

edinburgh and the lothians structure plan 2015

action plan 2

interim update

january 2007

green belt economy land supply transport jobs housing



east lothian

edinburgh

midlothian

west lothian

2015

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LIST OF ABBREVIATIONS

AP2	Action Plan 2
BWB	British Waterways Board
CEC	City of Edinburgh Council
CSCT	Central Scotland Countryside Trust
ELC	East Lothian Council
E&LSP	Edinburgh and the Lothians Structure Plan 2015
ND/D	Non-denominational/denominational
HS	High School
LHS	Local Housing Strategy
LP	Local Plan
LSP	Lothian Structure Plan 1994
MC	Midlothian Council
PPP	Public-Private Partnership
PS	Primary School
RC	Roman Catholic
SEStran	South East Scotland Transport Partnership
SPP	Scottish Planning Policy
SW	Scottish Water
WLC	West Lothian Council
WLHNT	West Lothian Healthcare NHS Trust
WWTW	Waste-water Treatment Works

INTRODUCTION

- 1.1 This is an interim update of the second formal Action Plan (AP2). It has been prepared to support the approved Edinburgh and the Lothians Structure Plan 2015 (E&LSP). SPP1 The Planning System requires that all development plans should contain an action plan, which should be updated every two years.
- 1.2 The Action Plan concentrates on strategic actions required to implement the regional strategy arising from the structure plan, supported by reference to the need for local plans, and their action plans, to implement requirements at the local and detailed level. This is consistent with the intention that structure plans should focus on strategic housing, employment and transport issues.
- 1.3 The Action Plan focuses on strategic services and infrastructure, which includes transportation schemes. The policy requirements linked to the Action Plan are included within the Implementation Chapter of the E&LSP, whilst other sections of the structure plan also refer to the Action Plan.
- 1.4 This new Action Plan provides an update of the key planning stages and changes that have taken place in advancing the local plans, and the commitments and funding details associated with the strategic and development area infrastructure requirements since the original Action Plan was prepared. As mentioned in the first Action Plan (and in Para. 2.5 below), the actual requirements may change over time, through additions or deletions depending on changing circumstances, or as the primary funding agencies are identified.

A REALISTIC APPROACH

- 2.1 The Action Plan identifies the key partners and agencies targeted to implement the E&LSP development strategy.

Funding Commitments

- 2.2 It is recognised that there will not always be commitment to investment at this early stage. The E&LSP covers the period to 2015 and most capital budgets and programmes, whether public or private sector based, commit to less than five years. This Action Plan and future reviews of the Action Plan will identify where investment is forthcoming or where problems are emerging and assess the implications for the structure plan.
- 2.3 The increasing expectation and requirement that developers should fund services and infrastructure is reflected in the action and funding responsibilities.
- 2.4 The Action Plan therefore identifies:
 - a) strategic projects which include cross-boundary initiatives, mostly confined to transportation initiatives;
 - b) investments in infrastructure directly related and required to implement the development of the E&LSP core development areas (mostly housing);
 - c) investments in infrastructure required and related to implementing existing strategic development proposals established within local plans (i.e. implementing the Edinburgh & the Lothians Structure Plan 2015); and
 - d) pointers to the more detailed requirements, which would be expanded within local plan Action Plans.

Investment Details and Variation

- 2.5 In some cases, given the broad strategic nature of the structure plan, the need and degree of investment may be unknown or uncertain. Equally, through discussions with partners and developers, requirements might change, or be differently met. Developers should assume that, where attributed, the items included in Schedules 3 are requirements that must be met as a minimum provision. In all cases, developers should discuss and establish requirements with the local planning authorities at the earliest date.

COMMITMENT THROUGH DEVELOPMENT PLANS

Structure Plan Approval

- 3.1 The Scottish Ministers approved the E&LSP with modifications on 17 June 2004. The Plan became operative on 21 June 2004. The four Lothian planning authorities are now progressing, as a priority, the reviews or replacements of the key local plans that implement the E&LSP.

Local Plans

- 3.2 Most of the policies in the E&LSP refer to, or require to be implemented through, local plans. The key policies to be actioned in local plans, to implement the E&LSP, are included in Appendix 1. An important policy requirement is policy IMP1 that relevant local plans should be finalised within eighteen months of structure plan approval. There has been slippage in this timeframe. It is anticipated that the next local plan adoptions will be during 2007.
- 3.3 East Lothian and West Lothian Councils have both prepared and approved Council-wide local plans for their respective areas that are consistent with the ELSP2015. Both these finalised plans have completed their deposit procedures. East Lothian Council has completed its Public Local Inquiry with the report expected in Spring 2007. The West Lothian Local Plan Public Local Inquiry is scheduled to end in February 2007. It is anticipated that both Local Plans will be adopted during 2007/08. Both have been exempted from the requirement to carry out a Strategic Environmental Assessment (SEA).
- 3.4 In the case of Midlothian the two area local plans covering the district, the Shawfair and Midlothian Local Plans, were adopted in 2003. A replacement Local Plan, the Midlothian Local Plan was placed on deposit in June 2006, and Pre-Inquiry changes prepared. A Public Local Inquiry will take place in 2007. The Local Plan has been subject to the statutory requirements for strategic environmental assessment. In this connection, an Environmental Report has been prepared and was available for public scrutiny alongside the Local Plan during the deposit period. This report also discharges Midlothian Council's responsibilities under Article 6 of Council Directive 92/43/EEC by concluding that an appropriate assessment of the potential impact of the provisions of the Finalised Midlothian Local Plan on Natura Sites in the Plan area is not required.
- 3.5 Within Edinburgh, the Rural West Edinburgh Local Plan was adopted in June 2006. This plan, together with the Edinburgh City Local Plan (once adopted) will provide full local plan coverage of the Council's area and implement the requirements of the E&LSP 2015. The Consultative Draft Edinburgh City Local Plan was published in May 2006 for public consultation. Representations to the Plan are currently being assessed and were reported to committee on 5 October 2006. A Strategic Environmental Assessment of the Plan is now underway and will inform the finalisation of the plan in spring 2007. Up to date information on progress can be found on the Council's **website at www.edinburgh.gov.uk/eclp**

