that serves Queensferry. The current 2013/14 roll is 692 pupils compared to a capacity of 900 places; an occupancy rate of 77%. The impact of rising rolls and committed developments in the catchment (detailed in Appendix 3) are expected to take up the remaining capacity.

Denominational Secondary School Requirements

- 8.12 It is estimated that 17 Roman Catholic pupils will be generated from the developments in this area. The school also covers the West Edinburgh Assessment Area which is expected to generate a further 77 RC pupils. Therefore additional capacity is required to cater for the pupil generation from all LDP developments and a feasibility study will be required to determine the cost and the most appropriate way of delivering the required additional capacity at St Augustine's RC High School.

**9 South West Edinburgh****Primary School Provision**Estimated Number of Primary Pupils Generated

- 9.1 As illustrated in Table 20 it is estimated that the new housing sites will generate a total of 106 non-denominational pupils and 3 denominational pupils.

**Table 20: Estimated Primary Pupils from new housing sites in South West Edinburgh Assessment Area**

New Housing Sites	Higher End Capacity	House/Flat Ratio	ND primary school pupils	RC primary school pupils
HSG 37 Newmills	245	80/20	54	8
HSG 36 Curriehill Road	70	80/20	15	2
HSG 35 Riccarton Mains Road	35	80/20	8	1
Adjustment to RC pupils expected			11	(11)
<b>Sub-Total Currie</b>	<b>350</b>		<b>88</b>	<b>0</b>
HSG 31 Curriemuirend	180	20/80	18	3
<b>Overall Total</b>	<b>530</b>		<b>106</b>	<b>3</b>

#### Existing Non-Denominational Primary School Provision

- 9.2 The new housing sites fall within the catchment of Currie and Juniper Green Primary Schools. Nether Currie separates the two catchment areas and the school is close to Currie Primary School. Table 21 sets out current capacity and roll of schools in the area. Clovenstone Primary has also been considered given its close proximity to one of the sites and the potential for catchment review for the Curriemuirend site. There is no capacity within Juniper Green Primary and limited capacity within both Nether Currie and Currie Primary Schools. This shortfall in capacity is expected to continue with rolls in the area expected to remain high.

**Table 21: Existing Primary Schools, South West Edinburgh Assessment Area**

School	No of Classes	Capacity	2013 Roll <sup>17</sup>	Occupancy Rate (%)
Currie	14	420	373	89%
Nether Currie	7	210	159	76%
Juniper Green	14	420	404	96%
Clovenstone	15	434	190	44%
<b>Total</b>	<b>50</b>	<b>1,484</b>	<b>1,126</b>	<b>76%</b>

#### Non-Denominational Primary School Requirements

- 9.3 A five class extension is required to Currie Primary School (to cater for all sites other than Curriemuirend) which would increase capacity from 420 to 546 and cater for the predicted extra 88 pupils. The best delivery method for this requirement and the estimated costs will require to be further assessed through a feasibility study.
- 9.4 The Curriemuirend development is expected to generate 18 pupils. There is no spare capacity within Juniper Green Primary School which is the current catchment school for that area. The site lies adjacent to the Clovenstone Primary School catchment and it proposed to make a catchment change to put the site in the Clovenstone Primary School catchment area which has capacity to accommodate the additional pupils. Children and Families would conduct a statutory consultation at an appropriate time to progress this catchment change.

<sup>17</sup> ScotExed Primary School Rolls September 2013

Existing Denominational Primary School Provision

- 9.5 The sites fall within the catchment of St Cuthbert's RC Primary. The school roll in 2013/14 was 181 with a capacity of 210; an occupancy rate of 86%. The number of RC pupils generated from the proposed developments is expected to be low; only 3 pupils.

Denominational Primary School Requirements

- 9.6 As a result of the distances from Currie to the catchment RC primary school at St Cuthbert's, pupils tend to remain in the non-denominational sector and this is reflected in the table 22 below. Management controls will be applied as necessary to give priority to baptised Roman Catholics pupils should it be required.

**Secondary School Provision**Estimated Number of Secondary Pupils Generated

- 9.7 As illustrated in Table 22, it is anticipated that a total of 69 non-denominational pupils and 2 denominational pupils will be generated from the new housing sites in this area.

**Table 22: Estimated secondary pupils from new housing sites in South West Edinburgh Assessment Area**

<b>New Housing Sites</b>	<b>Higher End Capacity</b>	<b>House/Flat Ratio</b>	<b>ND secondary school pupils</b>	<b>RC secondary school pupils</b>
HSG 37 Newmills	245	80/20	35	6
HSG 36 Curriehill Road	70	80/20	10	2
HSG 35 Riccarton Mains Road	35	80/20	5	1
Adjustment to RC pupils expected			9	(9)
<b>Sub-Total Currie</b>	<b>350</b>		<b>59</b>	<b>0</b>
HSG 31 Curriemurend	180	20/80	10	2
<b>Overall Total</b>	<b>530</b>		<b>69</b>	<b>2</b>

Existing Non-denominational Secondary School Provision

- 9.8 The sites are within the catchment of Currie Community High School. The roll at 2013/14 was 775, with a capacity of 900 giving an occupancy rate of 86%. The catchment of Wester Hailes Education Centre is located close to, and shares a boundary with, one of the sites, Curriemurend. The roll for Wester Hailes Education Centre in 2013/14 is 296 with a capacity of 750 giving an occupancy rate of 39%. Primary school rolls have remained high but relatively steady so the impact on secondary schools is not expected to be as great as in other parts of the city. Traditionally Currie draws pupils from outside of its catchment.

Non-Denominational Secondary School Requirements

- 9.9 It is anticipated that the pupils generated by the new housing sites within Currie could be accommodated within the current capacity of Currie High School.
- 9.10 It is proposed that a catchment review is undertaken to accommodate pupils from the Curriemurend housing site which it is proposed be amended to be within the Clovenstone Primary School catchment. Such a change would make Wester Hailes Education Centre the secondary school catchment. There is expected to be no requirement to provide extra capacity at the school.

### Current Denominational Secondary School Provision

- 9.11 The new housing sites are within the catchment of St Augustine's High School. The current 2013/14 roll is 692 pupils compared to a capacity of 900 places giving an occupancy rate of 77%.

### Roman Catholic Secondary School Requirements

- 9.12 The new housing sites in Currie are not anticipated to generate any denominational secondary pupils so there is no educational requirement. The expected secondary school denominational pupil generation from Curriemuirend is low and no contribution is sought.

## **10 Delivery**

- 10.1 The Council will publish an Action Programme (AP) alongside the LDP. The AP will include a list of actions, including any new education infrastructure, needed to deliver the proposals identified in the LDP. Timescales for delivery and ownership of actions will be identified. Requirements may be revised through the AP process. The AP will be updated at least once a year to take account of any changing circumstances and to include further details, where available, on each action. Should alternative acceptable proposals come forward these may be included within future Action Programmes.

