

Developer Contributions

Policy Del 1 - Developer Contributions and Infrastructure Delivery

1. Proposals will be required to contribute to the following infrastructure provision where relevant and necessary to mitigate* any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of the proposed development:

a) The strategic infrastructure from SDP Fig. 2, the transport proposals and safeguards from Table 9 including the existing and proposed tram network, other transport interventions as specified in Part 1 Section 5 of the Plan and to accord with Policy Tra 8. Contribution zones will apply to address cumulative impacts.

b) Education provision including the new school proposals from Table 5 and the potential school extensions as indicated in Part 1 Section 5 of the Plan. Contribution zones will apply to address cumulative impact.

c) Green space actions if required by Policy Hou 3, Env 18, 19 or 20. Contribution zones may be established where provision is relevant to more than one site.

d) Public realm and other pedestrian and cycle actions, where identified in the Council's public realm strategy, or as a site specific action. Contribution zones may be established where provision is relevant to more than one site.

2. Development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time.

In order to provide further detail on the approach to implementation of this policy and to provide the basis for future action programmes Supplementary Guidance** will be prepared to provide guidance including on:

a) The required infrastructure in relation to specific sites and/or areas

b) Approach to the timely delivery of the required infrastructure

c) Assessment of developer contributions and arrangements for the efficient conclusion of legal agreements

d) The thresholds that may apply

e) Mapping of the cumulative contribution zones relative to specific transport, education, public realm and green space actions.

f) The Council's approach should the required contributions raise demonstrable commercial viability constraints and/or where forward or gap funding may be required.

* Further assessments may be required to detail the required mitigation

** This guidance should be submitted to Ministers within one year from the date of adoption of this Plan. In the event that timing of the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group would delay inclusion of details on cross boundary issues an interim approach will be detailed through the Supplementary Guidance to be confirmed through the replacement development plan.

Policy Hou 1 - Housing Development

1 Priority will be given to the delivery of the housing land supply and the relevant infrastructure* as detailed in Part 1 Section 5 of the Plan including:

- a) sites allocated in this plan through tables 3 and 4 and as shown on the proposals map
- b) as part of business led mixed use proposal at Edinburgh Park/South Gyle
- c) as part of the mixed use regeneration proposals at Edinburgh Waterfront (Proposals EW1a-EW1c and EW2a-2d and in the City Centre)
- d) on other suitable sites in the urban area, provided proposals are compatible with other policies in the plan

2 Where a deficit in the maintenance of the five year housing land supply is identified (as evidenced through the housing land audit) greenfield/greenbelt housing proposals may be granted planning permission where:

- a) The development will be in keeping with the character of the settlement and the local area
- b) The development will not undermine green belt objectives
- c) Any additional infrastructure required* as a result of the development and to take account of its cumulative impact, including cross boundary impacts, is either available or can be provided at the appropriate time.
- d) The site is effective or capable of becoming effective in the relevant timeframe.
- e) The proposal contributes to the principles of sustainable development.

* This should be addressed in the context of Policy Del 1, Tra 8 and the associated Supplementary Guidance.

Policy Tra 8 - Provision of Transport Infrastructure

Development proposals relating to major housing or other development sites, and which would generate a significant amount of traffic, shall demonstrate through an appropriate transport assessment and proposed mitigation that:

- a) Identified local and city wide individual and cumulative transport impacts can be timeously addressed in so far as this is relevant and necessary for the proposal
- b) Any required transport infrastructure in Table 9 and in the general and site specific development principles has been addressed as relevant to the proposal.
- c) The overall cumulative impact of development proposals throughout the SESplan area (including development proposals in West Lothian, East Lothian and Midlothian) has been taken into account in so far as relevant to the proposal. Assessment should draw on the findings of the Cumulative Impact Transport and Land Use Appraisal Working Group once these become available.