- 3.6 Schedule 1 lists the local plans across the Lothians, and provides an indicative programme of the adoption of up-to-date local plans to reflect the requirements of the E&LSP. Progress on these will be monitored.
- 3.7 Since the original Action Plan was published there has been some slippage in local plan progress. The key reason for delay is the introduction of the new regulations on Strategic Environmental Assessment (SEA). These regulations require a Strategic Environmental Assessment to be carried out on local plans which had began preparation prior to 21 June 2004 and which would not be adopted before 21 July 2006, although exemptions may apply in certain circumstances. The assessment requires Council's to complete a preliminary scoping report followed by an environmental report assessing a local plan's significant environmental impacts, options for change, mitigation and procedures for monitoring impacts in the future. Both the scoping report and environmental report have to be sent to three consultation bodies for comment, those being the Scottish Ministers (Historic Scotland), SEPA and Scottish Natural Heritage. The Midlothian Local Plan and the Edinburgh City Local Plan have been subject to the requirements of SEA, and as a result their preparation programmes have experienced delays.
- 3.8 In approving the structure plan, Scottish Ministers required it's early review, which needs to be complete by 2008. The first stage of this work, a consultation on key issues, commenced in May 2006 and ended on 30 June. The consultation paper set out the options for reviewing the structure plan and suggested a limited alteration to the plan so that it remained relevant until 2020. It also sought preliminary views on how the Edinburgh City Region should develop between 2020 to 2040. Since then, the E&LSP Joint Liaison Committee is giving consideration to seeking the approval of Scottish Ministers for the abandonment of the Structure Plan review to allow for a re-focussing of strategic planning to secure the early preparation of a City Region Plan involving the 4 Lothian authorities, Fife Council and Scottish Borders Council.

COMMITMENT THROUGH PARTNERSHIPS AND INTER-AGENCY INVOLVEMENT

Transport

- 4.1 The main agencies involved in implementing the major transport initiatives (Schedule 2) include the Scottish Executive, Transport Scotland, the local authorities, the Rail Industry and the various bus and rail providers. Increasingly, where major transport initiatives serve or open up areas for development, developers will be required to participate in joint funding. A number of the schemes also require inter-local authority co-operation - examples include the West Edinburgh Tram Extension to Livingston (WL7).
- 4.2 Implementation of the major transport initiatives will involve substantial capital investment. In recognition that much of the need for the investment arises from existing pressures, and from trends such as increasing car ownership, rather than specifically from new development, much of the funding will need to come from non-development sources. In particular, it is imperative that the Scottish Executive makes a major contribution to the necessary investment programme. Through the Regional Transport Strategy, the South East Scotland Transport Partnership (SEStran), as well as individual local authorities, will have a role in identifying and promoting funding strategic provision within the Lothians.

- 4.3 Local planning authorities will need to support the major transport initiatives by ensuring developers make appropriate contributions to the strategic transport projects and fund or provide other transport infrastructure and services needed to support their developments. The four local authorities produce local transport strategies that will inform the monitoring of the Schedule 2 transport schemes. In addition they will have input to the Regional Transport Strategies, the first of which is currently the subject of consultation.
- 4.4 There has been a significant amount of success in progressing the strategic transport investment proposals since the first Action Plan. Both Ingliston and Hermiston Park and Ride sites are in operation with frequent bus services to and from the city centre. Edinburgh Park rail station is open, providing regular train services, as is the west Edinburgh guided busway, which will ultimately form part of Tram Route 2, and work is now underway on the A8000 road improvements. In addition TIE Ltd are progressing the Edinburgh Airport Rail Link and the intention is that the Bill for the scheme will receive Royal assent in May 2007. In West Lothian Fastlink Phase express bus infrastructure is now complete and operational. The additional park and ride spaces at stations on the Bathgate to Edinburgh line are now complete at Livingston North, Uphall and at Bathgate. Work also continues to progress on the reopening of the Airdrie Bathgate line and the Parliamentary rail bill has been promoted by Network Rail. The Scottish Parliament endorsed the Waverley Bill in June 2006, with Royal Assent in July 2006 moving forward the proposal for the re-opening of the Waverley Rail Line.
- 4.5 Discussions are ongoing with Transport Scotland regarding the two new motorway junctions on the M8 and M9. Assessment and appraisal work continues in support of the proposed new junction on the M8 and M9. In the case of the M8 agreement has been reached with the Scottish Executive subject to the availability of developer funding. The planning application for the Winchburgh Core Development Area has been submitted and includes the proposed new junction onto the M9. Transport Scotland has been involved from an early stage and the assessments and appraisals in support of the new junction are underway.
- 4.6 The motorway junctions are one of key elements in delivering the Structure Plan requirements and securing them and their delivery at an early stage is an important factor in achieving the objectives of the Structure Plan.
- 4.7 Despite these successes it is clear there are a number of emerging pressure points. The scheme to introduce congestion charging in Edinburgh was rejected in a referendum and the CEC are currently reviewing their Local Transport Strategy in light of this. The loss of revenue from congestion charging significantly reduces the funding available for a number of schemes set out in Schedule 2 and will affect all the Lothian Councils. One of the pressure points is to the south east of the city. A start on the A68 Dalkeith Bypass, which the previous Structure Plan considered essential to accommodate traffic from new housing developments in Midlothian, has now been given Ministerial approval, with work starting on site in 2006 and completion expected in 2008. There are, however, capacity issues at Sheriffhall roundabout of relevance to the implementation of the Structure Plan strategy. This is the subject of a Transport Scotland study, which will feed into the next spending review in 2007/08.
- 4.8 In response to the Government's "The Future of Aviation Transport" which supports the expansion of Edinburgh Airport, including the relocation of the Royal Highland Showground, BAA Edinburgh have produced an Airport Master Plan. This plan sets out in further detail how the airport will expand over the period to 2030 including future