## Appendix 1 - Cumulative Assessment Areas

Figure 1 - West Edinburgh Cumulative Assessment Area

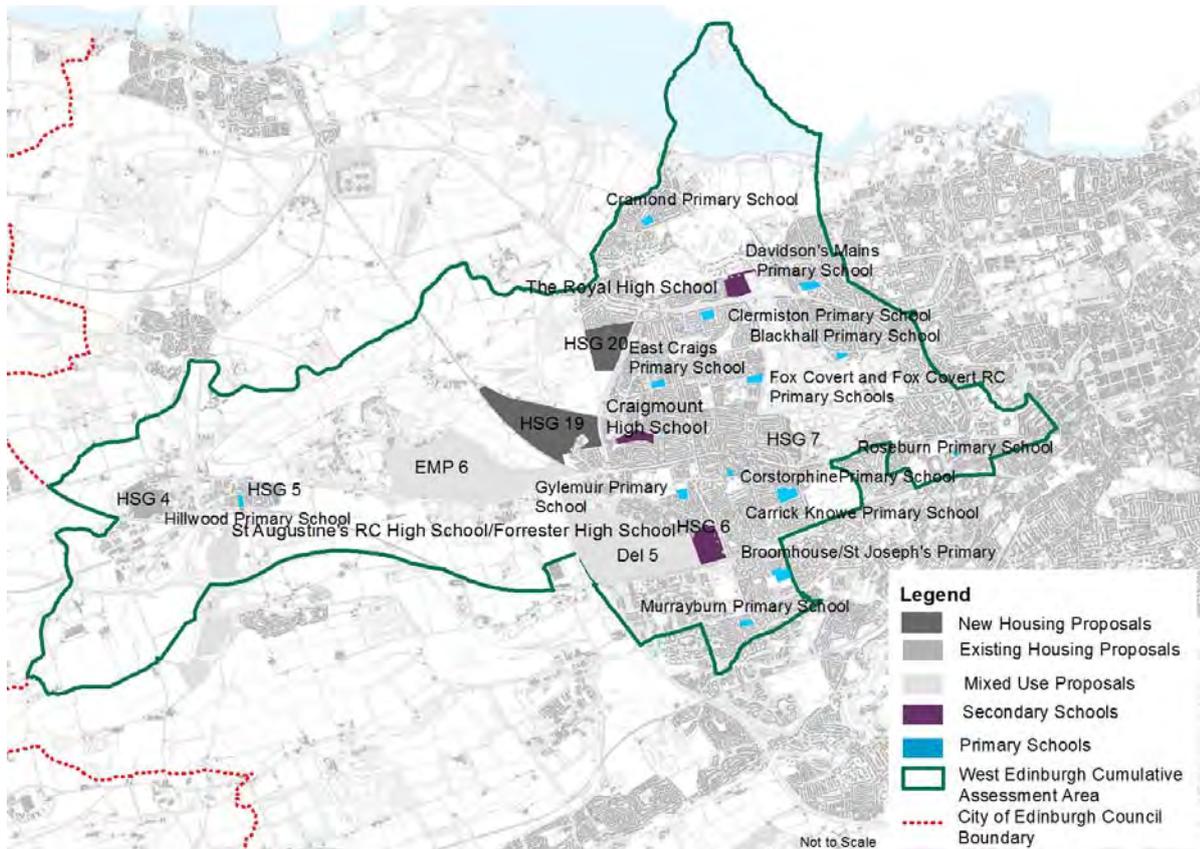


Figure 2 - South East Edinburgh Cumulative Assessment Area

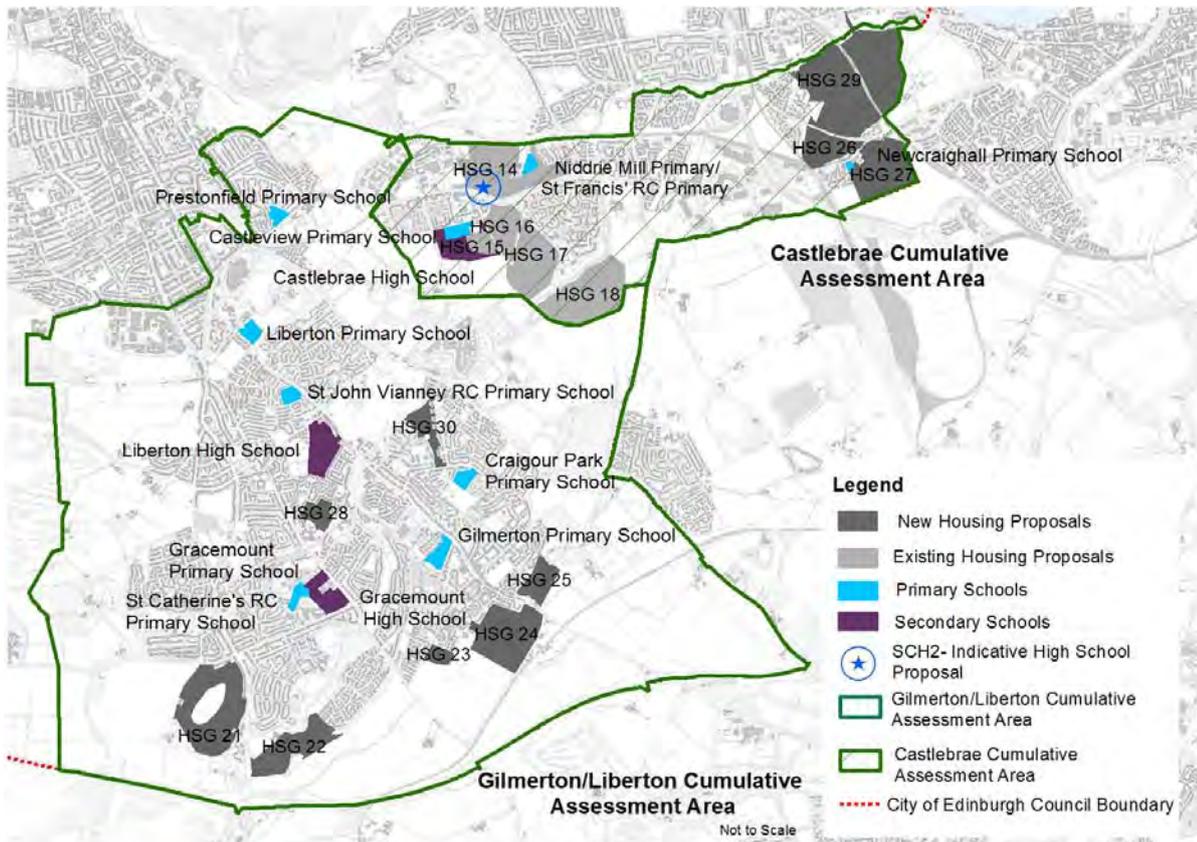


Figure 3 - Queensferry Cumulative Assessment Area

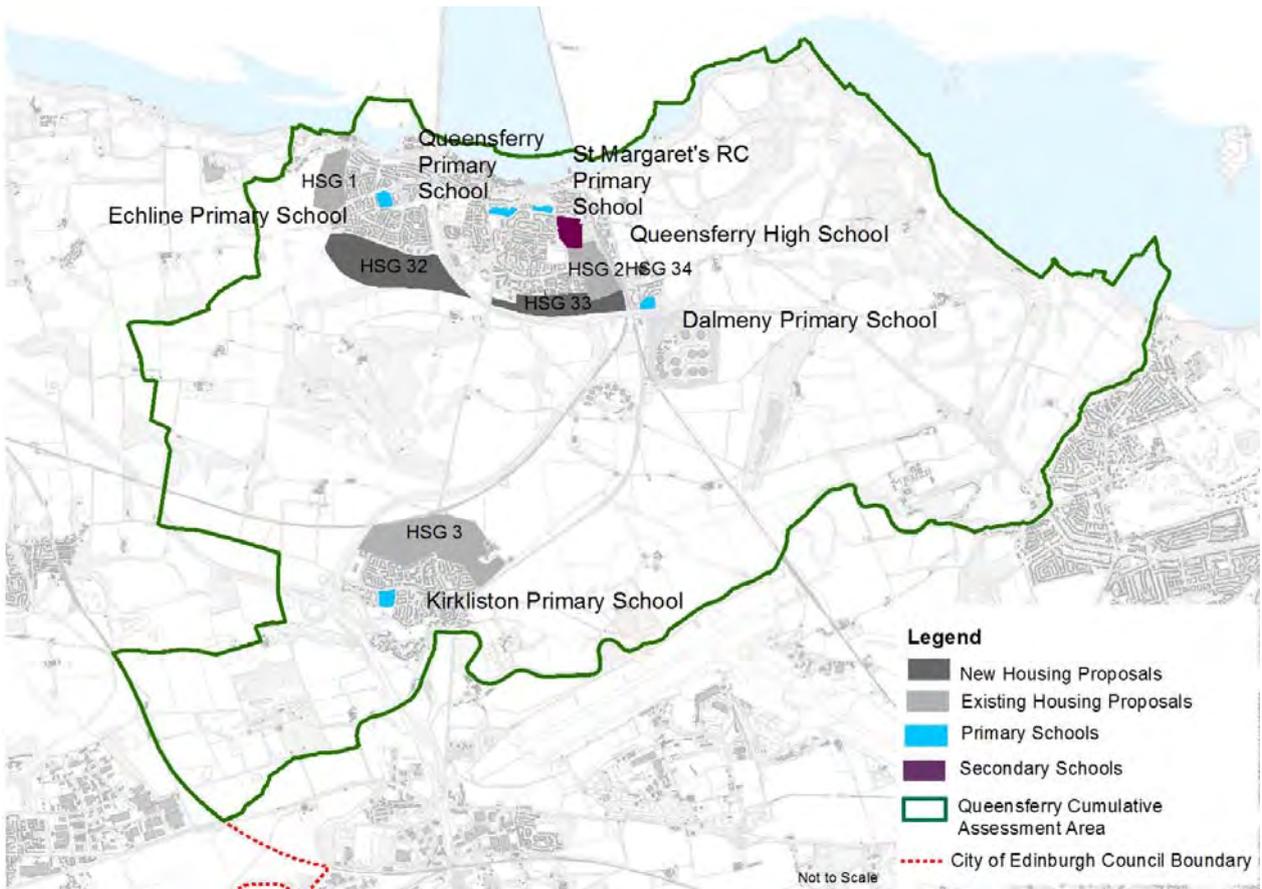
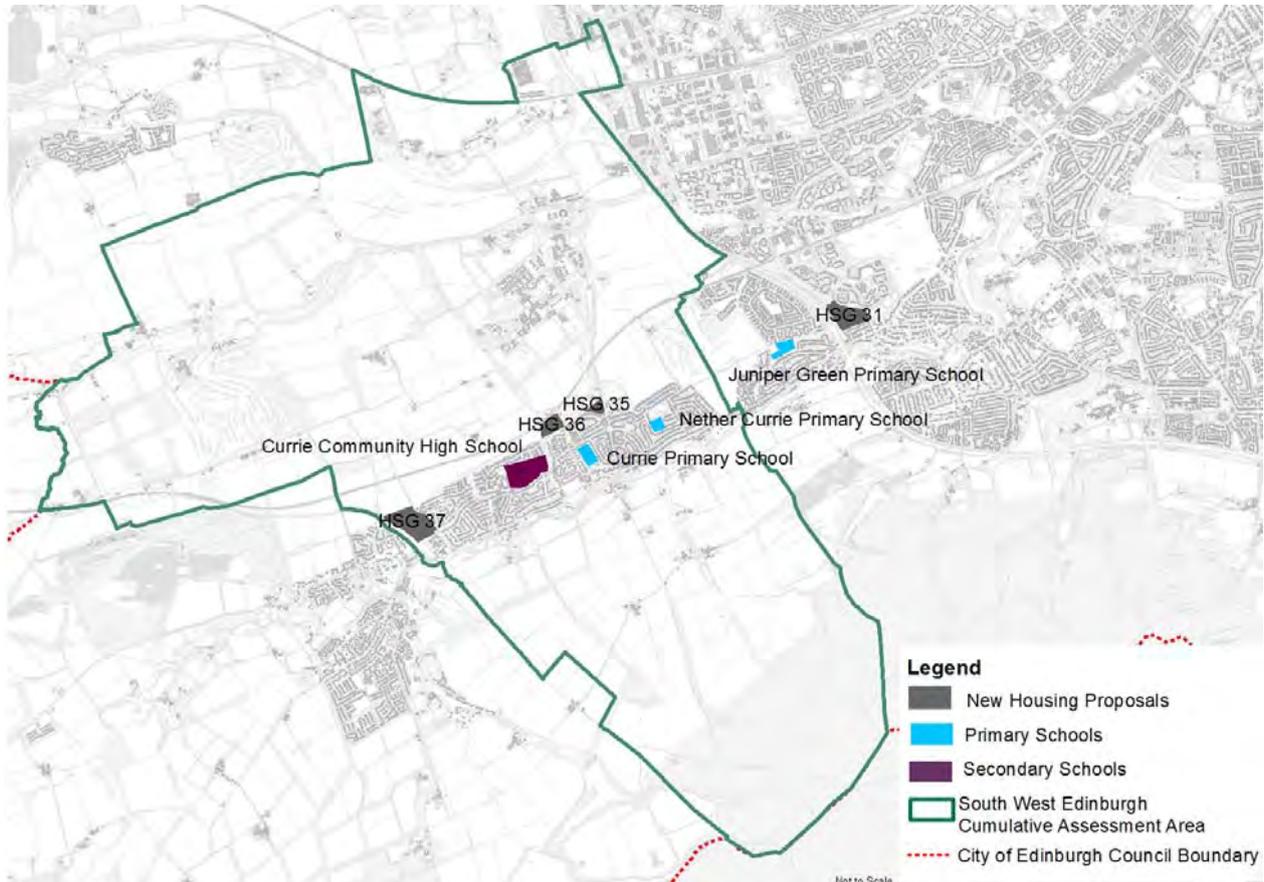


Figure 4 - South West Edinburgh Cumulative Assessment Area



**Appendix 2 – City of Edinburgh Council Working Capacity for Primary Schools**

<b>Class Organisation</b>	<b>Working Capacity</b>	<b>GP Requirements</b>
4	84	1
5	112	1
6	140	1
7	210	2
8	<b>217</b>	2
9	231	2
10	<b>259</b>	2
11	294	3
12	315	3
13	329	3
14	420	4
15	<b>434</b>	4
16	462	4
17	476	4
18	504	4
19	546	4
20	560	5
21	630	5

## Appendix 3 – Current Committed Developments

Area	Location	Developer	Status (note 3)	Total	Houses (note 4)	Flats (note 4)	Pupil Generation				Contribution	School	Infrastructure to be delivered	Main document reference
							ND PS	ND HS	RC PS	RC HS				
West	South Gyle Wynd	Persimmon	PA	203	92	111	31	19	5	3	£281,785	Gylemuir PS	1 class	Table 3
West	Continental Tyres	Unknown	S75	500	400	100	110	71	17	13	£236,691	Forrester HS	tbc	Para 6.12
West	Hillwood Rd	Unknown	PA	121	97	24	27	17	4	3	Inc in above	Hillwood PS	Included above	As above
Qferry	Former Agilent Site	Cala/DW Homes	S75	450	360	90	99	64	15	11	£1,000,000	Queensferry PS*	4 classes	Table 18
Qferry	N Kirkliston	Kirkliston Consortium	S75	675	577	98	156	101	24	18	£760,000	St Margaret's RC	2 classes + ancillary (tbc)	Par 8.6
SE1	Budiehouse Loan	Barratt	S75	122	98	24	25	18	3	2	£26,800	Holy Rood RC	Included above	As above
SE1	Alnwickhall Reservoir	Cala/DW Homes	S75	297	238	59	65	42	10	7	£500,000	Gracemount PS	2 classes	Table 8
SE1	Edmonstone Holdings	Unknown	S75	110	94	16	25	16	4	3	£245,800	Craigour Park PS	1 class	Table 8
SE2	Duddingston Park S	Barratt	S75	192	154	38	42	27	7	5	£400,000	Niddrie Mill PS	2 classes	Table 13
SE2	Blackchapel Close	Barratt	PA	91	67	24	19	12	3	2	£182,000	Niddrie Mill PS	Included above	As above
SE2	Newcraighall East	Unknown	S75	176	158	18	42	27	7	5	£415,000	Newcraighall PS	2 classes + ancillary (tbc)	Table 13
SE2	Newcraighall North	Barratt	S75	220	200	20	53	35	8	6	£415,000	Newcraighall PS	Included above	As above
SE2	New Greendykes	Persimmon	S75	874	521	353	157	98	24	17	£1,070,000	Castlebrae HS	Contribution to replacement high school	Para 7.31

\* Or alternatively other ND primary schools in Queensferry/Dalmeny

\*\* A contribution of £4.9 million is also being made to extend Kirkliston Primary School and provide improved gym/dining facilities

## Notes

- 1) Developer contributions are sought/provided to address capacity constraints/accommodation pressures including constraints to school facilities that limit the scope to increase capacity.
- 2) The Holy Rood RC contribution was to take account of the extra capacity that would be provided at the replacement school when built (now completed).
- 3) Under the 'Status' column 'S75' denotes where a Section 75 agreement has been signed. Where 'PA' is shown, this denotes that a planning application has been made or approved subject to a Section 75, and where a contribution has been sought, but the agreement is still to be signed.
- 4) The breakdown between houses and flats is derived either from the planning application or is based on an 80/20 house/flat ratio. Pupil generation assumptions are based on the revised ratios which have been used elsewhere in this appraisal. However, in the assessment of developer contributions, the ratios set out in the Developer Contributions Guidance Policy were applied. No adjustments have been made to the estimated numbers of pupils generated to reflect local considerations such as distance to the nearest RC schools.
- 5) In considering future housing requirements shown in the educational appraisal, the assumption has been made that the developments identified above will proceed to completion and that contributions will be received in advance of new sites coming forward. In some cases new housing sites may come forward before the existing houses sites and the implications of this will require to be considered through revisions of the action programme.

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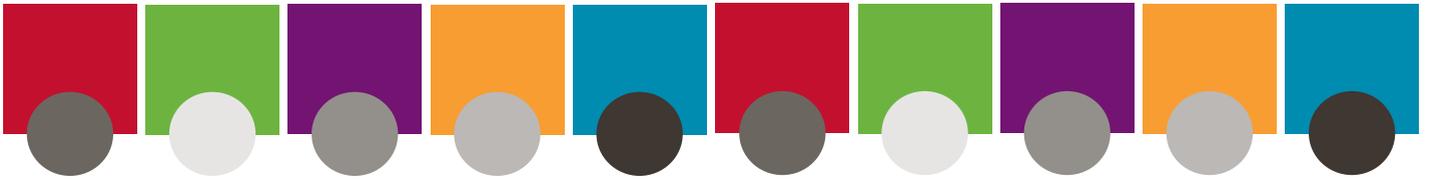
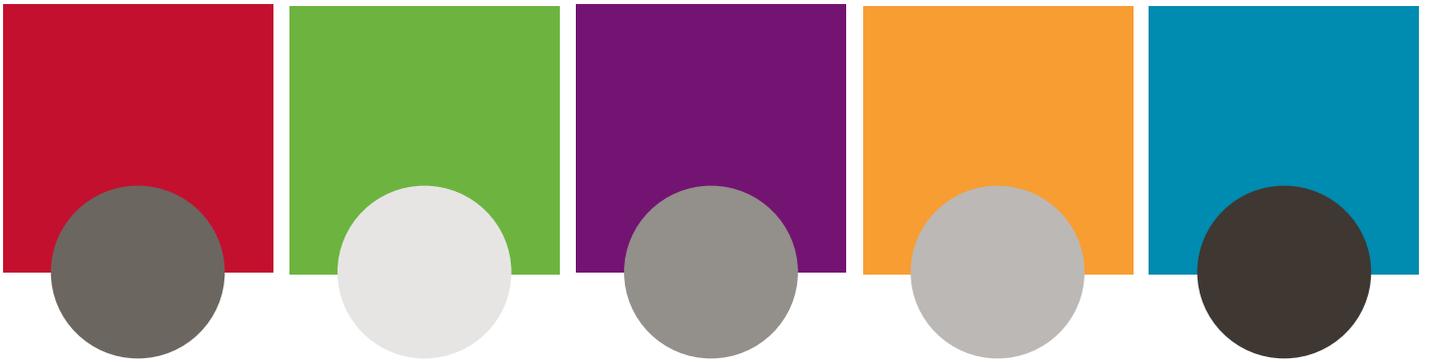
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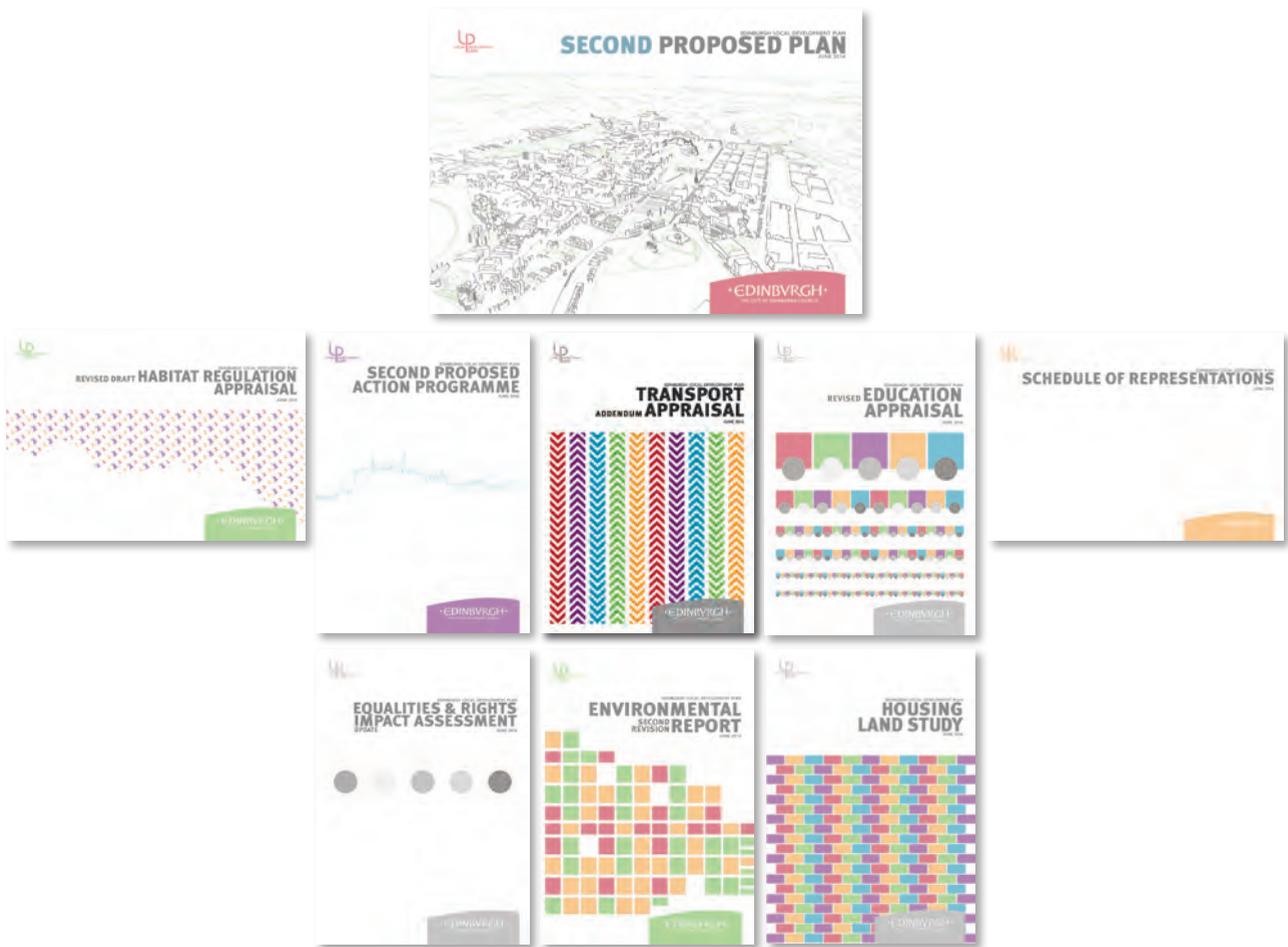


EDINBURGH LOCAL DEVELOPMENT PLAN

# TRANSPORT ADDENDUM APPRAISAL

JUNE 2014





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

The Action Programme sets out actions to deliver the Plan.

The Schedule of Representations explains how engagement informed the Plan.

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

The Transport Appraisal identifies transport actions to support the Plan.

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

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

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

The Housing Land Study sets out the assumption on housing land availability which inform the Local Development Plan.

See the documents and other information at: [www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan)

Published in 2011



Published in 2013



# **Local Development Plan Transport Appraisal**

## **Addendum**

**June 2014**

## **Overview of Transport Appraisal**

This section sets out the context for the preparation of the Transport Appraisal and its addendum. It explains how it has been used to inform the Local Development Plan and Action Programme.

As part of the preparation of the Local Development Plan, the Council, in line with national guidance, commissioned the preparation of a Transport Appraisal. The purpose of the appraisal was to assess at an appropriate level the impact of the Edinburgh Local Development Plan strategy on the transport network, and to identify and outline the transport interventions that will be required to ensure that the strategy does not have an unacceptable negative impact on the transport network.

The Council commissioned Halcrow Group Limited (CH2MHILL) to carry out the Transport Appraisal on its behalf. The project involved close working between Halcrow and Council Planning and Transport officers to ensure a rigorous approach. Transport Scotland were also involved in the process and attended the initial inception meeting and a workshop where the initial results were presented for discussion. The Transport Appraisal was undertaken in two stages, the first for the Proposed Local Development Plan which was approved in March 2013 and the second (the addendum) for the Second Proposed Plan. A Second Proposed Plan was required because the approved Strategic Development Plan and its supplementary guidance significantly increased the housing land requirement in the Edinburgh city region.

The addendum ( May 2014) updates the original Transport Appraisal to take account of the changes and additions to new housing sites included in the Second Proposed Local Development Plan. The addendum updates the original demand analysis, using the original methodology, assessing the cumulative impact of new, amended and original housing sites that are identified in the Second Proposed Plan. The addendum also includes site summary sheets for each of the additional new housing proposals. These include a list of recommended transport interventions which have been subject to assessment using the same methodology used for the original transport appraisal. Where appropriate these interventions have been included in the Proposed Plan, either as a Transport Proposal or referred to in the relevant site brief or development principles. Other transport interventions will be included in the LDP Action Programme which will be updated when more detailed transport assessment work is undertaken or as further information becomes available. The assessment of the interventions for the sites set out in the original report has not been replaced. As a result, both the original report and its addendum should be read together to understand the methodology and the results of the appraisal.

To accord with the approved Strategic Development Plan and its Supplementary Guidance on Housing Land, the second Proposed Plan allocates land for around 8,500 new houses. It is important to recognise that the scale of new housing development required will inevitably have an impact on the transport network regardless of where it is located. The LDP strategy seeks to minimise this impact. The Transport Appraisal

does not comprise detailed transport modelling. Detailed transport modelling will be undertaken as part of the planning application process as details of the individual sites, including access arrangement and layouts emerge. The Transport Appraisal is one of a number of background documents informing the Local Development Plan and Action Programme.

The Transport Appraisal recommends a residential travel plan be prepared for each of the 15 new housing sites. It considers that travel plans are relevant but not necessary to support development. The Proposed Plan requires travel plans to be prepared for major travel generating proposals in locations not well served by public transport. Accessibility by public transport was one of the main criteria used in identifying the new housing sites and a number of interventions have been identified to provide access to public transport and promote active travel. Travel plans are a useful tool in promoting sustainable travel and helping to meet mode share targets. However, these are not considered to be essential to support development of the new housing sites and therefore are not a requirement of the Proposed Plan.

If you have any queries on the LDP Transport Appraisal, please contact Keith Miller, Senior Planning Officer on 0131 469 3665 or [keith.miller@edinburgh.gov.uk](mailto:keith.miller@edinburgh.gov.uk).

## **Introduction**

A strategic transport appraisal (TA) to support Edinburgh's emerging Local Development Plan (LDP) was undertaken during 2012-2013, with production of the final report (TA) in March 2013. The TA focused on a number of new housing sites to be included in the Proposed LDP in addition to sites identified in previous local plans (Edinburgh City Local Plan and Rural West Edinburgh Local Plan).

In June 2013, Scottish Ministers approved the Strategic Development Plan and increased the housing land requirement for the Edinburgh city region. SESplan were required to prepare supplementary guidance on housing land to indicate how much of the overall housing land requirement should be met in each of the six member authority areas in the period to 2024. To meet the requirements of the SDP and its supplementary guidance, the Council has prepared a second proposed LDP which has amended the capacity of a number of the sites considered within the original TA and has included a number of additional housing sites. This Addendum to the TA has been prepared to update the relevant sections of the main TA to reflect the changes in the LDP strategy. The Addendum considers the cumulative impact of all the proposed sites.

## **Addendum**

Table 1 sets out the 15 sites that were considered within the TA report and notes a number of changes in proposed capacity.

*Table 1: TA Report Sites*

<b>Site</b>	<b>Mid-range capacity estimate</b>
Maybury 1	1,000 (previously 600)
Maybury 2	850 (previously 525)
International Business Gateway	350
Edinburgh Park/The Gyle	575
Cammo	600 (previously 500)
Burdiehouse 1	510 (previously 570)
Burdiehouse 2	300
Gilmerton 1	60
Gilmerton 2	420 (previously 500)
Drum 1	150
Moredunvale Road	188 (previously 50)
Newcraighall 1	180 (previously 270)
Newcraighall 2	330
Riccarton Mains Road	30 (previously 50)
Curriemuirend	165 (previously 100)

The revised mid-range capacities give a total of 5,708 units for the original sites, which is a 16% increase on the 4,930 units considered within the TA report.

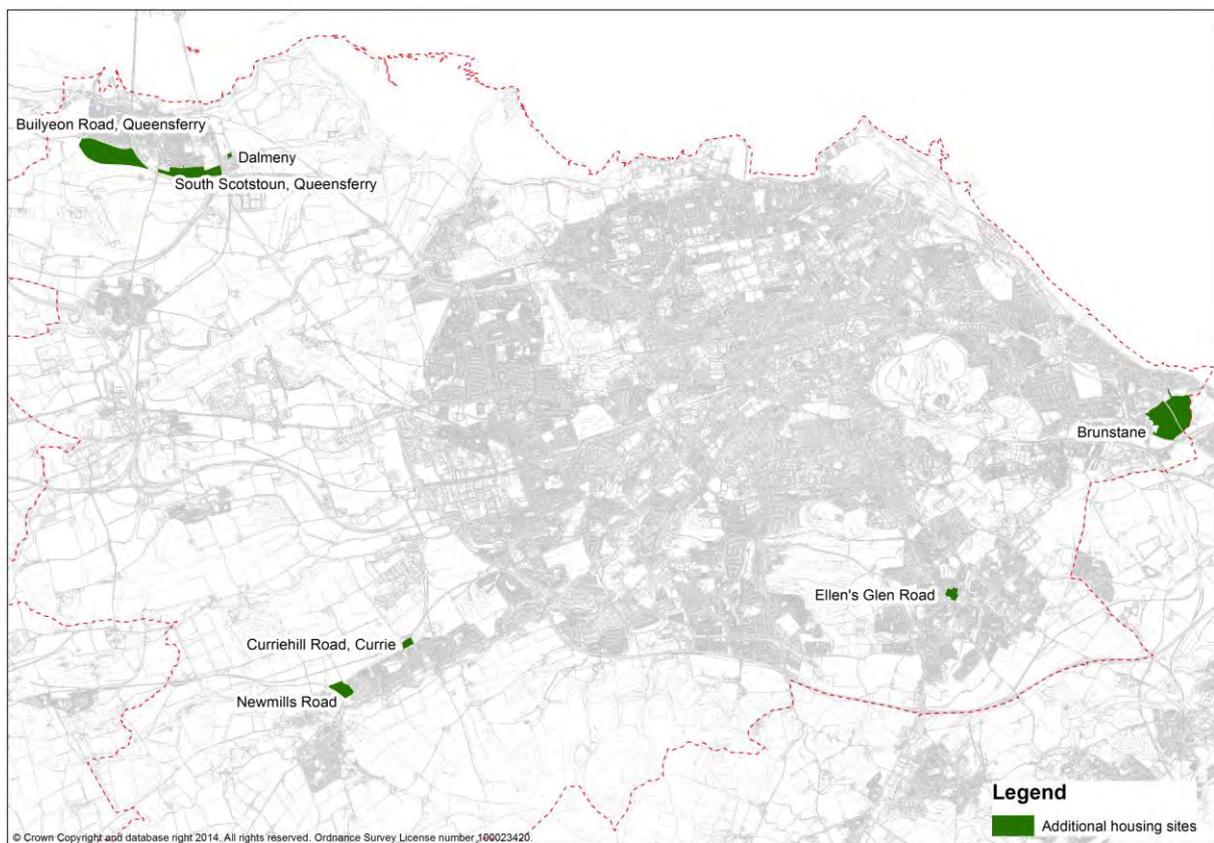
Table 2 sets out the seven additional housing sites that are to be considered, together with their indicative capacities.

**Table 2: Additional Sites**

Site	Mid-range capacity estimate
Ellen's Glen	240
Dalmeny	15
Newmills, Balerno	210
Brunstane	1,140
Bullyeon Road, Queensferry	840
South Scotstoun, Queensferry	440
Curriehill Road, Currie	60

The additional sites have a total mid-range capacity of 2,945 units. This gives a total of 8,653 units assessed within this Addendum, which is a 75% increase from the main TA report.

**Map of Additional LDP Housing Sites**



## **Demand Analysis**

Demand analysis for the sites to be considered within the Addendum follows that undertaken for the main sites set out in the TA report. The following paragraphs give a summary of the process and more detail is set out in the TA report. Analysis was undertaken using Microsoft Excel spreadsheet tool, developed specifically for the transport appraisal.

A daily person trip rate per unit of housing was generated from TRICS (Trip Rate Information Computer System), with values of 8.8 for privately owned houses and 7.2 for rented houses, respectively, calculated. It was not possible to differentiate between flats and house size at this point, as this aspect is still to be determined definitively through the planning application process. These trip rates were then applied to each of the LDP housing sites, with 25% of units allocated to affordable housing, in line with current CEC policy, for two time periods – units implemented by 2020 and the remaining units implemented by 2025.

After an estimated number of trips was generated for each development, it was necessary to assign these trips by mode. This was done by applying modal splits. Modal split was assigned based on an estimated modal share for 2010. This estimated modal split was based on a baseline of modal share from 2001 Census data from 'travel to work' statistics for five edge-of-city wards, which was then adjusted with more recent Scottish Household Survey data (in the absence of 2011 Census data, not published at the time of writing of TA report).

For the Baseline (Do Nothing) scenario, a uniform set of modal splits was applied across all developments. For the Do Minimum scenario and the Do Something scenario, different modal splits were applied to each site to reflect a more realistic scenario of how the transport system might look in future years with "committed" and LDP transport interventions in place, respectively, affecting individual sites.

In order to both distribute trip demand spatially across the transport network and to provide a spatial structure for the development of multi-modal solutions, a broad spatial framework was developed for this study. This focused on a set of strategic corridors, produced in line with the SDP strategy and key road and public transport routes were identified within these corridors.

Trip demand forecasts were also generated for 'committed' housing sites to provide estimated additional trips on strategic corridors from committed development alone and then additionally from the new housing sites. The figures have changed slightly from the original report as a result of error corrections. In addition, the forecast demand from the potential housing sites is set against the background of moderate growth in overall traffic levels which may happen in the absence of the LDP proposals.

The calculated demand was then distributed across the spatial framework. To assist with this, gravity models were developed and applied. The gravity models produced a distribution of trips by broad spatial corridor for the potential housing sites and committed residential sites. This distribution was applied to the trip demand within the demand analysis. A further distribution of these trips was carried out within corridors by mode, by peak hour (10% of all trips) and, finally, for car trips, by road. Professional judgement was used to assign proportions of peak car trips across individual key roads

within the strategic corridors. Finally, the peak hour trip demand was assessed in terms of its impact on the transport network, in both quantitatively and qualitatively ways.

Due to the limitations of the spreadsheet tool, vehicular trips were allocated to relevant adjacent strategic corridors. It should be noted that some traffic will be likely to use nearby alternative secondary routes, so some impact on a strategic corridor may be higher than would actually occur. In addition, traffic on an initial strategic corridor may connect to a subsequent strategic corridor, for example the Orbital Corridor (which includes the A720 City Bypass and the local Inner Orbital route), meaning that overall impact across the whole network is not provided and may be slightly under-estimated for sections of some routes. However, such under-estimates are probably offset by use of full build-out estimates for 2024/25. Computer modelling would provide further clarity on this subject. However, the lack of an existing up-to-date Edinburgh area model meant budget and timescale constraints prevented such an assessment being undertaken.

With regard to main corridor allocations, the following assumptions have been made (all sites are likely to have some impact on the Corridor 7 (Orbital) :-

Maybury 1	Corridor 1 (77%) & Corridor 4 (14%)
Maybury 2	Corridor 1 (69%) & Corridor 4 (21%)
International Business Gateway	Corridor 1 (75%) & Corridor 4 (12%)
Edinburgh Park / The Gyle	Corridor 1 (93%) & Corridor 4 (4%)
Cammo	Corridor 1 (64%) & Corridor 4 (28%)
Burdiehouse 1	Corridor 2 (86%) (mainly A701 – 70%)
Burdiehouse 2	Corridor 2 (82%) (mainly A701 – 70%)
Gilmerton 1	Corridor 2 (86%) (mainly A772 – 70%)
Gilmerton 2	Corridor 2 (87%) (mainly A772 – 60%)
Drum 1	Corridor 2 (88%) (mainly A772 – 60%)
Newcraighall 1	Corridor 3 (87%) (A1 – 40%, A6096 – 60%)
Newcraighall 2	Corridor 3 (87%) (A1 – 40%, A6096 – 60%)
Riccarton Mains Road	Corridor 5 (91%)
Curriehill Road, Currie	Corridor 5 (88%)
South Scotstoun, Queensferry	Corridor 1 (45%) & Corridor 4 (35%)
Builyeon Road, Queensferry	Corridor 1 (45%) & Corridor 4 (35%)
Moredunvale Road	Corridor 2 (91%) (A772 & Lasswade Road)
Curriemuirend	Corridor 5 (92%)
Ellen's Glen Road	Corridor 2 (88%)
Dalmeny	Corridor 1 (45%) & Corridor 4 (35%)
Newmills, Balerno	Corridor 5 (88%)
Brunstane	Corridor 2 (100%) (A1 – 40%, A6095 – 60%)

It should be noted that the analysis does not identify direction of flow.

## **Baseline Scenario**

The Baseline Scenario (also considered as Do Nothing) assesses demand from all the LDP housing sites assuming background traffic growth in the network and the delivery of committed residential development. In terms of modal share, it assumes a baseline (2010) modal split of trips, based on existing values. The scenario assumes no improvements will be made in terms of modal shift to more sustainable transport modes and the baseline modal split observed currently continues.

Throughout this addendum, sustainable modes are defined as those trips undertaken by walking, cycling, public transport (bus, train and tram), motorcycle and as a car passenger. Taxi trips are excluded, as they are considered to frequently constitute a private vehicle trip.

For the baseline scenario, modal split is deemed to be consistent across all sites, with applied values as set out in Table 3. Realistically, there may be some variation for individual sites but the applied values are considered reasonable for this scenario.

*Table 3 - Baseline (Do Nothing) scenario – % modal splits by site (uniform)*

<b>Site</b>	<b>Corridor</b>	<b>Car Driver +taxi</b>	<b>Car pax</b>	<b>Train</b>	<b>Bus</b>	<b>Cycle</b>	<b>Walk</b>	<b>Other</b>	<b>Total Sustainable</b>
<b>All LDP sites</b>	-	58.9	6.0	1.7	21.6	2.0	7.8	2.0	<b>41.1</b>

The impact analysis results for Scenario 1 – Baseline are shown below, by corridor (Table 4) and by site (Table 5).

Table 4: Scenario 1 – Baseline Case – Corridor Impact		CORRIDOR 1 - West Edinburgh		CORRIDOR 2 - South East Edinburgh				CORRIDOR 3 - East Edinburgh		CORRIDOR 4 - North West Edinburgh		CORRIDOR 5 - South West Edinburgh		CORRIDOR 6 - South Edinburgh		CORRIDOR 7 - Orbital Edinburgh																			
		A8 Glasgow Road	Stenhouse / Broomhouse	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A1	A6095	A90 Queensferry Road	A71 Calder Road	A70 Lanark Road	A702 Biggar Road	A720 - Outer orbital	Inner Orbital	4,447	1,333	1,500	1,102	1,874	740	5,329	875	3,832	2,000	2,465	1,000	6,265	886						
2011 Baseline peak hour flow																																			
2019/20	Corridor impact - by car (peak car trips)	272		370				113		82		188		0		113																			
2019/20	LDP only	256	16	104	149	73	44	45	68	82	75	113	98	14																					
	LDP only as % over baseline peak hour flow	5.8%	1.2%	7.0%	13.5%	3.9%	6.0%	0.8%	7.8%	2.1%	3.8%	4.6%	1.6%	1.6%																					
	Background growth 2019/20	44	13	15	11	19	7	320	9	230	20	25	376	9																					
	Committed residential 2019/20	156	20	48	71	16	25	36	54	33	30	45	54	7																					
LDP (44) over (baseline traffic plus background growth plus committed residential)																																			
	LDP only as % over baseline peak hour flow plus background growth plus committed residential)	5.5%	1.2%	6.7%	12.6%	3.8%	5.7%	0.8%	7.3%	2.0%	3.7%	4.5%	1.5%	1.6%																					
	LDP and committed residential and growth 2019/20	457	49	168	231	108	76	401	130	345	125	182	528	30																					
	% over 2011 baseline peak hour flow	10.3%	3.7%	11.2%	20.9%	5.8%	10.3%	7.5%	14.9%	9.0%	6.3%	7.4%	8.4%	3.4%																					
2024/25	Corridor impact - by car (peak car trips)	1758		906				910		561		232		0		475																			
2024/25	LDP only	1637	120	313	342	134	118	364	546	561	93	139	429	46																					
	LDP only as % over baseline peak hour flow	36.8%	9.0%	20.8%	31.0%	7.1%	15.9%	6.8%	62.4%	14.6%	4.6%	5.7%	6.8%	5.2%																					
	Background growth 2024/25	89	27	30	22	37	15	533	18	383	40	49	627	18																					
	Committed residential 2024/25	245	40	51	66	12	28	17	26	54	38	57	72	9																					
	LDP only as % over baseline peak hour flow plus background growth plus committed residential)	34.2%	2.7%	15.3%	28.7%	7.0%	15.0%	6.2%	59.5%	13.1%	4.5%	5.4%	6.2%	5.1%																					
	LDP and committed residential and growth 2024/25	1972	186	394	430	183	160	914	589	999	171	246	1127	73																					
	% over 2011 baseline peak hour flow	44.3%	14.0%	26.3%	39.0%	9.8%	21.6%	17.2%	67.3%	26.1%	8.5%	10.0%	18.0%	8.3%																					