transport links. In November 2006 the Scottish Executive published a revised West Edinburgh Planning Framework for consultation. The document sets out a number of new elements including: airport expansion, a new business site for the Royal Highland Centre, a strategic reserve of land for an international business Gateway, airport related hotel development and new road links.

Water & Drainage

- 4.9 A number of major water and drainage projects have been completed across the Lothians which have allowed the implementation of the Lothian Structure Plan 1994 and some progress in implementing the terms of the E&LSP. These major investments, including PPP initiatives, provide capacity to serve a large part of the requirements of the E&LSP.
- 4.10 Scottish Water was created in 2002 through the enactment of the Water Industry (Scotland) Act 2002 and the merger of three former regional water authorities and is operating under a financial regime that is restricted to discharging its statutory responsibilities, in particular compliance with EU Directives.
- 4.11 The Water Services bill gives clear powers to Scottish Ministers to set Scottish Water's objectives, and the principles to be applied in setting charges. There are many objectives to be met including new principles for charging for public water and sewage services and in relieving development constraints. The Scottish Ministers consider it essential that Scottish Water provides sufficient strategic capacity to meet all estimated new housing development and the domestic requirements of commercial and industrial developments.
- 4.12 The objectives set for Scottish Water with respect to growth, over the period 2006 - 2014 are:
- Deliver strategic capacity to allow 60,000 new homes and 2,025 hectares of commercial / industrial land across Scotland to be connected to the public water and wastewater network in each of the four year periods 2006 - 2010 and 2010 - 2014, by providing capacity for 40,000 population equivalent (pe) at wastewater treatment works and 16,500 pe at water treatment works in each period
 - Publish annually a document outlining the strategic network capacity and development plans
- 4.13 Where new developments require additional local capacity, the cost of providing this should be met by the developer and it should be for Scottish Water to remove constraints on development caused by a lack of capacity at a strategic level. This ensures that both the public purse and the private developer pay their proper share of enabling new development to happen.
- 4.14 Scottish Water is required to meet all estimated requirements for strategic capacity over the 8-year period 2006 - 2014. The directions placed on Scottish Water to formulate and deliver such investment plans are detailed below: -
- In formulating investment plans for this area of investment, Scottish Water and the Water Industry Commission should take account of: General Register Office for Scotland's population projections; Scottish Executive's household projections; and the SEPA/SW Memorandum of Understanding (MOU) on the Impact of Proposed Development on the Public System (forthcoming).

- Ministers also require that delivery of these investment requirements should be informed by the quality investment programme, the spatial priorities identified in the National Planning Framework, and development priorities identified by local authorities in their Structure and Local Plans.
- 4.15 Scottish Water's approach has been to consult with local authorities to review the development plan demand for growth and to request local authorities to provide development priorities to inform the capital programme. Scottish Water has shared the quality driven investment programme that will afford the opportunity to, co-incidentally, invest for growth. A gap analysis between the quality programme and the development priorities will afford a mechanism to further inform the investment programme for 'growth only' drivers.
- 4.16 Scottish Water does not, however, prioritise specific development proposals and needs clear direction from Planners and developers to provide strategic capacity to support development of both housing and industry within the boundaries set by our regulators. To this end the Ministerial Statement of 9 February 2005, in establishing new arrangements for the provision of additional strategic capacity within the public network, sets out the expectation that Scottish Water should develop a more pro-active engagement with local authorities to ensure that water and drainage capacity issues are properly integrated into the planning process.
- 4.17 Scottish Water is currently liaising with Local Authority Planning Departments to identify priorities and development phasing throughout Scotland to enable growth money to be allocated appropriately to support these development priorities.
- 4.18 Once this information is clear, Scottish Water will be able to develop the growth element of its Capital Investment programme to meet as much demand as possible across Scotland. It hopes to release initial programme information within the next few months however we recognise that this may be a developing programme to meet the dynamic environment of planning and development.
- 4.19 Further investments in water and drainage infrastructure will be essential to allow the development strategy to be implemented, including allocations brought forward through the previous structure plan, and Scottish Water must have regard to these requirements in allocating capital funds and in forward planning. One identified potential constraint to implementing the ELSP 2015 strategy is the Eastern Inceptor Sewer (EIS). This could potentially be a significant constraint to committed and future development in much of Midlothian and parts of both Edinburgh and East Lothian. As a means to assess the scale of any such constraint funding has now been committed and work commenced on a study of the EIS. Completion of the study is expected before summer 2007. In the meantime, new development is being given Scottish Water support, subject to the provision of 'ad hoc' improvements. There is a need for commitment to provision of a strategic solution to this potential drainage capacity issue if the study results show this to be necessary.
- 4.20 In April 2006 Scottish Water published its Strategic Capacity and Development Plan, a first for any Water Authority in the UK. The document provides customers with a view, for the first time of the capacity of strategic (Part 4) assets across Scotland. This information is intended to inform developers and planners and support the early consultative work on establishing the detailed requirements for each unique individual development. This work is also supported and underpinned by the MOU with SEPA, whereby both Scottish Water and SEPA are committed to maximising the potential of connecting development.