**Table 5: Scenario 1 – Baseline Case – Site Impact**

NUMBER OF PEAK HOUR TRIPS GENERATED	INTERIM 2019/20		INTERIM 2019/20		INTERIM 2019/20		INTERIM 2019/20		INTERIM 2019/20		INTERIM 2019/20		FULL 2024/25		FULL 2024/25		FULL 2024/25	
	LDP sites		LDP sites only		LDP plus committed sites		Committed sites in the vicinity of LDP sites		LDP sites only		LDP plus committed sites		LDP sites only		LDP plus committed sites		LDP plus committed sites	
	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail
	30	11	98	36	3	47	30	11	1	560	205	16	590	216	17			
Maybury 1	30	11	98	36	3	47	30	11	1	476	174	14	506	185	15			
Maybury 2	0	0	0	0	0	0	0	0	0	196	72	6	196	72	6			
International Business Gateway	53	19	42	15	1	35	106	39	3	322	118	9	428	157	12			
Edinburgh Park/The Gyle	0	0	84	31	2	31	45	17	1	336	123	10	381	140	11			
Cammo	34	13	56	21	2	33	34	13	1	168	62	5	202	74	6			
Burdiehouse 2	26	9	34	12	1	22	26	9	1	34	12	1	59	22	2			
Gilmerton 1	26	9	42	15	1	25	26	9	1	235	86	7	261	96	8			
Gilmerton 2	26	9	56	21	2	30	26	9	1	84	31	2	110	40	3			
Drum 1	23	8	67	25	2	33	23	8	1	101	37	3	124	45	4			
Newcraighall 1	23	8	56	21	2	29	23	8	1	185	68	5	208	76	6			
Newcraighall 2	34	13	84	31	2	43	34	13	1	285	105	8	320	117	9			
Burdiehouse 1	14	5	17	6	0	11	14	5	0	17	6	0	31	11	1			
Riccarton Mains Road	14	5	34	12	1	17	14	5	0	34	12	1	48	17	1			
Curriehill Road, Currie	29	11	56	21	2	31	38	14	1	246	90	7	284	104	8			
South Scotstoun, Queensferry	29	11	0	0	0	11	38	14	1	470	172	14	508	186	15			
Builyeon Road, Queensferry	4	2	84	31	2	33	5	2	0	105	39	3	93	19	1			
Moredunvale Road	14	5	92	34	3	39	14	5	0	92	34	3	106	39	3			
Curriemuirend	0	0	67	25	2	25	0	0	0	134	49	4	134	49	4			
Ellen's Glen	0	0	8	3	0	3	0	0	0	8	3	0	8	3	0			
Dalmeny	12	5	67	25	2	28	14	5	0	118	43	3	132	48	4			
Newmills, Balerno	0	0	50	18	1	17	0	0	0	638	234	18	638	234	18			
Brunstane	422	155	1192	437	34	589	540	198	16	4842	1776	140	5366	1952	153			
<b>TOTAL number of trips generated</b>																		

## Results

Table 4 observations of comparison with Main Report Table 4-2:-

- Significant increase in LDP peak period trips on Corridor 1 (West) A8 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Increases on Corridor 2 (South East) routes is due to increased capacity of Modedunvale Road site and new Ellen's Road site.
- Significant increase on Corridor 3 (East) is due to new Brunstane site, with main impact being on the A6095, due to its low baseline flow.
- Significant increase in LDP peak period trips on Corridor 4 (North West) A90 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Modest increases on Corridor 5 (South West) is due to increased capacity at Curriemuirend and new site at Newmills, Balerno.
- Increase on Corridor 7 (Orbital) is due to increased capacity of original sites and new sites.
- The increases in trips from committed residential allocations is the result of an error correction from the Main Report analysis.

In terms of key corridors and their sub-routes, the majority are forecast to experience increase in vehicular traffic volumes of more than 5% over baseline plus background growth and committed development by 2024/25, with full build-out, as a result of all the proposed LDP housing sites. Of the 14 sub-routes, six are forecast to see increases exceeding 10.0%.

Caution needs to be exercised when considering some of the results. For example, a road with a low existing baseline flow may experience a significant % increase but this may be accommodated without requiring major enhancements.

It should be noted that these increases :-

- (i) assume full build-out by 2024/25;
- (ii) do not allow for vehicles using secondary roads;
- (iii) do not identify use of just a short section of the corridor, which would have limited impact.

In terms of individual sites, the LDP sites are forecast to generate an additional 4,842 vehicular trips during the one hour peak period by 2024/25, with the largest impacts due to Maybury 1 and 2; Builyeon Road, Queensferry; and Brunstane, as would be expected as they are the four largest sites. These sites also generate significant numbers of potential trips by bus that would need to be accommodated.

## Do Minimum Scenario

The Baseline Scenario took no account of transport interventions that can be classified as “committed” for the purposes of this study. These are interventions which are broadly assumed to have a moderate or high degree of certainty of delivery over the assessment period of the LDP housing scenario.

The Do Minimum scenario therefore takes into account potential modal share impacts of these “committed” schemes on the LDP housing sites. (This is effectively the ‘Reference’ case, in transport appraisal terms.)

A largely qualitative analysis has been carried out on the potential modal share impacts of a set of committed transport interventions and are shown in Table 6.

*Table 6 - Do Minimum scenario – estimated adjusted % modal share by site*

Site	Corridor	Car Driver +taxi	Car pax	Train	Bus	Cycle	Walk	Other	Total Sustainable
Maybury 1	W	44.9	6.0	17.7	18.6	2.5	8.3	2.0	55.1
Maybury 2	W	48.9	6.0	13.2	19.6	2.3	8.0	2.0	51.1
IBG	W	39.9	6.0	21.7	17.6	3.5	9.3	2.0	60.1
Edinburgh Park	W	40.9	6.0	21.7	18.6	2.5	8.3	2.0	59.1
Cammo	W	58.9	6.0	1.7	21.1	2.3	8.0	2.0	41.1
Burdiehouse 1	SE	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Burdiehouse 2	SE	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Gilmerton 1	SE	57.9	6.0	1.7	21.6	2.5	8.3	2.0	42.1
Gilmerton 2	SE	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Drum 1	SE	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Moredunvale Road	SE	57.9	6.0	1.7	21.6	2.5	8.3	2.0	42.1
Newcraighall 1	E	58.9	6.0	1.7	21.6	2.0	7.8	2.0	41.1
Newcraighall 2	E	58.9	6.0	1.7	21.6	2.0	7.8	2.0	41.1
Riccarton Mains Road	SW	54.9	6.0	1.7	24.6	2.5	8.3	2.0	45.1
Curriemuirend	SW	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Ellen’s Glen	SE	56.9	6.0	1.7	22.6	2.5	8.3	2.0	43.1
Builyeon Road, Queensferry	NW	61.9	6.0	1.7	19.1	2.2	8.1	2.0	38.1
South Scotstoun, Queensferry	NW	60.9	6.0	1.7	18.1	2.2	8.1	2.0	39.1
Dalmeny	NW	59.9	6.0	1.7	20.1	2.2	8.1	2.0	40.1

<b>Newmills, Balerno</b>	<b>SW</b>	55.9	6.0	1.7	23.6	2.5	8.3	2.0	<b>44.1</b>
<b>Curriehill Road, Currie</b>	<b>SW</b>	55.9	6.0	1.7	23.6	2.5	8.3	2.0	<b>44.1</b>
<b>Brunstane</b>	<b>E</b>	56.4	6.0	3.7	21.6	2.2	8.1	2.0	<b>43.6</b>

The impact analysis results for Scenario 2 – Do Minimum are shown below, by corridor (Table 7) and by site (Table 8).

Table 7: Scenario 2 – Do Minimum Case – Corridor Impact		CORRIDOR 1 - West Edinburgh				CORRIDOR 2 - South East Edinburgh				CORRIDOR 3 - East Edinburgh		CORRIDOR 4 - North West Edinburgh		CORRIDOR 5 - South West Edinburgh		CORRIDOR 6 - South Edinburgh		CORRIDOR 7 - Orbital Edinburgh		
		A8 Glasgow Road	Stenhouse / Broomhouse	A701 Liberton Road	A772 Gilmerton Road	A7 Old Dalkeith Road	Lasswade Road	A1	A6095	A90 Queensferry Road	A71 Calder Road	A70 Lanark Road	A702 Biggar Road	A720 - Outer orbital	Inner Orbital					
	2011 Baseline peak hour flow	4,447	1,333	1,500	1,102	1,874	740	5,329	875	3,832	2,000	2,465	6,265	886						
	2024/25 Corridor impact - by car (peak car trips)	1474																		
	2024/25 LDP only	1390	83	302	332	130	114	353	529	525	89	133	405	42						
	LDP only as % over baseline peak hour flow	31.3%	6.3%	20.1%	30.1%	6.9%	15.4%	6.6%	60.5%	13.7%	4.4%	5.4%	6.5%	4.7%						
	Background growth 2024/25	89	27	30	22	37	15	533	18	383	40	49	627	18						
	Committed residential 2024/25	219	27	50	65	12	27	17	26	52	37	56	70	9						
	LDP only as % over baseline peak hour flow plus background plus committed	29.2%	1.9%	14.7%	27.9%	6.8%	14.5%	6.0%	57.6%	12.3%	4.3%	5.2%	5.8%	4.6%						
	LDP and committed residential and growth 2024/25	1699	138	382	419	180	156	903	572	961	166	238	1102	68						
	% over 2011 baseline peak hour flow	38.2%	10.3%	25.5%	38.0%	9.6%	21.1%	16.9%	65.4%	25.1%	8.3%	9.6%	17.6%	7.7%						

**Table 8: Scenario 2 – Do Minimum Case – Site Impact**

**NUMBER OF PEAK HOUR TRIPS GENERATED**

LDP sites	FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25	
	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by car	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by car	peak hour daily trips by rail	peak hour daily trips by bus	peak hour daily trips by car	peak hour daily trips by rail
Maybury 1	23	9	9	177	427	168	177	168	449	186	177	186	449	177
Maybury 2	25	10	7	158	395	107	158	107	420	168	113	168	420	113
International Business Gateway	0	0	0	59	133	72	59	72	133	59	72	59	133	72
Edinburgh Park/The Gyle	74	33	39	102	223	119	102	119	297	135	158	135	297	158
Cammo	45	16	1	120	336	10	120	10	381	137	11	137	381	11
Burdiehouse 2	33	13	1	64	162	5	64	5	195	78	6	78	195	6
Gilmerton 1	25	9	1	12	33	1	12	1	58	22	2	22	58	2
Gilmerton 2	25	10	1	90	227	7	90	7	252	100	8	100	252	8
Drum 1	25	10	1	32	81	2	32	2	106	42	3	42	106	3
Newcraighall 1	23	8	1	37	101	3	37	3	124	45	4	45	124	4
Newcraighall 2	23	8	1	68	185	5	68	5	208	76	6	76	208	6
Burdiehouse 1	33	13	1	109	276	8	109	8	309	123	9	123	309	9
Riccarton Mains Road	13	6	0	7	16	0	7	0	29	13	1	13	29	1
Curriehill Road, Currie	13	6	0	13	32	1	13	1	45	19	1	19	45	1
South Scotstoun, Queensferry	40	12	1	80	255	7	80	7	294	92	8	92	294	8
Bullyeone Road, Queensferry	40	12	1	144	494	14	144	14	534	156	15	156	534	15
Moredunvale Road	5	2	0	39	103	3	39	3	93	19	1	19	93	1
Curriemuirend	14	5	0	35	89	3	35	3	103	41	3	41	103	3
Ellen's Glen	0	0	0	52	130	4	52	4	130	52	4	52	130	4
Dalmeny	0	0	0	3	9	0	3	0	9	3	0	3	9	0
Newmills, Balerno	13	6	0	47	112	3	47	3	125	53	4	53	125	4
Brunstane	0	0	0	234	611	40	234	40	611	234	40	234	611	40
<b>TOTAL number of trips generated</b>	<b>492</b>	<b>190</b>	<b>66</b>	<b>1683</b>	<b>4427</b>	<b>582</b>	<b>1683</b>	<b>582</b>	<b>4904</b>	<b>1851</b>	<b>645</b>	<b>1851</b>	<b>4904</b>	<b>645</b>

## Results

Table 7 observations of comparison with Main Report Table 5-3:-

- Significant increase in LDP peak period trips on Corridor 1 (West) A8 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Increases on Corridor 2 (South East) routes is due to increased capacity of Modedunvale Road site and new Ellen's Road site.
- Significant increase on Corridor 3 (East) is due to new Brunstane site, with main impact being on the A6095, due to its low baseline flow.
- Significant increase in LDP peak period trips on Corridor 4 (North West) A90 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Modest increases on Corridor 5 (South West) is due to increased capacity at Curiemuirend and new Newmills site.
- Increase on Corridor 7 (Orbital) is due to increased capacity of original sites and new sites.
- The increases in trips from committed residential allocations is the result of an error correction from the Main Report analysis.

In terms of key corridors, the majority are again forecast to experience increase in vehicular traffic volumes of more than 5% over baseline plus background growth and committed development by 2024/25, with full build-out, as a result of all the proposed LDP housing sites. Six corridors are forecast to see increases exceeding 10.0%. However, all impacts are reduced from the Do Minimum Scenario as a result of 'committed' transport interventions.

In terms of individual sites, the LDP sites are forecast to generate an additional 4,427 vehicular trips during the one hour peak period by 2024/25, with the largest impacts still due to Maybury 1 and 2, Builyeon Road, Queensferry; and Brunstane.

## Do Something Scenario

For each site, potential transport interventions were identified that would accommodate significant proportions of person trips generated by the new housing and mitigate their impact on the existing transport network. The proposed scale of an individual development site has influenced the extent of suggested interventions while focusing on envisaged impact on the adjacent local transport network and also the Key Corridor deemed to be most affected by a particular site.

Table 9 sets out the estimated modal share assigned to each site which reflect the impacts of the site-specific transport interventions. The impact analysis results for the Do Something scenario are shown below, by corridor (Table 10) and by site (Table 11).

*Table 9 - Do Something scenario – estimated adjusted % modal share by site*

Site	Corridor	Car Driver +taxi	Car pax	Train	Bus	Cycle	Walk	Other	Total Sustainable
Maybury 1	W	39.9	6.0	17.7	21.6	3.5	9.3	2.0	60.1
Maybury 2	W	42.9	6.0	13.2	23.6	3.3	9.0	2.0	57.1
IBG	W	34.9	6.0	21.7	20.6	4.5	10.3	2.0	65.1
Edinburgh Park	W	36.9	6.0	23.7	18.6	3.5	9.3	2.0	63.1
Cammo	W	51.9	6.0	1.7	26.1	3.7	8.6	2.0	48.1
Burdiehouse 1	SE	51.9	6.0	1.7	25.6	3.9	8.9	2.0	48.1
Burdiehouse 2	SE	50.9	6.0	1.7	28.6	2.5	8.3	2.0	49.1
Gilmerton 1	SE	56.9	6.0	1.7	21.6	3.2	8.6	2.0	43.1
Gilmerton 2	SE	51.9	6.0	1.7	25.6	4.0	8.8	2.0	48.1
Drum 1	SE	53.9	6.0	1.7	25.6	2.5	8.3	2.0	46.1
Moredunvale Road	SE	54.9	6.0	1.7	23.6	2.8	9.0	2.0	45.1
Newcraighall 1	E	58.9	6.0	1.7	21.6	2.0	7.8	2.0	41.1
Newcraighall 2	E	58.9	6.0	1.7	21.6	2.0	7.8	2.0	41.1
Riccarton Mains Road	SW	52.9	6.0	1.7	25.6	3.0	8.8	2.0	47.1
Curriemurend	SW	55.9	6.0	1.7	22.6	3.1	8.7	2.0	44.1
Ellen's Glen	SE	56.9	6.0	1.7	23.1	2.2	8.1	2.0	43.1
Builyeon Road, Queensferry	NW	51.9	6.0	1.7	27.1	2.7	8.6	2.0	48.1
South Scotstoun, Queensferry	NW	50.9	6.0	3.2	25.6	3.4	8.9	2.0	49.1
Dalmeny	NW	58.9	6.0	1.9	20.4	2.4	8.4	2.0	41.1
Newmills,	SW	51.9	6.0	2.7	25.1	3.5	8.8	2.0	48.1

<b>Balerno</b>									
<b>Curriehill Road, Currie</b>	<b>SW</b>	53.9	6.0	3.2	23.1	3.0	8.8	2.0	<b>46.1</b>
<b>Brunstane</b>	<b>E</b>	50.9	6.0	4.2	25.6	2.9	8.4	2.0	<b>49.1</b>