- 4.21 As a consequence, developers should consult with Scottish Water at the earliest stages, to determine the availability of system capacities and the need for developers to contribute or fully fund provision to allow development to proceed. SW also provides the link to developer consultations with the PPP providers and operators.

Education

- 4.22 The Lothian local education authorities have turned to alternative forms of capital funding to provide new schools. The combination of tight controls on local authority spending, the continuous need for schools renewal and improvement, set against the need to serve a growing population, present real problems of ensuring education provision. A number of school catchment reviews have already been undertaken across the Lothians to maximise efficiencies and the use of available spaces. Further catchment reviews will be required to accommodate the development strategy. However what is certain is that there will be a need for major new investments in schools to serve the requirements of the E&LSP.
- 4.23 The two main funding sources in addition to direct local authority funding are Public-Private Partnerships (PPPs) and developer funding.
- 4.24 The four education authorities have introduced PPP schemes to upgrade, expand or replace schools in their areas. However, these schemes have been introduced to overcome existing education problems or secure capacities to serve the development strategy of the previous structure plan. The current rounds of PPP schemes have not been constructed to serve the new E&LSP requirements, and there are no guarantees that additional PPPs will be introduced to do so.
- 4.25 In the absence of increased funding from the Scottish Executive the onus of securing education provision falls to developers. The education authorities will work in partnership with developers, including contributions to funding where the additional provision also addressed existing problems. In some cases there will be a need for a degree of cross boundary funding of education specifically with regard to the provision of a new denominational secondary school in West Lothian. This will require developer contributions from development in the Newbridge/Kirkliston/Ratho core development area. This will require close working between education authorities to establish appropriate mechanisms to ensure the satisfactory legal implementation. However, the key principle is that developers must fund new places and schools associated with, and as a direct consequence of, their developments. In a large number of cases, provision will require to be 'upfront' by the developer, and will require agreements with the education authority on the management of pupil intakes and related catchment transfers.

Other Partnerships

- 4.26 The substantial scales of development proposed through the E&LSP will require that other service and infrastructure providers must commence early planning of resources to meet growing demand. Further consultations, including through the local plan process, must establish additional requirements for services, and how these will be funded and provided. The needs for such services, and the agencies involved, will vary across the Lothians, and are appropriately explored at the local level.
- 4.27 An important means of identifying the demands on, and for, community and other services is provided through the community planning partnerships established by the four councils. The partnerships involve the public, private and voluntary sectors. SPP1 The Planning System, recognises the increasing role of community planning partnerships in

taking action and providing services in an integrated way. The four Councils will make increasing use of these partnerships to co-ordinate and secure programmes of delivery.

- 4.28 There are two immediate areas of community requirements that apply across the region – health care services and the provision of affordable and special needs housing.
- 4.29 The responsibility for health care provision in the Lothians falls to NHS Lothian - comprising Lothian NHS Board, University Hospitals Division and Community Health Partnerships -which provides a comprehensive range of primary, community-based and acute hospital services for the populations of Edinburgh, Midlothian, East Lothian and West Lothian.
- 4.30 The Lothians is the fastest growing area in Scotland, so there must be a commensurate distribution of resources to secure adequate health care provision. The most relevant level of provision to the development strategy is at the primary care level, more often for extended or new health centres. The additional provision will be needed to satisfy increasing demand and serve the major new development areas. Continued liaison between the healthcare providers, the planning authorities, and developers, will be essential to identify sites and opportunities for joint initiatives. Schedule 3 indicates where new provision has been identified as needed, and further requirements will be identified as part of the local plan process.
- 4.31 An increasingly relevant issue is securing the provision of affordable housing (either social rented, subsidised for-sale or shared ownership). The requirement to secure provision is especially acute in Edinburgh and the Lothians, which is expected to experience a sustained growth in housing demand driven by population and economic growth which will, in turn, tend to push up house prices.
- 4.32 Government policy requires that policies on affordable housing be founded on a local housing needs assessment. The four Lothian authorities have corporately completed such assessments in October 2005.
- 4.33 All four Councils have completed local housing strategies (LHSs). The City of Edinburgh Council has already adopted both its LHS and supplementary planning guidelines on affordable housing and is including suitable policies in its area local plans, based on percentage targets by ward areas. More recently the Council has now reviewed its supplementary guidance in light of recently amended Government policy and advice.
- 4.34 East Lothian Council's Local Housing Strategy was approved in 2003. The Council approved an updated affordable housing policy as supplementary guidance to the adopted East Lothian Local Plan 2000 in January 2006, and this policy has been incorporated into the Finalised East Lothian Local Plan 2005.
- 4.35 West Lothian Council's LHS has been approved by Communities Scotland. In association with the LHS, the council has approved an affordable housing policy which operates as supplementary planning guidance. The policy has been incorporated within the finalised local plan but is the subject of challenge at public local inquiry.
- 4.36 Midlothian Council has prepared its LHS, and adopted affordable housing policies for its entire area through the adoption of the Midlothian and Shawfair Local Plans. Through the review of these Local Plans consideration is being given to a revised level of affordable housing in line with the recent government guidance, and taking account of the findings of the Lothian Housing Needs and Market Study 2005. Consultation has taken place, as part of the Local Plan Review process and objections will be considered at Public Local Inquiry in 2007.

- 4.37 In applying development plan policies, there will inevitably be variations and flexibility between the four planning authorities in constructing policies, in defining applicable areas, in using the quota or percentage approach, and other site(s) factors. So at the structure plan level, the priority requirement remains that each of the authorities incorporate robust policies that secure affordable housing, as a key and integral part of the development strategy.
- 4.38 The policies to secure provision should be included in local plans. In their absence, and given that development proposals conforming to the E&LSP may be brought forward in advance of local plan adoption, then the local authorities should alternatively issue supplementary planning guidance.
- 4.39 The partners in both developing policies and in securing resources will be Communities Scotland, the private housebuilders and developers and Registered Social Landlords. In addition to robust policy requirements, the key to successful delivery (as examples prove) more often involves all in joint initiatives.

ACTION PLAN SCHEDULES

- 5.1 Schedule 1 provides an indicative programme for advancing local plans, which will provide the focus of action over the first two years and beyond in implementing the E&LSP.
- 5.2 Schedule 2 lists the key transport proposals across the Lothians. These will contribute to serving the development strategy and will primarily be progressed by the partnerships involving the local authorities, the Scottish Executive and public transport operators although, where relevant, contributions from developers will be sought. Where such initiatives are essential in serving, as a prerequisite, one or more specific development area(s), reference is included within Schedule 3. The time frames are divided into short-term (encompassing priority actions over the next three years - to 2010), medium term (to 2015), and long-term (post 2015).
- 5.3 Schedule 3 provides more details of the essential requirements needed to specifically advance the new proposed development allocations identified in the E&LSP, along with a number of existing strategic allocations yet to be implemented. The anticipated time frames are the same as for Schedule 2, although timing will partly be driven by the developer proposals. The infrastructure provision may be amended or added to as further requirements are identified in bringing forward specific development allocations in the course of preparing local plans.

MONITORING AND REVIEW

- 6.1 This review of the Action Plan presents an interim view pending a biennial review as required under the terms of the E&LSP. It remains the intention to update and review the Action Plan every two years with the next review scheduled towards the end of 2007, which would link the Action Plan review to other monitoring time-scales referred to in the E&LSP. The purpose of review is to track the implementation of actions, identify the next round of two-year actions (some of which may be newly identified), and provide an early warning of significant problems that may be emerging. It is clear that for this Action Plan that whilst some progress has been made, there remain a number of problems to be resolved.

SCHEDULE 1

Indicative Programme for Local Plan Adoption

Planning Authority/ Local Plan	Current Stage	Finalised Plan	Adoption Date	Relationship to Structure Plan	Slippage*	Key Comments/ Issues & Resolution
Edinburgh						
South East Edinburgh Local Plan	Adopted August 2005.		August 2005	Required to implement the LSP 1994 by bringing forward portion of the South East Wedge.		
North East Edinburgh Local Plan Alteration	Adopted January 2004.		January 2004	Provides a local plan context for part of Edinburgh Waterfront.		
Rural West Edinburgh Local Plan	Adopted June 2006.		2006	Required to implement the E&LSP development strategy in Edinburgh.		
Edinburgh City Local Plan	Consultative Draft published May 2006. Interim SEA to be published in December 2006.	2007	2009	Required to implement the E&LSP development strategy in Edinburgh.	18 months	
East Lothian						
East Lothian Local Plan 2000	Adopted in 2001, and addresses the requirements of the 1994 Lothian Structure Plan.			Implements the LSP in East Lothian.		
East Lothian Local Plan 2005	Finalised Plan approved June 2005 and put on deposit August 2005. PLI completed. Adoption anticipated autumn 2007. SEA exemption by Scottish Ministers June 2005.	2005, PLI 2006	Autumn 2007	District-wide so adoption key to implementing the E&LSP development strategy in East Lothian.		

Midlothian						
Midlothian Local Plan	Adopted December 2003.			Required to implement the LSP in Midlothian.		
Shawfair Local Plan	Adopted September 2003			Required to implement the LSP by bringing forward Midlothian's portion of the South East Wedge.		
Midlothian Local Plan	Finalised Local Plan published in June 2006. Pre-inquiry changes published November 2006. Public Local Inquiry commences Spring 2007.	Spring 2006, PLI 2007	2007/08	District-wide to implement the E&LSP development strategy for Midlothian.	Yes, Around 3 months	Delay attributed to need for LP Review to satisfy SEA requirements.
West Lothian						
West Lothian Local Plan	Finalised Local Plan at public local inquiry. Post Inquiry modifications likely Autumn 2007. Adoption anticipated early 2008.	April 2005, PLI 2006	2007	District-wide and key to implementing the E&LSP core development area requirements for West Lothian.	Yes, around 6–12 months	Policy IMP1 of the E&LSP has been discharged.

* From original Action Plan submission (March 2003)