**Table 11: Scenario 3 – Do Something Case – Site Impact**

**NUMBER OF PEAK HOUR TRIPS GENERATED**

LDP sites	FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25		FULL 2024/25	
	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail	peak hour daily trips by car	peak hour daily trips by bus	peak hour daily trips by rail
Maybury 1	20	11	9	379	205	168	399	216	177			
Maybury 2	22	12	7	346	191	107	368	203	113			
International Business Gateway	0	0	0	116	68	72	116	68	72			
Edinburgh Park/The Gyle	66	33	43	202	102	129	268	135	172			
Cammo	40	20	1	296	149	10	336	169	11			
Burdiehouse 2	30	17	1	145	82	5	175	98	6			
Gilmerton 1	25	9	1	32	12	1	57	22	2			
Gilmerton 2	23	11	1	207	102	7	230	113	8			
Drum 1	23	11	1	77	36	2	100	48	3			
Newcraighall 1	23	8	1	101	37	3	124	45	4			
Newcraighall 2	23	8	1	185	68	5	208	76	6			
Burdiehouse 1	30	15	1	251	124	8	282	139	9			
Riccarton Mains Road	13	6	0	15	7	0	28	13	1			
Curriehill Road, Currie	13	6	1	31	13	2	44	19	3			
South Scotstoun, Queensferry	33	17	2	213	107	13	246	124	15			
Bullyeon Road, Queensferry	34	18	1	414	216	14	448	234	15			
Moredunvale Road	4	2	0	98	42	3	93	19	1			
Currienuirend	13	5	0	88	35	3	101	41	3			
Ellen's Glen	0	0	0	127	53	4	127	53	4			
Dalmeny	0	0	0	8	3	0	8	3	0			
Newmills, Balerno	12	6	1	104	50	5	116	56	6			
Brunstane	0	0	0	551	277	45	551	277	45			
<b>TOTAL number of trips generated</b>	<b>448</b>	<b>216</b>	<b>71</b>	<b>3986</b>	<b>1980</b>	<b>608</b>	<b>4425</b>	<b>2170</b>	<b>676</b>			

## **Results**

Table 10 observations of comparison with Main Report Table 8-2:-

- Significant increase in LDP peak period trips on Corridor 1 (West) A8 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Increases on Corridor 2 (South East) routes is due to increased capacity of Modedunvale Road site and new Ellen's Road site.
- Significant increase on Corridor 3 (East) is due to new Brunstane site, with main impact being on the A6095, due to its low baseline flow.
- Significant increase in LDP peak period trips on Corridor 4 (North West) A90 route is due to increased capacity of Maybury 1 and 2 sites and new sites at Queensferry.
- Modest increases on Corridor 5 (South West) is due to increased capacity at Curiemuirend and new Newmills site.
- Increase on Corridor 7 (Orbital) is due to increased capacity of original sites and new sites.
- The increases in trips from committed residential allocations is the result of an error correction from the Main Report analysis.

In terms of key corridors, the majority are again forecast to experience increase in vehicular traffic volumes of more than 5% over baseline plus background growth and committed development by 2024/25, with full build-out, as a result of all the proposed LDP housing sites. However, impacts are reduced from the previous scenarios, with five sub-routes seeing impacts less than 5% and two more seeing impacts of just over 5%.

In terms of individual sites, the LDP sites are forecast to generate a reduced level of an additional 3,986 vehicular trips during the one hour peak period. The largest impacts are still due to Maybury 1 and 2; Builyeon Road, Queensferry; and Brunstane but impact from Cammo now also becomes significant as its mode shift forecast is relatively low. These five sites also generate significant increases in the numbers of potential trips by bus that would need to be accommodated.

## **Summary of Demand Analysis**

This Addendum has presented a summary of the appraisal of the envisaged impact of all housing sites being considered for the Edinburgh LDP. These include the 15 sites assessed as part of the main TA together with seven additional housing sites. As was the case for the main TA report, the analysis has not extended to the use of transport computer modelling packages. Instead it is based on a proportionate and more appropriate 'first principles' analysis to establish the impact on the existing transport network.

The main objective of the appraisal has been to identify transport interventions deemed necessary to support the new housing sites, with a focus on encouraging sustainable travel and reducing use of the private car.

Three scenarios have been assessed:-

1. Baseline (Do Nothing) Scenario;
2. Do Minimum Scenario; and
3. Do Something Scenario.

The results suggest the proposed transport interventions will help to reduce the detrimental impact of development on the majority of key corridors and routes, on the basis that they will achieve the suggested mode share targets.

The further analysis undertaken within the Addendum suggest a number of corridors would still experience noticeable increases in traffic flows that site-specific interventions are unlikely to address sufficiently to avoid increased congestion. This is to be expected, given the 75% uplift in the number of proposed LDP homes from that considered within the main TA report.

The A8 Corridor would see significant increases, as a result of increased capacity to original sites and the two large new sites at Queensferry. As noted earlier, the analysis, impact would not be along the whole route and does not identify the direction of flow. A lot of traffic would use just short sections of the A8 to access other roads.

The A701 Liberton Road would see an increase of approximately 13.5%, due to increased capacity at Moredunvale Road and the new Ellen's Glen site, but traffic would use both directions and some would route onto other roads, so the actual impact would be less and likely to be accommodated. This would also apply to Lasswade Road (13.7%).

The A772 Gilmerton Road would see an increase of approximately 26%, again due to Moredunvale Road and Ellen's Glen. Traffic would use both directions and some would route onto other roads, so the actual impact is likely to be less and can be accommodated, although some increased delay may be experienced at junctions.

The largest % impact is forecast to be experienced by the A6095 Newcraighall Road, due to impact from three sites, Newcraighall 1 and 2 but especially Brunstane. It should be noted the % increase is based on a low baseline flow and links should be able to accommodate flows, although delay would be experienced at junctions, particularly the A1/Newcraighall Road junction.

The A90 Queensferry Road corridor is forecast to see an increase of approximately 10.6%, as a result of increased capacity to original sites and the two large new sites at Queensferry. However, some of this traffic, particularly from the Queensferry sites, would be routing northbound and, therefore, would not travel via Maybury Junction. Hence, impact on this junction and the southbound direction would be lower than suggested.

The analysis estimates the DP sites will see a 5.2% impact on the A720 City Bypass, although this will not occur along the full length of the road. It is possible that the analysis may have underestimated the numbers of Edinburgh-based vehicular trips that might use various short sections of the Orbital Corridor, which comprises the A720 City Bypass and Inner Orbital Route, to travel between different parts of the city.

The main TA report (Section 8.4) considered the impact the new LDP housing sites would have in terms of cross-boundary trips as people travel from the sites to locations outwith Edinburgh. In general, these are minimal impacts, with the most number of new cross-boundary trips coming from (as expected) those larger developments. For the updated Addendum, peak period cumulative impact from cross-boundary traffic from all of the proposed LDP sites on the A720 City Bypass is estimated to be in the order of less than 1% in the Do Something scenario. This means the majority of the 5.2% increase discussed above is generated by traffic travelling between different Edinburgh wards and using the A720.

Table 12 shows how estimated total modal share by sustainable modes (that is walking, cycling, public transport which includes bus, train and tram, motorcycle and car passenger trips) across the three scenarios that have been applied. It is suggested the figures set out in the Do Something scenario could be used as the starting point for agreeing Travel Plan targets. It should be noted the values are purely estimates/targets at this time and actual achieved figures would need to be monitored.

Table 12 - Comparison of sustainable modal splits by scenario

Site	Corridor	Baseline	Do Minimum	Do Something	Do Something over Baseline - change
Maybury 1	W	41.1	55.1	60.1	19.0
Maybury 2	W	41.1	51.1	57.1	16.0
IBG	W	41.1	60.1	65.1	24.0
Edinburgh Park	W	41.1	59.1	63.1	22.0
Cammo	W	41.1	41.1	48.1	7.0
Burdiehouse 1	SE	41.1	43.1	48.1	7.0
Burdiehouse 2	SE	41.1	43.1	49.1	8.0
Gilmerton 1	SE	41.1	42.1	43.1	2.0
Gilmerton 2	SE	41.1	43.1	48.1	7.0
Drum 1	SE	41.1	43.1	46.1	5.0
Moredunvale Road	SE	41.1	42.1	45.1	4.0
Newcraighall 1	E	41.1	41.1	41.1	0
Newcraighall 2	E	41.1	41.1	41.1	0
Riccarton Mains Road	SW	41.1	45.1	47.1	6.0
Curriemuirend	SW	41.1	43.1	44.1	3.0
Ellen's Glen	SE	41.1	43.1	43.1	2.0
Builyeon Road, Queensferry	NW	41.1	38.1	48.1	7.0
South Scotstoun, Queensferry	NW	41.1	39.1	49.1	8.0
Dalmeny	NW	41.1	40.1	41.1	0.0
Newmills, Balerno	SW	41.1	44.1	48.1	7.0
Curriehill Road, Currie	SW	41.1	44.1	46.1	5.0
Brunstane	E	41.1	43.6	49.1	8.0

Note the two Newcraighall sites were not previously assessed, in terms of potential mode shift, as they were granted consent when the main TA report was being developed. It is likely some mode shift would occur, thereby slightly reducing the numbers of trips by private vehicles from that suggested within this Addendum.

## **Assessment of Interventions**

As was used in the TA report, the following criteria have been used to assess interventions for the additional seven sites:-

1. To facilitate reliable and convenient access to the city and movement within it, in particular by reducing congestion.
2. To reduce the need to travel, especially by car.
3. To reduce the adverse impacts of travel, including road accidents and environmental damage.
4. Promote walking and cycling to reduce use of the private car.
5. Integrated public transport to provide for all medium and longer distance movement demands to, from and around Edinburgh.

In addition to the above five criteria, the interventions have also been considered in terms of technical delivery, which considers how difficult implementation might be and if there are any particular relevant issues that might influence implementation of the proposed intervention. This additional criterion also takes account of the standard tests for a planning condition – (i) necessary, (ii) relevant, (iii) enforceable, (iv) precise and (v) reasonable, as it envisaged that developers may be expected to fund some of the proposed interventions and contribute to others.

For all six criteria, the appraisal scoring has been based on following:-

- +3 major compliance with the criteria
- +2 moderate compliance with the criteria
- +1 minor compliance with the criteria
- 0 neutral performance against the criteria
- -1 minor conflict with the criteria
- -2 moderate conflict with the criteria
- -3 major conflict with the criteria

For the Technical Delivery criterion, scoring is undertaken but supported with text as this criterion is considered to be more subjective and, therefore, more difficult to score.

The following tables set out the appraisal scoring for the seven additional sites.

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
2 South East	Ellen's Glen 240 units	Public transport – upgrade existing bus stops in Lasswade Road and Gilmerton Road, with new n/b bus stop in Gilmerton Road.	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus service should directly serve site (to achieve PT mode share)	+2	+2	+1	+1	+1	-3 Operator agreement unlikely Cost implication Scale of site	No
		Active travel – high quality pedestrian/cycle routes within site linked to suitable exit points for public transport routes	+1	+1	+1	+3	0	+2 Not complicated Relevant Necessary	Yes
		Active travel – new footway along east boundary frontage of site	0	+1	+2	+2	0	+2 Not complicated Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Road improvements – help provide widening and upgrade existing footway along Ellen's Glen Road	0	+1	+1	+2	0	-2 Technically deliverable but requires road order to deliver	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No	
4 North West	Builyeon Road, Queensferry 840 units									
		Public transport – upgrade existing bus stop facilities and provide new high quality ones on Builyeon Road	+1	+1	+1	+1	+1	+3	Not complicated Relevant	Yes
		Public transport – help provide potential bus priority measures on Builyeon Road through road widening – essential to achieve PT mode share	+3	+3	+1	+1	+3	-2	Cost implication – requires land and may need utility diversions	Yes
		Public transport – bus capacity likely to need to be enhanced	+2	+2	+1	+1	+1	-2	Need operator agreement Cost implication	Yes
		Public transport – increased frequency of direct city centre service and also to key local services – essential to achieve PT mode share	+2	+2	+2	+1	+1	-2	Need operator agreement Cost implication – likely to need pump-priming	Yes
		Public transport – provide or help provide increased car park capacity at Dalmeny Station.	0	0	+1	-1	0	-2	Need 3rd party agreement Land ownership Cost implication	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Public transport – provide or help provide shuttle bus service to serve Dalmeny Station	+2	+2	+1	+1	+3	-3 Need operator agreement or tender Cost implication Unlikely to be commercially viable	No
		Active travel – high quality pedestrian/cycle routes within site linking with suitable exit points, particularly existing routes into South Queensferry	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – new footway/cycle path along Builyleon Road site frontage	+1	+1	0	+3	+1	+3 Not complicated Relevant	Yes
		Active travel – provide pedestrian/cycle crossing facilities on Builyleon Road – type and location to be agreed	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Active travel – help provide improvements of adjacent external routes, in particular to Dalmeny Station and town centre, including potential A90 bridge and signage	0	+1	+1	+2	0	+1 Not complicated Relevant	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – help provide additional cycle parking at Dalmeny railway station	+1	+1	0	+2	+1	+2 Would need 3 <sup>rd</sup> party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – implement TRO and physical measures for reduced speed limit on frontage section of Builteon Road	0	0	+2	0	0	+3 Not complicated Road safety	Yes
		Road improvements – no other specific scheme identified at this time but Transport Scotland may require impact assessment on new FRC junction	+1	-1	+1	0	0	-2 Cost implication currently unknown	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
4 North West	South Scotstoun Queensferry 440 units	Public transport – upgrade existing bus stop facilities on Scotstoun Avenue and in Dalmeny	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus capacity likely to need to be enhanced	+2	+2	+1	+1	+1	-2 Need operator agreement Cost implication	Yes
		Public transport – increased frequency of direct city centre service and also to key local services – essential to achieve PT mode share	+2	+2	+2	+1	+1	-3 Need operator agreement Cost implication – likely to need pump-priming	Yes
		Public transport – provide or help provide increased car park capacity at Dalmeny Station	0	0	+1	-1	0	-2 Need 3rd party agreement Land ownership Cost implication	Yes
		Active travel – high quality pedestrian/cycle routes within site linking with suitable exit points, particularly existing route to station and towards Edinburgh	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – provide high quality east/west cycle route through site to allow realignment of existing nearby National Cycle Route and connection to Builteon Site.	+1	+1	+1	+2	0	+2 Land ownership for west connection?	Yes
		Active travel – help provide additional cycle parking at Dalmeny railway station	+1	+1	0	+2	+1	+2 Would need 3 <sup>rd</sup> party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – no specific scheme identified at this time but Transport Scotland may require impact assessment on new FRC junction	+1	-1	+1	0	0	-2 Cost implication currently unknown	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No	
4 North West	Dalmeny 15 units									
		Public transport – upgrade existing bus stop facilities in Dalmeny	+1	+1	+1	+1	+1	+3	Not complicated Relevant	Yes
		Public transport – provide or help provide car park extension at Dalmeny Station	0	-1	0	-1	-1	-3	Need 3rd party agreement Land ownership Cost implication	No
		Active travel – high quality pedestrian/cycle route within site linking with suitable exit point	+1	+1	+1	+3	0	+3	Not complicated Relevant Necessary	Yes
		Active travel – provide new footway along site boundary frontage	0	0	+1	+1	0	-1	Presence of existing mature trees Safety	No
		Active travel – improve external footway link between site and Dalmeny bus stops	0	+1	+1	+1	+1	-2	Land-ownership issue? Lack of suitable width?	No

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
5 South West	Newmills, Balerno 210 units	Public transport – provide new bus stops on A70, near new junction and Newmills Road	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Public transport – bus service should directly serve site (to achieve PT mode share)	+1	+2	+1	+2	+1	-3 Operator agreement unlikely Need turning facility Cost implication Scale of site	No
		Public transport – help provide extension to Hermiston Park and Ride site	+1	+1	+1	0	+1	-1 Scheme designed but unfunded	Yes
		Active travel – high quality pedestrian/cycle routes within site linking with suitable exit points	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – help provide improved cycle links between site and Curriehill Station – infrastructure and signage	+1	+1	+1	+2	+1	+2 Relevant	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – new footway along east boundary frontage of site (Newmills Road and Old Newmills Road)	0	+1	+2	+2	0	+3 Not complicated Relevant	Yes
		Active travel – improved crossing facilities on A70, in vicinity of Newmills Wood Road – may require signal controls	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Public transport – help provide additional cycle parking at railway stations	+1	+1	0	+2	+1	+2 Would need 3 <sup>rd</sup> party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – provide or help provide bus priority measures on the A70	+2	+2	+2	+1	0	-3 No CEC proposals as road widening for bus lanes would require demolition	No
		Road improvements – help provide Gillespie Crossroads Junction enhancement scheme	+1	-1	+1	0	0	+1 A70 route pinch point	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No	
5 South West	Curriehill Road, Currie 60 units									
		Public transport – upgrade existing bus stops on Riccarton Avenue	+1	+1	+1	+1	+1	+1	+3 Not complicated Relevant	Yes
		Active travel – high quality pedestrian/cycle routes within site linking with suitable exit points	+1	+1	+1	+3	0	0	+3 Not complicated Relevant Necessary	Yes
		Active travel – provide high quality pedestrian/cycle link to Curriehill Station	+1	+1	+1	+2	0	0	+3 Not complicated Relevant	Yes
		Active travel – new footway along east boundary frontage of site (Curriehill Road)	0	+1	+2	+2	0	0	+3 Not complicated Relevant	Yes
		Active travel – help provide additional cycle parking at railway station	+1	+1	0	+2	+1	+1	+2 Would need 3 <sup>rd</sup> party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1	+1 Relevant Potential future measures have cost implications.	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Road improvements – help provide Gillespie Crossroads Junction enhancement scheme	+1	-1	+1	0	0	+1 A70 route pinch point Scale of impact	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No	
3 East	Brunstane 1140 units									
		Public transport – upgrade existing bus stop facilities Milton Road East and Newcraighall Road	+1	+1	+1	+1	+1	+3	Not complicated Relevant	Yes
		Public transport – bus services to run through site – essential to achieve PT mode share	+3	+3	+1	+1	+1	+3	-3 Need operator agreement Cost implication – need pump-priming	Yes
		Public transport – bus capacity will need to be enhanced	+2	+2	+1	+1	+1	+1	-3 Need operator agreement Cost implication	Yes
		Public transport – increased frequency of direct city centre service and also to key local services – essential to achieve PT mode share	+2	+2	+2	+1	+1	+1	-3 Need operator agreement Cost implication – likely to need pump-priming	Yes
	Active travel – high quality pedestrian/cycle routes within site linking with suitable exit points, particularly existing routes to Brunstane Station and Newcraighall	+1	+1	+1	+1	+3	0	+3 Not complicated Relevant Necessary	Yes	