SCHEDULE 2

Strategic Transport Investment Proposals

Ref	Action/Investment	Area	Purpose	Development Strategy Benefits	E&LSP Policies	Stage	Identified/Possible Fund Sources or Responsibilities*	2003 Timing **	2005 Timing ***	2007 Timing ****	Issues/ Implications/ Actions
EDINBURGH											
E1	North Edinburgh tram loop	CEC	Strategic Public Transport Accessibility	City Centre, Waterfront Edinburgh	TRAN1 TRAN2 HOU3 ECON2 ECON6 RET3	Submitted for Parliamentary Approval	Scot. Exec. funds earmarked for implementation. Top up funding may be required from tram operator. (Ot) CEC, developer contributions.	(M) 2009	(M) 2009	(M) 2010	Note scheme is now one route (E1&E2)
E2	City-Edinburgh Park-Edinburgh Airport –Newbridge tram (see also E4 and WL7)	CEC	Strategic Public Transport Accessibility	City Centre, Edinburgh Park/South Gyle/Sighthill, Newbridge/ Kirkliston/ Ratho	TRAN1 TRAN2 HOU3 ECON2 ECON6 RET3	Submitted for Parliamentary Approval	Scot. Exec. funds earmarked for implementation. Top up funding may be required from tram operator. (Ot) CEC, developer contributions.	(M) 2009	(M) 2009	(M) 2010	Note scheme is now one route (E1&E2)
E3	City-Cameron Toll – New Royal Infirmary – and beyond (see also M1)	CEC	Strategic Public Transport Accessibility	City Centre, South East Wedge	TRAN1 TRAN2 ECON2 ECON3 ECON6 RET3	Safeguard. Initial work carried out but currently scheme in abeyance.	No funding available at present for further development.	(L)	(L)	(L)	
E4	Tram extension from Newbridge to Queensferry	CEC	Strategic Public Transport Accessibility	Newbridge/ Kirkliston/ Ratho & Queensferry	TRAN1 HOU3	Safeguard	None identified. Options incl. Scot. Exec. (Sc) tram operator, (Ot) CEC, developer contributions.	(L)	(L)	(L)	

E5	Orbital route – probably bus priority route	CEC	Strategic Public Transport Accessibility	Edinburgh Park/South Gyle/Sighthill	TRAN2 ECON6	Study/Costed	None identified.	(M)	(M)	(M)
E6	South Suburban Loop	CEC	Strategic Public Transport Accessibility	City Centre	TRAN1 TRAN2 ECON2 RET3	Study/Costed	Presented to Scot. Exec. For consideration.	(M)-(L)	(M)	(M)
E7	Edinburgh Airport Rail link and Station	CEC	Strategic Public Transport Accessibility	Edinburgh Park/South Gyle/Sighthill, Newbridge/Kirkliston/Ratho	TRAN1 ECON2 ECON4	Parliamentary stage report complete and recommended to proceed as a private Bill 15 Sept 06.	(Pr) Scot Exec, (Sc) rail industry. Developer contributions.	(L)	(L)	(M)
E8	Waverley Rail Station	CEC	Improvement to facilitate service improvements	City Centre.	ECON2 ECON4 RET3	Phase 1 progressing	(Pr) Scottish Executive.	(M)	(M)	(S)
E9	New Rail Stations	CEC	Strategic Public Transport Accessibility	Edinburgh Park/ South Gyle/ Sighthill, Newbridge/ Kirkliston/ Ratho	TRAN1 TRAN2 HOU3 ECON2 ECON6	Edinburgh Park: completed. Newbridge Safeguard	(Pr) Developer contributions at Newbridge.	(P) (S) - (L)	(S)	(L)

E14	Bus priority and cycle/walking networks	CEC/ ELC/ MLC/ WLC.	Strategic Sustainable Transport Accessibility	General	TRAN1	Proposed	(Pr) Scot Exec.	(S)-(L)	(S)-(L)	(S)-(L)	
E15	A71 Upgrade	CEC/ WLC	Road Safety & Strategic Sustainable Transport Accessibility	Livingston & the Almond Valley	TRAN1 TRAN2 HOU3	A71 study complete	Public/private sector funding. SPG prepared by WLC.	(M)-(L)	(M)-(L)	(M)-(L)	
E16	Edinburgh Airport Road Links	CEC	Strategic road accessibility	Edinburgh and the Lothians	TRAN1 ECON4	Safeguards	(Pr) BAA.	(M)-(L)	(M)-(L)	(M)-(L)	
EAST LOTHIAN											
EL1a	Improved rail services to North Berwick	ELC	Promote rail	North Berwick	TRAN1 TRAN2 HOU3	Service improvement proposals	(Pr) Scottish Executive/ Rail Industry.	(M)	(M)	(M)	Proposals being considered by Transport Scotland
EL1b	Improved rail services to Dunbar	ELC	Promote rail	Dunbar	TRAN1 TRAN2 HOU3	STAG1 appraisal completed for local Dunbar scheme	Scottish Executive/Rail Industry.		(M)	(M)	
EL2	East Linton Station	ELC	Promote rail	East Linton and environs	TRAN1 TRAN2 HOU3	STAG1 appraisal	(Pr) Scottish Executive/ Rail Industry Local plan to safeguard site.	(M)-(L)	(M)-(L)	(M)-(L)	
EL3	A1 Expressway Haddington to Dunbar	ELC	Accessibility, road safety and economic growth	East Lothian	TRAN1	Completed	Scot Exec.	(S)	(S)		
EL4	Increased capacity on East Coast Main Line	CEC/ ELC	Promote rail	The Lothians and beyond	TRAN1 HOU3		(Pr) Department of Transport Rail Industry.				

Ref	Action/Investment	Area	Purpose	Development Strategy Benefits	E&LSP Policies	Stage	Identified/Possible Fund Sources or Responsibilities*	2003 Timing **	2005 Timing ***	2007 Timing ****	Issues/ Implications/ Actions
EL4	Increased capacity on East Coast Main Line	CEC/ ELC	Promote rail	The Lothians and beyond	TRAN1 HOU3		(Pr) Department of Transport Rail Industry.				
EL5	Musselburgh Parkway Station	ELC	Promote rail	The Lothians and beyond	TRAN1	Safeguard	(Pr) Scottish Executive/ Rail Industry.		(M)-(L)	(M)-(L)	
EL6	Tram extension to Musselburgh	ELC	Strategic Public Transport Accessibility	Musselburgh	TRAN1 HOU3 ECON2	Safeguard	(Pr) Scot. Exec. (Sc) tram operator, (Ot) CEC, developer contributions.		(M)-(L)	(L)	Route safeguarded but no identified funding
MID LOTHIAN											
M1	Re-open Penicuik rail link	MC	Strategic Public Transport Accessibility	A701 Corridor	TRAN1 HOU3 ECON2 ECON3			(M)-(L)	(L)	(L)	Decision to redirect S Edinburgh Tram Extension to Musselburgh delays prospect of 'rail' link to A701 & final decision on Tram3 delayed
M2	Waverley Rail Route to Gorebridge and Borders	MC/ CEC	Promote rail/ Improve access with Borders/ Edinburgh	A7/ A68/ Waverley Line Corridor	TRAN1 HOU3 ECON2	Parliamentary approval in principle September 2005. Royal Assent July 2006. Procurement process underway.	(Pr) Scot Exec, (Sc) rail industry MC, CEC, Scot Borders, ScoEntBorders, developers.	(M)	(M)	(M)	

M3	S-E Wedge Public Transport (linked to M1 & M2)	MC/CEC	Promote public transport	A7/ A68/ Waverley Line Corridor	TRAN1 HOU3 ECON2	Linked to M1/M2 progress	(Pr) private developers. Project Assessment Ongoing/ Planning Application for Shawfair includes public transport/Park and Ride at Sheriffhall. Park and Ride under construction – due to open Spring 2007.	(M)	(M)	(S)-(M)	
M4	A720 (T) Sheriffhall Junction Grade Separation	MC/CEC	Strategic/ National road congestion relief/ Public transport improvement	A7/A68 Waverley Line and A701 corridors; & Midlothian-wide	TRAN1 HOU3 ECON2 ECON3	Under Study	(Pr) Scot Exec. Assessment as part of S-E Wedge proposals. Not programmed.	(M)	(M)	(M)	
M5	A68 (T) Dalkeith Northern Bypass – high quality single carriageway	MC	Strategic accessibility/ improve access with Borders/ Edinburgh	A7/A68/ Waverley Line Corridor	TRAN1 HOU3 ECON2	Construction underway; completion programmed for Summer 2008	(Pr) Scot Exec.Scottish Executive announced, in June 2005, go ahead for construction of Bypass (cost within £30 – 40m range).	(M)	(S)	(S)	
M6A	A701 Straiton – Milton Bridge Improvement	MC	Strategic road congestion relief	A701 Corridor	TRAN1 HOU3 ECON2 ECON3	Planning Consent	(Pr) private developers. Planning Consent granted by Scot Ex for route; section constructed.	(S)-(M)	(M)-(L)	(M)-(L)	
M6B	A701 On-line upgrade		Public transport improvement		TRAN1 HOU3 ECON2 ECON3		(Pr) Cities Growth Fund. (Sc) private developers.		(S)-(M)	(S)-(M)	Linked to 'multi-modal study' conclusions

WEST LOTHIAN											
WL1	Bathgate/Airdrie Rail, including station at Bathgate and Armadale	WLC	Promote rail	Armadale, Bathgate	TRAN 1 HOU3	Study completion April 2004. Bill submitted and through approval process.	(Pr) Scot Exec, (Sc) rail industry. Network Rail – Bill Promoter Jacob Babties – Project Manager.	(M)	(M)	(M)	Preliminary stage report complete and recommended to proceed as a private Parliamentary Bill, 23 November 2006. Bill now at consideration stage. New station planned for Armadale. Bathgate Station to be relocated.
WL2	Fastlink Phase 1 (M8-Livingston)	WLC/CEC	Promote bus	Livingston	TRAN1	Opened Spring 2005.	(Pr) Scot Exec (Sc) WLC/ bus operators.	(P) 2003 /04	Complete		
WL3	Fastlink Phase 2 (via Broxburn/Airport)	WLC/CEC	Promote bus	Broxburn, Uphall, S. Livingston, West Edinburgh	TRAN1 HOU3 ECON3	Study underway	(Pr) Scot Exec (Sc) WLC/ bus operators for bus service to airport from WL.	(M)	(M)	(M)	Developer Contribution policies to be prepared by WLC on completion of the Study

WL8	M8 Rapid Transit	WLC/ CEC	Promote bus	Whitburn, Bathgate, north Livingston	TRAN1 HOU3	Study	(Pr) Scot. Exec. (Sc) Bus operators	(M)	(M)	(M)
WL9	Car Park Extensions	WLC	Promote rail use	All areas	TRAN 1	All extensions substantially complete November 05	(Pr) Scot Exec. funding extensions at Livingston North, Bathgate, Uphall Station, and Livingston South. (Sc) Also seek developer provision of P&R at extension to Kirknewton Park & Ride required linked to Calderwood CDA. Study ongoing for Park & Ride at Linlithgow – seek developer contribution.	(S)-(M)	(S)-(M)	(S)-(M)

* Pr	Primary	(P - year)	PROGRAMMED	***	2005 Revision	****	Jan 2007 Revision
Sc	Secondary	**	original assumption in AP 2003	(S)	SHORT TERM 1/3 years (to 2008)	(S)	SHORT TERM 1/3 years (to 2010)
Ot	Other	(S)	SHORT TERM 1/3 years (to 2006)	(M)	MEDUIM TERM - 4/8 years (to 2013)	(M)	MEDUIM TERM - 4/8 years (to 2015)
		(M)	MEDUIM TERM - 4/8 years (to 2011)	(L)	LONG TERM - 9/12 years (to 2015)	(L)	LONG TERM - 9/12 years (post 2015)
		(L)	LONG TERM - 9/12 years (to 2015)				