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Active travel – review need for pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road – type and location to be agreed	-1	+1	+1	+2	0	+2 Not complicated Relevant Road safety	Yes
		Active travel – help provide improvements of adjacent external pedestrian/cycle routes, including a pedestrian/cycle link at Brunstane	+1	+1	+1	+2	+1	+1 Not complicated Relevant	Yes
		Active travel – provide additional cycle parking at Brunstane and Newcraighall railway stations	+1	+1	0	+2	+1	+2 Would need 3 <sup>rd</sup> party agreement Relevant	Yes
		Travel Plan – implement travel plan (agreed MST, monitoring, soft & hard measures)	+2	+2	+1	+2	+1	+1 Relevant Potential future measures have cost implications.	Yes
		Road improvements – will need new junction with Milton Road East. Likely to require traffic signals	0	0	+2	0	0	-2 Land-ownership issues. Road safety	Yes

Corridor	Site	Interventions proposed	Reduce congestion	Reduce travel by car	Reduce adverse impacts of travel	Promote walking and cycling	Integrated public transport	Technical delivery	Apply - Yes/No
		Road improvements – review need for any alterations to the A1/Newcraighall Road and help provide, as appropriate.	+1	0	+2	0	0	-2 Land ownership Road safety	Yes
		Road improvements – review existing road safety measures if necessary on Milton Road East and, if appropriate, Newcraighall Road and enhance.	0	+1	+2	+2	0	0 Would improve road safety Financial implication	Yes

## **Site Summary Sheets**

As was undertaken for the TA report, following the interventions appraisal, summary sheets have been prepared for the additional seven housing sites, on an individual basis. Each sheet contains the following information:-

- Site number, site name and suggested unit capacity;
- Key Route Corridor(s);
- Any relevant committed transport intervention;
- Commentary on vehicular site access; and
- The recommended site-specific interventions, under separate headings (public transport, active travel, travel plan and road improvements).

The site sheets are set out below. It is considered that the recommended interventions are appropriate for the individual sites and will mitigate significant proportions of the new generated development trips.





**Site Name: South Scotstoun, Queensferry**  
units

Mid-range Capacity: 440

Route Corridor: 4 - North West Edinburgh

Relevant Committed Interventions:

- (i) City-wide ATAP measures – minor impact
  - (ii) Forth Replacement Crossing – medium impact
- 

1 Vehicular Access

(a) Primary access from Kirkliston Road to west of site, with potential secondary access from South Scotstoun and Dalmeny.

2 Public Transport

Bus

- (a) Bus infrastructure – upgrade existing bus stop facilities on Kirkliston Road, Scotstoun Avenue and in Dalmeny.
- (b) Additional capacity likely.
- (c) Increased frequency of direct city centre service and also to key local facilities, to achieve Public Transport mode share.

Train

- (a) Help provide increased and improved cycle parking at Dalmeny Station.
- (b) Potential for major high quality pedestrian/cycle links to station from and through site.
- (c) Help provide improved car parking at Dalmeny Station.

Tram

Not applicable

3 Active Travel

- (a) High quality pedestrian/cycle routes through site, linking to suitable exit points around site boundary, particularly to north-east corner to connect with existing route to station and Edinburgh and with South Scotstoun.
- (b) High quality east/west cycle route through site to allow connection to Builyeon Road site.
- (c) Additional cycle parking at Dalmeny Station.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(a) No specific scheme identified but prospective developers should be aware Transport Scotland may require assessment of impact on new Forth Replacement Crossing junction.

Route Corridor: 4 – North West Edinburgh

Relevant Committed Interventions:

- (i) City-wide ATAP measures – minor impact
  - (ii) Forth Replacement Crossing – medium impact
- 

1 Vehicular Access

- (a) Access from Bankhead Road to east of site.

2 Public Transport

Bus

- (a) Upgrade existing bus stops in Bankhead Road/Main Street.

Train

- (a) Not relevant, given scale of development.

Tram

Not applicable

3 Active Travel

- (a) Appropriate pedestrian and cycle access within site.

4 Travel Plan

- (a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

- (a) Not relevant, given scale of development.

Route Corridor: 5 - South West Edinburgh

Relevant Committed Interventions:

- (i) City-wide ATAP measures – minor impact
  - (ii) Hermiston P&R extension – minor impact
  - (iii) Minor Bus Priority Measures on key bus corridors – minor impact
- 

1 Vehicular Access

(a) From Lanark Road West to south of site, with secondary access from Old Newmills Road and Newmills Road to east of site.

2 Public Transport

Bus

- (a) Bus infrastructure – provide new bus stop facilities on A70, in vicinity of new vehicular access onto Lanark Road West and, if appropriate, Newmills Road.
- (b) Help provide extension to Hermiston Park and Ride.

Train

(a) Help provide extended car park at Curriehill Station. (Constraint – land ownership.)

Tram

Not applicable

3 Active Travel

- (a) High quality pedestrian/cycle routes through site.
- (b) New footway along east frontage boundary, linking into Newmills Road footways.
- (c) Improved pedestrian/cycle crossing facilities on A70, – may be requirement for signal control.
- (d) Help provide upgrade cycle routes between Newmills Road and Curriehill Station.
- (e) Help provide additional cycle parking at Curriehill Station.

4 Travel Plan

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

(b) Help provide Gillespie Crossroads Junction enhancement scheme by increasing capacity through installation of (MOVA) signal control.

Route Corridor: 5 - South West Edinburgh

Relevant Committed Interventions:

- (i) City-wide ATAP measures – minor impact
  - (ii) Hermiston P&R extension – minor impact
  - (iii) Minor Bus Priority Measures on key bus corridors – minor impact
- 

1 Vehicular Access

- (a) From Curriehill Road only.

2 Public Transport

Bus

- (a) Bus infrastructure external to site – upgrade existing bus stop facilities in Riccarton Avenue, approximately 275m from the site.

Train

None, other than cycle parking.

(Given proximity of site to station, should be encouraging walk/cycle access rather than car, so no assistance to help provide car park extension at Curriehill Station.)

Tram

Not applicable

3 Active Travel

- (a) High quality pedestrian/cycle route within and through site site, linking with appropriate exit points around site boundary and station.
- (b) Provide new footway along east boundary frontage (Curriehill Road) to link with existing footway network.
- (c) Improve high quality pedestrian/cycle link to Curriehill Station (may involve upgrading existing link).
- (d) Help provide additional cycle parking at Curriehill Station.

4 Travel Plan

- (a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

5 Road Improvements

- (a) Help provide Gillespie Crossroads Junction enhancement scheme by increasing capacity through installation of (MOVA) signal control.

**Route Corridor: 2 - East Edinburgh**

**Relevant Committed Interventions:**

- (i) City-wide ATAP measures – minor impact
  - (ii) Minor Bus Priority Measures on key bus corridors – minor impact
  - (iii) Borders Rail Line – medium impact
  - (iv) Sheriffhall Junction Grade Separation – minor impact
- 

**1 Vehicular Access**

(a) Access from Milton Road to north of site and Newcraighall Road to the south, with a route connecting them that can accommodate buses. (Note – internally, it is desirable, in the interests of safety, that the site should have more than one vehicular crossing of the railway.)

**2 Public Transport**

**Bus**

- (a) Bus infrastructure – upgrade existing bus stops on Milton Road East and Newcraighall Road.
- (b) Essential to route bus services through site (consider section(s) of ‘bus only’ roads).
- (c) Additional capacity needed. (Opportunity – support commercial operation.)
- (d) Increased frequency of direct city centre service and also to key local facilities, to achieve PT mode share. (Opportunity – support commercial operation.)

**Train**

(a) Help provide improved pedestrian/cycle links and increased cycle parking at Brunstane and Newcraighall Stations.

**Tram**

Not applicable

**3 Active Travel**

- (a) Network of high quality pedestrian/cycle routes through site to link with suitable exit points around site boundary, particularly with existing routes to Brunstane and Newcraighall railway stations. At least two pedestrian/cycle railway crossing points shall be provided within the site.
- (b) Review existing pedestrian/cycle crossing facilities on Milton Road East and Newcraighall Road and help enhance as required.
- (c) Provide upgrades of existing external pedestrian/cycle routes in vicinity of site, including signage. In particular, help provide missing link across the Newcraighall railway line.

**4 Travel Plan**

(a) Implement residential travel plan, with agreed mode share targets, monitoring regime and potential additional mitigation measures.

**5 Road Improvements**

- (a) Provide new junction with Milton Road East.
- (b) Provide new junction with Newcraighall Road.
- (c) Review road safety and provide improvements, if necessary, to Milton Road East and, if appropriate, Newcraighall Road.
- (d) Review operation of A1/Newcraighall Road junction and help provide improvements, if deemed necessary.

## **Assessment of Changes to Main LDP Sites**

In preparing the second Proposed Plan, City of Edinburgh Council has reviewed the capacities of the housing sites in the first Proposed Plan. The capacity of a review of the main LDP sites, CEC has advised a number of the original housing sites have been altered, in terms of their potential capacity, as summarised below:-

Maybury 1	1,000 units	(previously 600)	67% increase
Maybury 2	850 units	(previously 525)	62% increase
Burdiehouse 1	510 units	(previously 570)	11% reduction
Gilmerton 2	420 units	(previously 500)	16% reduction
Newcraighall 1	180 units	(previously 270)	33% reduction
Curriemuirend	165 units	(previously 100)	65% increase
Moredunvale Road	188 units	(previously 50)	276% increase
Cammo	600 units	(previously 500)	20% increase
Riccarton Mains Road, Currie	30 units	(previously 50)	40% reduction

This is a 16% increase overall. A brief review of these changes has been undertaken.

### **Maybury (1 and 2)**

The proposed 64% increased capacity of the combined sites would result in corresponding uplifts in peak period daily trips by car (441 to 723), bus (241 to 395) and rail (167 to 274), respectively that would be noticeable on the adjacent transport network.

Proposed interventions, identified previously, would still be appropriate but the increased scale of development would justify:-

- even more essential that bus services directly serve the sites (increased housing units will help provide this requirement);
- even more essential to provide pedestrian/cycle to Gogar train/tram interchange, so new footbridge across railway line needed;
- even more essential to help provide the Maybury Junction Improvement scheme; and
- even more essential to help provide the Barnton Junction Improvement scheme.

Consideration needs to be given to providing some local services within the development sites to reduce the need for some travel trips.

### **Burdiehouse 1**

The proposed 11% reduction will have little overall impact and it is considered the proposed interventions, previously identified, would still be appropriate for the site.

### **Gilmerton 2**

The proposed 16% reduction will have little overall impact and it is considered the proposed interventions, previously identified, would still be appropriate for the site.

## **Newcraighall 1**

The 33% reduction is considered significant and would result in the detrimental impact of the development being noticeably reduced, particularly in regard to the number of generated person trips and associated vehicular trips. Proposed interventions, previously identified, are considered to be still relevant but the reduced scale of development may affect the extent of any proposed enhancements to existing road safety measures on Newcraighall Road. However, any reduction will be offset by the impact of the new Brunstane site, which will have a major impact on the A6095.

## **Curriemuirend**

Whilst there is a proposed 65% increase in the number of units, this is only 65 units and, therefore, any impact on the adjacent transport network is likely to be minimal (peak period daily trips by car (48 to 79) and bus (19 to 31))

Proposed interventions, identified previously, would still be appropriate.

## **Moredunvale Road**

Given the low initial capacity, the proposed 276% increase would result in corresponding uplifts in peak period daily trips by car (26 to 98) and bus (11 to 41) that would have some additional impact on the transport network. Additional bus trips should be accommodated by existing services but the increase in car trips would extend queues and queuing time for traffic exiting Moredunvale Road onto the surrounding road network but this might encourage mode shift to public transport.

Proposed interventions, identified previously, would still be appropriate.

## **Cammo**

The proposed 20% increased capacity of the sites would result in corresponding uplifts in peak period daily trips by car (202 to 242), bus (102 to 122) and rail (129 to 155), respectively that would be noticeable on the adjacent transport network. The increase in private vehicles would exacerbate the peak periods, which are already congested.

Proposed interventions, identified previously, would still be appropriate but the increased scale of development would mean it is even more essential the site is directly served by bus services, with suitable routing, capacity and frequency that will achieve mode share.

## **Riccarton Mains Road, Currie**

The site had an original capacity of 50 units, which generated minimal impact on the existing transport network. Hence, the proposed 40% decrease in the number of units will reduce the minimal impact further.

Even with reduced scale of development, the proposed interventions, identified previously, would still be considered appropriate.



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

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



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# ANNUAL HOUSING LAND AUDIT 2014



## HOUSING LAND AUDIT 2014

Housing Land Audit 2014 is an assessment of the housing land supply in the City of Edinburgh Council area as at 31 March 2014. The audit attempts to programme expected housing completions over the audit period, 2014 to 2019 and details completions that took place over the year April 2013 to March 2014.

Sites included in the Audit are housing sites under construction, sites with planning consent, sites in adopted or finalised Local Plans and, as appropriate, other buildings and land with agreed potential for housing development. All new housing development, redevelopment, conversions and subdivisions are included but rehabilitation of existing housing is excluded. The Audit provides an estimate of future completions from this supply over the next five-year period and in the longer term. Separate Tables detail recent completions on a site-by-site basis.

In addition to these housing site schedules, maps showing the location of each referenced site are available.

The audit comprises schedules for each housing site with four or more units. Smaller sites are not detailed individually but are included as an aggregation for each sub area. The estimates of programmed completions are prepared by the City of Edinburgh Council in consultation with Homes for Scotland, other private sector house builders, Housing Associations and public agencies.

The future build estimates shown in the Audit represent completions expected from the established land supply. However, in addition, there are a number of sources that will provide additions to the supply in the schedules including constrained sites, windfall and other development and land coming forward through Local Plans.

The housing schedule of expected development includes the following information:

<b>Site Ref:</b>	A unique reference number to identify the site. This number will be used in subsequent housing land audits. The reference number will be preceded by the letter 'N' if the site is being audited for the first time.
<b>Site Name / address:</b>	A brief description of the site location.
<b>Developer:</b>	The name of the developer, if known, or the name of the individual/company that applied for planning consent.

<b>Area:</b>	The area of the site in hectares.
<b>Brf/Grf:</b>	An indication of previous land use – whether the development is regarded as greenfield or brownfield.
<b>Consent Type:</b>	Whether the site has Full consent, outline consent or no consent.
<b>Consent date:</b>	The date that consent was granted
<b>U/C:</b>	Under Construction (Y/N) - an indication as to whether development has started
<b>Total Dwellings:</b>	Site capacity – the total number of units to be built on the site (some may already have been completed)
<b>Houses:</b>	Total number of houses on site (if known)
<b>Flats:</b>	Total number of flatted dwellings on site (if known)
<b>Affordable:</b>	Number of affordable dwellings
<b>Completed:</b>	Number of units on site that have already been built
<b>Remaining:</b>	Number of units remaining to be built
<b>Expected completions:</b>	Number of units programmed for development by year

Enquiries regarding the housing audit process or specific details from the site schedules should be directed to:

Alistair Harvey  
 Services for Communities  
 City of Edinburgh Council  
 Waverley Court (G3)  
 4 East Market Street  
 Edinburgh  
 EH8 8BG

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# Summary







# Schedules



Housing Land Audit 2014  
Schedules

Site Ref (N=New site in 2014)	Site Name /Address	Developer (Or Owner)	Area /ha	Brf/ Grf	Consent Type	Date	U/C date	Total Dwellings	Houses	Flats	Total affdble units	Complete by 04/14	Remaining as at 04/14	Expected Completions																
														14/15	15/16	16/17	17/18	18/19	Total 14-19	19/20	20/21	Post 2021								
<b>Edinburgh City Local Plan Area</b>																														
	3816	Albert Dock	CALA	0.4	B	FULL	Oct-13	Mar-14	41	32	9	9	0	41	21	20	0	0	0	41	0	0	0							
	4505	Albion Road	J Smart + Co.	0.1	B	FULL		Mar-14	43	0	43	0	0	43	0	20	23	0	0	43	0	0	0							
	5146	Baileyfield Road	McCarthy & Stone Retirement Lifestyles	0.4	B	FULL	Sep-12	Mar-13	49	0	49	0	0	49	49	0	0	0	0	49	0	0	0							
	4352	Balcarres Street	McCarthy And Stone Retirement Lifestyl	0.2	B	FULL	Mar-14	Mar-12	32	0	32	4	0	32	0	16	16	0	0	32	0	0	0							
	4340	Balcarres Street	Mr Smith	0.1	B	FULL	Nov-12		5	5	0	0	0	5	0	5	0	0	0	5	0	0	0							
	3161	Barnton Avenue West	Mr Russell	0.1	G	NONE			5	5	0	0	0	5	0	0	5	0	0	5	0	0	0							
	4357	Barnton Grove	Cockburn Building Co.	0.1	B	FULL	Sep-13	Mar-09	6	0	6	0	0	6	6	0	0	0	0	6	0	0	0							
N	5269	Barnton Park Wood	West Register (Realisations) Ltd.	0.4	B	FULL	Sep-13		8	8	0	0	0	8	0	0	8	0	0	8	0	0	0							
	3781	Bath Road	Mr Spence	0.0	B	FULL	Sep-12		6	0	6	0	0	6	0	0	6	0	0	6	0	0	0							
	3206	Bath Street	Hopemangreen (East) Ltd.	0.0	B	FULL	Oct-11		6	0	6	0	0	6	0	0	0	0	0	6	0	0	0							
	4630	Beaverbank Place	Watkin Jones Group.	1.1	B	FULL	Feb-14		24	0	24	6	0	24	0	24	0	0	0	24	0	0	0							
	5139	Beaverhall Road	Springfield Properties & MD & JG Rutte	0.6	B	FULL	Jan-13	Mar-14	80	5	75	0	0	80	14	20	20	26	0	80	0	0	0							
	4234	Belford Road	Caledonian Scottish Developments Ltd.	0.1	B	FULL	May-11		20	0	20	0	0	20	0	0	10	10	0	20	0	0	0							
N	5270	Bellevue Road	New Age Developmers Ltd.	0.2	B	FULL	Sep-13	Mar-14	19	0	19	0	0	19	0	9	10	0	0	19	0	0	0							
N	5384	Blackchapel Road (Verdant Walk)	Barratt David Wilson	0.0	B	NONE			91	0	91	0	0	91	10	30	30	21	0	91	0	0	0							
N	5274	Broomhouse Crescent	Cruden Homes (East) Ltd.	2.3	B	FULL	Sep-13	Mar-14	97	73	24	24	0	97	0	25	25	25	22	97	0	0	0							
	4402	Brunstane Road South	South Castle Properties Limited.	0.3	B	FULL	Apr-09	Mar-12	10	10	0	0	4	6	3	3	0	0	0	6	0	0	0							
N	5277	Burdiehouse Road	Edenlaw Midlothian Ltd.	0.2	B	FULL	Dec-13		28	0	28	28	0	28	0	14	14	0	0	28	0	0	0							
N	4917	Calder Road	The City Of Edinburgh Council.	4.3	B	OUT	Oct-13		320	69	251	160	0	320	0	0	50	50	50	150	50	50	70							
N	5280	Canonmills Bridge	Glovar Holdings Ltd.	0.1	B	FULL	May-13		9	3	6	0	0	9	0	0	9	0	0	9	0	0	0							
	4536	Craighall Road	J Anderson.	0.0	B	FULL	Dec-13		5	0	5	0	0	5	0	5	0	0	0	5	0	0	0							
	3667	Cramond Road North	AMA	14.1	B	FULL	Mar-06	Mar-04	155	87	68	0	139	16	0	0	16	0	0	16	0	0	0							
	5134	Derghorn Loan (Polo Fields)	Miller Homes And Taylor Wimpey.	7.3	G	FUL	Dec-13	Mar-14	79	66	13	19	0	79	0	25	25	29	0	79	0	0	0							
	3771	Devon Place	Taylor Wimpey	0.5	B	FULL	Jun-12	Mar-13	28	22	6	0	12	16	16	0	0	0	0	16	0	0	0							
	4655	Drum Brae South	Dundas Estates & Development Co Ltd & .	0.2	B	FUL	Feb-14	Mar-14	17	0	17	0	0	17	2	15	0	0	0	17	0	0	0							
N	5289	Duddingston Park South	Barratt	4.5	B	FULL	Jan-14		186	48	138	48	0	186	0	26	30	30	38	124	38	24	0							
N	5291	Duke Street	Mr Kamran Akbar Cameron Guest House Gr	0.0	B	FULL	Jun-13		5	0	5	0	0	5	0	5	0	0	0	5	0	0	0							
	4365	Duke Street	Sundial Properties.	0.6	B	FULL	Dec-12	Mar-14	53	0	53	0	0	53	0	23	30	0	0	53	0	0	0							
N	5023	East Silvermills Lane	AMA 9New Town) Ltd.	0.1	B	FULL	Oct-10		5	0	5	0	0	5	0	0	0	5	0	5	0	0	0							
N	4939	Easter Road	Mr Thomas	0.0	B	FULL	Mar-11	Mar-13	6	0	6	0	2	4	2	2	0	0	0	4	0	0	0							
	5175	Ellersly Road	S1 Developments Ltd And Rumney Manor L	1.4	B	FULL	Jan-13	Mar-13	51	19	32	0	8	43	20	23	0	0	0	43	0	0	0							
N	5300	Fort House	The City Of Edinburgh Council.	1.9	B	FULL	May-13		94	2	92	94	0	94	0	0	30	30	34	94	0	0	0							
	4841	Gracemount Drive	Cruden Homes (East) Ltd.	3.1	B	FULL	Jun-11	Mar-12	116	46	70	116	45	71	25	25	21	0	0	71	0	0	0							
	4510	Granton Square	Queensberry Properties	0.3	B	FULL	May-13	Mar-10	51	3	48	48	24	27	10	17	0	0	0	27	0	0	0							
N	5310	Greenbank Drive	BT Plc.	0.5	B	FULL	Oct-13		9	9	0	0	0	9	0	0	9	0	0	9	0	0	0							
	4797	Gylemuir Road	Rectory Park Properties Ltd.	0.0	B	FULL	Sep-12	Mar-13	11	11	0	0	2	9	4	5	0	0	0	9	0	0	0							
N	5311	Hill Street	Hill Street Development Llp.	0.0	B	FULL	Oct-13	Mar-14	8	0	8	0	0	8	0	8	0	0	0	8	0	0	0							
	4777	Hillside Crescent	The Trustees Of The Hanover Property U	0.0	B	FULL	Apr-09		34	0	34	7	0	34	0	0	0	0	0	0	17	17	0							
N	5314	Kinnear Road	Kinnear Road Ltd.	0.5	B	FULL	May-13	Mar-14	15	3	12	0	0	15	0	15	0	0	0	15	0	0	0							
	4171	Liberton Road	McCarthy And Stone Retirement Lifestyl	0.6	B	FUL	Aug-13	Mar-14	48	0	48	4	0	48	20	28	0	0	0	48	0	0	0							
	5142	Little Road	Dunedin Canmore Housing Association.	0.4	B	FULL	Dec-12	Mar-13	32	0	32	32	0	32	32	0	0	0	0	32	0	0	0							
N	5142B	Little Road	Dunedin Canmore Housing Association	0.4	B	FULL	Mar-14		16	0	16	16	0	16	0	0	16	0	0	16	0	0	0							
	5025	Longstone Road	Mr Thomson	0.1	B	FULL	May-11		9	0	9	0	0	9	0	0	9	0	0	9	0	0	0							
N	5323	Malta Terrace	S1 Developments.	0.2	B	FULL	Jun-13		11	9	2	0	0	11	0	0	11	0	0	11	0	0	0							
	3056.2	Marchfield Park Lane	Mactaggart + Mickel.	0.1	B	FULL	Jan-10	Mar-14	11	11	0	0	0	11	5	6	0	0	0	11	0	0	0							
	5034	Marchmont Crescent	AMA (New Town) Ltd.	0.2	B	FULL	Aug-11	Mar-13	15	0	15	0	0	15	15	0	0	0	0	15	0	0	0							

**Housing Land Audit 2014**  
**Schedules**

Site Ref (N=New site in 2014)	Site Name /Address	Developer (Or Owner)	Area /ha	Brf/ Grf	Consent Type	Date	U/C date	Total Dwellings	Houses	Flats	Total affdble units	Complete by 04/14	Remaining as at 04/14	Expected Completions								
														14/15	15/16	16/17	17/18	18/19	Total 14-19	19/20	20/21	Post 2021
N 5324	Mcdonald Road	Foremost Properties (Scotland) LLP.	0.4	B	FULL	Jun-13	Mar-14	67	0	67	0	19	48	18	30	0	0	0	48	0	0	0
N 5329	Moredun Park Street	Castle Rock Edinvar.	1.0	G	FULL	Nov-13	Mar-14	54	0	54	0	0	54	0	25	29	0	0	54	0	0	0
4783	Moredunvale Place	Larsa Construct Ltd	0.0	B	FULL	Jun-09		6	0	6	0	0	6	0	0	6	0	0	6	0	0	0
5197	Muirhouse Avenue	Springfield Properties.	2.9	B	FULL	Feb-13	Mar-13	202	50	152	202	26	176	46	28	50	52	0	176	0	0	0
5136	Newhaven Road	The Scotsman Publications + Barrats East Scotla	1.0	B	FULL	Aug-12	Mar-13	127	0	127	31	38	89	48	41	0	0	0	89	0	0	0
N 5383	Old Dalkeith Road	Sheratan Ltd.	8.0	G	FULL	Sep-13		84	39	45	28	0	84	0	0	24	30	30	84	0	0	0
4707	Old Dalkeith Road	J McCuscker.	0.1	B	FULL	Jun-10		5	4	1	0	0	5	0	0	5	0	0	5	0	0	0
N 5336	Palmerston Place	Whitechester Ltd.	0.1	B	FULL	Jul-13		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0
N 4996	Pennywell Road	CEC	10.2	B	OUT	Sep-13		245	87	158	95	0	245	0	0	0	45	50	95	50	50	50
4996.1	Pennywell Road	Urban Union.	3.8	B	FULL	Mar-14		193	70	123	108	0	193	0	0	23	50	50	123	50	20	0
N 4996.2	Pennywell Road	CEC	0.6	B	FULL	Apr-12	Mar-14	34	3	31	34	0	34	3	31	0	0	0	34	0	0	0
5159	Pennywell Road	City Of Edinburgh Council.	11.5	B	OUT	Aug-12		290	159	131	145	0	290	0	0	40	50	50	140	50	50	50
3603	Pilton Drive	Taylor Wimpey	7.2	B	FULL	Jul-04	Mar-04	655	97	558	0	607	48	48	0	0	0	0	48	0	0	0
4710	Pitsligo Road	Telereal Trillium.	1.9	B	FULL	Aug-13		81	24	57	0	0	81	0	25	28	28	0	81	0	0	0
N 5343	Queen Street	New Town Property Dev. LLP.	0.0	B	FULL	Jul-13	Mar-14	10	0	10	0	0	10	0	10	0	0	0	10	0	0	0
N 5380	Queen Street	Mr. Esmond Smith	0.1	B	FULL	Mar-14		8	0	8	0	0	8	0	0	8	0	0	8	0	0	0
N 5342	Queen Street	Queen Street Residential LLP.	0.0	B	FULL	Jan-14		8	0	8	0	0	8	0	0	8	0	0	8	0	0	0
5102	Queensferry Road	Mr Webster	0.3	B	FULL	Nov-12		6	6	0	0	0	6	0	6	0	0	0	6	0	0	0
4355	Queensferry Road	Barnton Properties Ltd.	0.6	B	FULL	Nov-12	Mar-14	9	0	9	0	0	9	0	9	0	0	0	9	0	0	0
4506	Robertson Avenue	J Smart + Co (Contractors) Plc	0.5	B	FULL	Jun-07	Mar-11	86	4	82	22	56	30	30	0	0	0	0	30	0	0	0
N 5351	Rutland Square	Sundial Rutland Ltd.	0.0	B	FULL	Nov-13	Mar-14	5	0	5	0	0	5	0	5	0	0	0	5	0	0	0
N 5011	Shandwick Place	Mr Diresta	0.1	B	FULL	Nov-10		11	0	11	0	0	11	0	0	0	0	0	0	11	0	0
5143	South Oswald Road	Barnado's.	0.3	B	FULL	May-12		10	0	10	0	0	10	0	0	10	0	0	10	0	0	0
4323	South Trinity Road	CALA Management Ltd (Ms Gillian Tait )	2.7	B	FULL	Sep-11	Mar-12	81	68	13	20	62	19	19	0	0	0	0	19	0	0	0
4473	Spylaw Road	Heritors Prime Property (Scotland) Ltd	0.1	B	FULL	Jun-12		11	0	11	0	0	11	0	0	11	0	0	11	0	0	0
4528	St Andrew Square	ING Real Estate Investment Management	0.4	B	FULL	Oct-12		6	0	6	0	0	6	0	0	0	6	0	6	0	0	0
4731	St Mark's Lane	Mr William Morrison.	0.1	B	FULL	Oct-13		7	7	0	0	0	7	0	0	0	7	0	7	0	0	0
N 5379	Station Road	WPH Developments Ltd.	0.4	B	FULL	Mar-14		32	0	32	8	0	32	0	16	16	0	0	32	0	0	0
N 5370	West Bowling Green Street	J Smart & Co (Contractors) Plc.	0.8	B	FULL	May-13		114	4	110	28	0	114	0	25	25	30	34	114	0	0	0
4191	West Mill Road	Change Homes (West Mill Road) Ltd + Ca	0.2	B	FULL	Aug-12		7	7	0	0	0	7	0	0	7	0	0	7	0	0	0
N 5373	West Mill Road	CALA Management Ltd &	0.3	B	FULL	Oct-13	Mar-14	15	0	15	0	0	15	0	15	0	0	0	15	0	0	0
N 5374	Westfield Avenue	Hart / Dunedin Canmorre HA	0.4	B	FULL	Jan-14	Mar-14	60	0	60	60	0	60	0	30	30	0	0	60	0	0	0
N 5375	Westfield Court	Mr P Black.	0.1	B	FULL	Feb-14		5	0	5	0	0	5	0	0	5	0	0	5	0	0	0
4819	Tennant Street	Silverfields LLP	0.1		FULL			49	0	49	0	0	49	0	25	24	0	0	49	0	0	0
<i>Western Harbour</i>																						
3424	Western Harbour	Forth Properties Limited.	17.6	B	OUT	Jul-02		1,409	0	1,409	304	0	1,409	0	0	0	0	0	0	50	50	1,309
3424.6	Western Harbour View	AB Leith Ltd.	1.8	B	FULL	May-13		258	11	247	0	0	258	0	0	50	50	50	150	50	58	0
<i>Granton Harbour</i>																						
3744	Granton Harbour	Various	20.0	B	OUT	Jan-14		1,210	447	763	297	0	1,210	0	0	50	50	50	150	50	50	960
<i>Waterfront Edinburgh</i>																						
3733A	Waterfront - WEL - Central Dev Ar	Various	7.1	B	OUT	Jul-03		1,604	0	1,604	235	0	1,604	0	0	0	0	0	0	0	50	1,554
3733A.1	Granton Park Avenue	Buredi + Waterfront Edinburgh Ltd.	1.4	B	FULL	Sep-05	Mar-07	95	14	81	26	14	81	0	0	40	41	0	81	0	0	0
<i>Forth Quarter</i>																						
3105.5	West Shore Road	Persimmon Homes East Scotland	0.3	B	FUL	Aug-13	Mar-14	32	0	32	0	0	32	0	5	27	0	0	32	0	0	0
3105	West Shore Road - Forth Quarter	Secondsitere Property	19.6	B	OUT	Oct-03		1,037			125	0	1,037	0	50	50	50	50	200	50	50	737

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														14/15	15/16	16/17	17/18	18/19	Total 14-19			
<i>Edinburgh City Local Plan Sites</i>																						
4894	ECLP WAC 1c: Salamander Place	Teague Developments Ltp	6.0	B	FULL	Dec-11	Mar-13	781	15	766	195	108	673	50	50	50	50	50	250	50	50	323
4638	ECLP CA2: Calton Road (Caltongat	Mountgrange (Caltongate) Ltd.	0.2	B	FULL	Oct-08	Mar-14	36	0	36	36	0	36	0	36	0	0	0	36	0	0	0
4338.2	ECLP CA3: Fountainbridge	Fountain North Limited.	0.9	B	FULL	Aug-07	Mar-08	181	0	181	0	108	73	30	43	0	0	0	73	0	0	0
4900	ECLP CA3: Fountainbridge (South)	LTSB (Fountainbridge1) Ltd. And LTSB (	5.7	B	OUT	Sep-11		300	0	300	75	0	300	0	0	0	50	50	100	50	50	100
4516	ECLP CA3: West Tollcross	M + M Lochrin Ltd.	0.8	B	FULL	Jul-12	Mar-10	107	0	107	20	20	87	0	0	27	30	30	87	0	0	0
3957	ECLP CA4: Quartermile	Southside Capital Ltd.	6.2	B	FULL	Mar-08	Mar-06	1,069	0	1,069	171	646	423	75	75	75	75	75	375	48	0	0
4249	ECLP HSG 10: Clermiston Campus	Persimmon Homes (East Scotland).	9.1	B	FULL	Feb-10	Mar-10	323	113	210	106	247	76	36	40	0	0	0	76	0	0	0
4332	ECLP HSG12: Telford College (Sou	The Miller Group Ltd.	4.4	B	FULL	Mar-09	Mar-07	351	54	297	0	282	69	30	39	0	0	0	69	0	0	0
3544A	ECLP HSG2: Chesser Avenue - FRU	Ediston Properties Ltd + West Register	3.6	B	OUT	Jan-12		130	39	91	0	0	130	0	0	30	50	50	130	0	0	0
<i>LDP Sites</i>																						
5245.1	South Gyle Broadway	David Wilson Homes		B	NONE			200	140	60	50	0	200	0	27	36	58	32	153	47	0	0
5245	LDP DtS 5 Edinburgh Park		121.7	B	NONE			375			94	0	375	0	0	0	50	50	100	50	50	175
4898	LDP HSG 6: South Gyle Wynd	Persimmon Homes.	0.3	G	NONE			203	111	92	48	0	203	0	30	35	35	35	135	35	33	0
4508	LDP HSG 8: Telford College (North	Miller Homes Ltd.	3.9	B	FULL	Jun-07	Mar-11	329	0	329	0	211	118	30	30	30	28	0	118	0	0	0
4812	LDP HSG 9: City Park	Link Group Ltd And J Smart + Co (Cont	0.2	G	FUL	Sep-13	Mar-14	203	0	203	152	0	203	0	70	70	63	0	203	0	0	0
4899	LDP HSG 10: Fairmilehead Water	CALA / Barratt	1.0	B	FULL	Dec-12	Mar-14	275	175	100	73	54	221	50	97	40	34	0	221	0	0	0
3965	LDP HSG 12: Albion Road	Emblem Homes Ltd.	2.7	B	FULL	Mar-14		205	48	157	0	0	205	0	0	50	50	50	150	55	0	0
3964	LDP HSG 12: Hawkhill Avenue	The Lochend Butterfly Project Ltd.	2.7	B	FULL	Nov-04	Mar-07	266	0	266	48	218	48	0	48	0	0	0	48	0	0	0
4509.2	LDP HSG 13: Eastern General Hos	Hillcrest Housing Association	5.5	B	FULL	Feb-14		155	10	145	155	0	155	0	50	50	55	0	155	0	0	0
3756	LDP HSG 14: Niddrie Mains	Craigmillar JVC	25.9	B	OUT	Jun-12		300	80	220	75	0	300	0	0	50	50	50	150	50	50	50
3756.4	LDP HSG 14: Niddrie Mains Road	Parc, EDI Group	1.3	B	FULL	May-08	Mar-13	110	26	84	17	61	49	49	0	0	0	0	49	0	0	0
N 3755.2	LDP HSG 16: Niddrie Mains Road	Mr Neil Ross	0.8	B	FULL	Feb-14	Mar-14	73	16	57	0	0	73	0	23	25	25	0	73	0	0	0
3754	LDP HSG 17: Greendykes	Craigmillar JVC	15.6	B	NONE			841			218	0	841	0	0	50	50	50	150	50	50	591
3754.2	LDP HSG 17: Greendykes Road	PARC Craigmillar.	0.6	B	FULL	Sep-11	Mar-14	57	11	46	10	0	57	57	0	0	0	0	57	0	0	0
3753	LDP HSG 18: New Greendykes	Persimmon Homes.	22.5	G	FULL	Oct-12	Mar-14	752	521	231	95	0	752	0	0	0	50	50	100	100	100	452
3753.1	LDP HSG 18: New Greendykes pha	Persimmon Homes.	2.1	G	FULL	Feb-13	Mar-14	126	0	126	126	0	126	26	50	50	0	0	126	0	0	0
5248	LDP HSG 21: Broomhills	David Wilson & Barratt Homes	24.6	G	NONE			633	611	22	158	0	633	0	0	22	40	40	102	40	40	451
5133	LDP HSG 22: Burdiehouse Road pl	Barratt	19.6	G	FULL	Jun-13	Mar-14	122	91	31	30	15	107	16	32	32	27	0	107	0	0	0
5249	LDP HSG 22: Burdiehouse phase 2	Barratt Homes	14.0	G	NONE			204	0	0	51	0	204	0	0	30	56	45	131	45	28	0
5250	LDP HSG 23: Gilmerton Dykes Roa	Cruden	2.4	G	NONE			60	0	0	15	0	60	0	30	30	0	0	60	0	0	0
5251	LDP HSG 24: Gilmerton Station Ro	Mac & Mic	19.7	G	NONE			420	0	0	105	0	420	0	20	50	50	100	220	100	100	0
5252	LDP HSG 25: The Drum	LDP Site	6.2	G	NONE			150	0	0	37	0	150	0	0	25	50	50	125	25	0	0
5253	LDP HSG 26: Newcraighall North	Barratt Homes	8.6	G	NONE			220	220	0	55	0	220	0	40	40	69	34	183	34	3	0
5254	LDP HSG 27: Newcraighall East	LDP Site	17.0	G	NONE			330	0	0	83	0	330	0	0	25	25	50	100	50	50	130
	Small Sites							248			0	0	248	50	49	50	49	50	248	0	0	0
<b>Total for Edinburgh City Local Plan Area</b>								<b>20,343</b>			<b>4,681</b>	<b>3,028</b>	<b>17,315</b>	<b>965</b>	<b>1,669</b>	<b>1,972</b>	<b>1,884</b>	<b>1,449</b>	<b>7,939</b>	<b>1,301</b>	<b>1,073</b>	<b>7,002</b>
N 4942	Ferrymuir	Bellway etc	3.9	G	NONE			130	16	114	33	0	130	0	26	26	26	26	104	26	0	0
N 4969	Lanark Road West	W T Contractors Ltd.	0.4	B	FULL	Aug-10		5	5	0	0	0	5	0	0	5	0	0	5	0	0	0
5026	Meadowfield Road	West Craigs Ltd.	0.9	B	FULL	May-11	Mar-14	8	8	0	0	2	6	6	0	0	0	0	6	0	0	0

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Site Ref (N=New site in 2014)	Site Name /Address	Developer (Or Owner)	Area /ha	Br/ Grf	Consent Type	Date	U/C date	Total Dwellings	Houses	Flats	Total affdble units	Complete by 04/14	Remaining as at 04/14	Expected Completions								
														14/15	15/16	16/17	17/18	18/19	Total 14-19	19/20	20/21	Post 2021
<i>Rural West Local Plan Sites</i>																						
3762	RWELP HSG 5: Stewart Terrace	Lp Site	4.7	B	NONE			117			0	0	117	0	0	17	50	50	117	0	0	0
3746	RWELP HSP 3: Kirkliston Distillery	LP site	3.6	B	FULL	Feb-07	Mar-13	106	89	17	15	0	106	0	20	30	30	26	106	0	0	0
3750	RWELP HSP 6: Craigpark Quarry	Craigpark Partnership.	7.5	B	NONE			117	75	42	17	0	117	0	0	17	50	50	117	0	0	0
4327	RWELP HSP 7: Freelands Road	Cala Management Ltd.	10.7	G	FULL	Jul-10	Mar-11	133	114	19	19	110	23	23	0	0	0	0	23	0	0	0
<i>LDP Sites</i>																						
5244	LDP Emp 6 IBG	LDP Site	136.3	G	NONE			350	0	0	88	0	350	0	0	50	50	50	150	100	100	0
4723.1	LDP HSG 2: Scotstoun Avenue (Ag Barratt Homes		5.7	B	FULL	Dec-13		294	0	0	112	0	294	5	37	64	64	64	234	60	0	0
4723.2	LDP HSG 2: Scotstoun Avenue (Ag Cala Homes		5.7	B	FULL	Dec-13		156	0	0	0	0	156	0	30	40	40	46	156	0	0	0
3745.5	LDP HSG 3: Queensferry Road	Barratt East Scotland.	3.6	G	FULL	May-11		40	40	0	0	0	40	0	20	20	0	0	40	0	0	0
3745.6	LDP HSG 3: Queensferry Road	Walker Group	3.1	G	FULL	Sep-12	Mar-14	125	44	81	81	24	101	31	50	20	0	0	101	0	0	0
3745.2	LDP HSG 3: Queensferry Road	Walker Group (Scotland) Ltd.	0.2	G	FULL	Dec-09	Mar-11	83	83	0	0	60	23	23	0	0	0	0	23	0	0	0
3745.1	LDP HSG 3: Queensferry Road	Barratt East Scotland.	1.0	G	FULL	Aug-12	Mar-11	220	166	54	81	166	54	27	27	0	0	0	54	0	0	0
3745.4	LDP HSG 3: Queensferry Road	Walker Group	2.2	G	FULL	Sep-10		70	70	0	0	0	70	0	10	25	25	10	70	0	0	0
5246	LDP HSG 19: Maybury	Taylor Wimpey	74.6	G	NONE			1,200	0	0	300	0	1,200	0	50	75	100	150	375	150	150	525
5247	LDP HSG 20: Cammo	LDP Site	28.2	G	NONE			600	0	0	150	0	600	0	0	50	100	100	250	100	100	150
5257	LDP HSG 30: Moredunvale Road	LDP Site	5.4	G	NONE			50	0	0	13	0	50	0	0	0	25	25	50	0	0	0
5255	LDP HSG 35: Riccarton Mains Road	LDP Site	1.2	G	NONE			50	0	0	13	0	50	0	0	25	25	0	50	0	0	0
5256	LDP HSG 36: Curriemuirend	LDP Site	5.7	G	NONE			100	0	0	25	0	100	0	0	0	25	25	50	25	25	0
	Small Sites							29				1	28	6	5	6	5	6	28	0	0	0
<b>Total for Rural West Local Plan Area</b>								<b>3,983</b>				<b>363</b>	<b>3,620</b>	<b>121</b>	<b>275</b>	<b>470</b>	<b>615</b>	<b>628</b>	<b>2,109</b>	<b>461</b>	<b>375</b>	<b>675</b>
<b>Total for City of Edinburgh</b>								<b>24,326</b>				<b>3,391</b>	<b>20,935</b>	<b>1,086</b>	<b>1,944</b>	<b>2,442</b>	<b>2,499</b>	<b>2,077</b>	<b>10,048</b>	<b>1,762</b>	<b>1,448</b>	<b>7,677</b>

# Completions







# Constrained Sites



City of Edinburgh Constrained Sites

Site Ref	Site Name	Developer (Owner)	Area (ha)	Last Consent, if any Type	Date	Total Dwellings Remaining	Summary of constraint(s)
4631	Bellenden Gardens	Archdiocese Of St Andrews And Edinburg	0.2	FULL	Aug-08	7	Consent Expired
4635	Broughton Street Lane	Prosper Holdings Ltd.	0.1	FULL	Sep-08	11	Consent Expired
4503	Burdiehouse Road	BJ Hendry	0.2	FULL	Nov-07	15	Consent Expired
4544	Ellersly Road	Private	0.7	FULL	Nov-07	13	Site in use as Hotel
3100	Ferry Road	Period House Development Co.	0.1	FULL	Nov-08	5	Consent Expired
4513	Great Junction Street	Mr Barratt.	0.1	FULL	Oct-07	28	Consent Expired
4728	Groathill Road South	Ciji Properties.	0.1	FULL	Jan-09	11	Consent Expired
4677	Inglis Green Road	Longstone Retail LLP.	0.3	FULL	Feb-09	51	Consent Expired
5027	London Road	Caledonian Trust Plc.	0.9	OUT	Sep-11	150	
4526	Milton Road East	Jewel And Esk Valley College.	1.1	OUT	May-07	53	Consent Expired
3623	Ocean Drive	Wimpey City	4.3	FULL	Jul-02	193	Consent Expired
4729	St Andrew Square	Golden Squares Limited ( Mr James Litt	0.0	FULL	Sep-08	7	Consent Expired
4793	St James Centre	Henderson Global Investors.	0.5	OUT	Jun-09	250	Consent expired/subject of new application
3755	LDP HSG 16: Thistle Foundation	Edinvar	7.8	NONE		136	No Consent
4502	West Coates	Donaldsons College + Cala Evans Restor	7.4	FULL	Jul-07	137	Site not viable
3585	West Granton Road	The Thomas Mitchell Group.	0.1	OUT	Apr-10	8	Site with adminstrators
3733A.6	West Harbour Road	Waterfront Edinburgh Limited.	0.1	OUT	Apr-09	42	Consent expired
4745	Woodhall Road	W + A Forsyth.	0.4	FULL	Oct-08	5	Consent expired
4747	York Place	NorBar Developments LLP (Mr George No	0.1	FULL	Mar-09	5	Consent expired
3677	Jeffrey Street	Capital Land (holdings Ltd).	0.4	FULL	Aug-07	53	Consent expired
4699	ECLP CA2: East Market Street (Caltor	Mountgrange ( Caltongate ) Limited.	0.3	FULL	Oct-08	8	Developer in administration
3825	ECLP CA2: New Street (Caltongate)	Mountgrange ( Caltongate ) Limited.	0.8	FULL	Oct-08	164	Developer in administration
4338	ECLP CA3: Fountainbridge	Fountain North Ltd + Scottish Newcastl	2.3	OUT	Dec-06	400	
3744.2	Granton Harbour	Gregor Shore PLC.	0.6	FULL	Jul-05	160	Developer in Adminstration
3744.6	Granton Harbour - Plot 29	Hart Estates Ltd.	0.6	FULL	Oct-05	36	New application for altered scheme
3744.3	Granton Harbour - Plot 3		1.0	FULL	Jul-05	131	New application for altered scheme
3744.4	Granton Harbour - Plot 31	Applecross Properties.	1.5	FULL	Dec-05	97	New application for altered scheme
4773	LDP HSG 11: Shrub Place	BL Developments Ltd.	2.1	FULL	Aug-08	410	In administration
4157	LDP HSG 15: Castlebrae	LP site	34.0			145	Lp site. No consent
4897	LDP HSG 7: Edinburgh Zoo		0.4			80	Lp site. No consent
4893	WAC 1b: Leith Docs	Forth Ports	183.0			4600	No current consent
3733B	Waterfront - WEL - North Shore	Various	9.5			850	Not viable in current climate
3733A.5	Waterfront Avenue: Upper Strand Pl	Upper Strand Developments Ltd + Waterf	0.5	FULL	Jun-07	64	No recent progress
3424.1	Western Harbour - Platinum Point	Gregor Shore Plc.	4.3	FULL	Apr-04	226	Company in administration
3760	LDP HSG 1: Springfield	Lp Site	12.0			150	Lp site. No consent
5132	LDP HSG 4: West Newbridge	Lp Site	24.9			500	LP site, no consent
3747	LDP HSG 5: Hillwood Rd	Lp Site	2.1			50	Lp site. No consent
1000	RWELP HSG 1: Kinleith Mills	Treetops Development Company.	2.9	FULL	Mar-04	157	Company in administration
3761	RWELP HSG 3: Baird Road	Lp Site	0.3			6	Lp site. No consent
1837	RWELP HSG 6: Port Edgar	Private	8.6			300	Lp site. No consent
3763	RWELP HSG 7: Society Road	Lp Site	1.8			50	Lp site. No consent
3533	RWELP HSP 4: Newbridge Nursery	Kinleith Industrial Estates Ltd.	1.3	OUT	Sep-06	25	No consent
3752	Burdiehouse Street	Lp Site	1.5			50	Lp site. No consent
	Small sites					91	
	<b>Units remaining on constrained sites</b>					<b>9930</b>	