Provision of North Edinburgh Tram System (contribution to)	Phased introduction	Scot. Exec	CEC, developer	(M)	Scottish Executive. Target for opening 2008/09.	(S)-(M)	(S)-(M)	
Public Transport Improvements (Ferry Road/ Central Corridor)		Developer	Scot. Exec., CEC		Details to be agreed with CEC.	(S)-(M)	(S)-(M)	
Spine Road	1st Phase complete 2nd phase u/c	Scot Exec, CEC	Developer	(S)	Waterfront Avenue complete (open). Waterfront Broadway – extension to link with W. Shore Road.	(S)	(S)	
New Double Stream Primary School	Phased introduction	Developer	CEC	(M)	Expected to be required around 2008. Outline Planning Permission granted.	(S)	(S)	
Extension to High School	Phased introduction	Developer	CEC	(M)	Extend existing school or part redeveloped on new site. Dependent on outcome of bid for PPP funding.	(S)	(S)	Planning Application for new Craigmoynton school
Coastal Protection Works	Phased introduction	Developer	CEC, SNH	(S)-(L)	To be agreed with CEC.	(S)	(S)	
Contamination	Phased with development	Developer		(S)-(L)	To be phased but in advance of development areas and agreed by CEC.	(S)	(S)	
Affordable Housing	Phased with development	Developer	Housing Assocs	(S)	15% of units to be affordable (40 unit threshold).	(S)	(S)	
South-East Wedge:								
Public Transport Link (Biomedipark, Greendykes)	Phased with development	Scot Exec	CEC	(S)-(L)	Government funding under Public Transport Fund secured. See also MC.	(S)-(L)	(S)-(L)	

Foul drainage to be connected to Coastal Interceptor via Tranent outfall, subject to available capacity. Alternative provision of a new WWTW.	Prior to development	Developer & SW		(S)	WWTW option requires to be considered in context of Edinburgh Coastal Strategy.	(S)	(S)	
Dunbar:					See Key Diagram and HOU3.			
Master Plan/ Local Plan	Prior to planning consent	Developer	ELC	(S)	Requirements outlined in Finalised East Lothian Local Plan 2005. Developers must prepare a Master Plan.	(S)	(S)	
Increased permanent capacity at Dunbar Secondary School	Phased introduction	Developer	ELC	(S)-(M)	This would accommodate pupils from Dunbar and East Linton, subject to a catchment review of the Dunbar Grammar and Knox Academy, Haddington.	(S)-(M)	(M)-(L)	
Consider best location for new primary school provision	Phased introduction	Developer	ELC	(S)-(M)	Review of Dunbar and West Barns primary school catchment areas will be required.	(S)-(M)	(S)-(M)	Decision expected March 2007
Inclusion of Affordable Housing	Phased with development	Developer	Housing Assocs	(S)-(L)	Affordable housing policy approved as supplementary planning guidance and included in Finalised East Lothian Local Plan 2005.	(S)-(L)	(M)-(L)	
Upgrade to Dunbar WWTW	Prior to development	SW		(S)	Planning consent granted for new WWTW.	(S)-(L)	(M)-(L)	

Inclusion of Affordable Housing	Phased with development	Developer	Housing Assocs	(S)-(L)	Level of provision to be derived from ELC Housing Needs Assessment and incorporated as policy in local plan.	(S)-(L)	(S)-(L)	
Sewer upgrading	Prior to development	Developer		(S)	Interceptor sewer operating at capacity. Extensive off-site works required with pumping. Outfall to River Tyne may be required.	(S)	(S)	
Musselburgh & Wallyford:					See Key Diagram and HOU3.			
Master Plan/ Local Plan	Prior to planning consent.	Developer	ELC	(S)	Requirements outlined in Finalised East Lothian Local Plan 2005. Developers must prepare a Master Plan.	(S)	(S)	
Increased permanent capacity at Musselburgh Grammar School	Phased introduction	Developer		(S)-(M)		(S)-(M)	(S)-(L)	
Increased permanent capacity at Pinkie St Peter's ND Primary School	Phased introduction	Developer		(S)-(M)		(S)-(M)	(S)-(M)	
Site for a new ND Primary School in Wallyford	Initial capacity at development start followed by further phased capacity	Developer /ELC		(S)-(M)	Local community primary school with pre-school and community facilities on new site in Wallyford.	(S)-(M)	(S)-(L)	
Inclusion of Affordable Housing	Phased with development	Developer	Housing Assocs	(S)-(L)	Affordable housing policy approved as supplementary planning guidance and included in Finalised East Lothian Local Plan 2005.	(S)-(L)	(S)-(L)	

Increased permanent capacity at North Berwick High School, with additional playing fields capacity	Early contribution with subsequent phased introduction	Developer	ELC	(S)-(M)	Must be accompanied by appropriate traffic measures.	(S)-(M)	(S)-(L)	
Increased permanent capacity at Law ND Primary School and Pre-School	Initial capacity at development start followed by further phased capacity	Developer	ELC	(S)-(M)	Infant (P1-3) and Primary (P4-7) School on same campus, with pre-school and community facilities. Must be accompanied by traffic measures. Prior re-alignment of Haddington Road also a requirement.	(S)-(M)	(S)-(M)	
Inclusion of Affordable Housing	Phased with development	Developer	Housing Assocs	(S)-(L)	Affordable housing policy approved as supplementary planning guidance and included in Finalised East Lothian Local Plan 2005.	(S)-(L)	(S)-(L)	
Local water storage to be augmented	Prior to development	Developer & SW		(S)		(S)		

SE Wedge Public Transport Infrastructure	Phased over life of Plan and as development progresses.	Developer	MC	(M)	Required for Shawfair (1994 Structure Plan).		(M)	
A68 (T) Dalkeith Bypass	Phased during life of Plan	Scot Exec		(M)	Devt along A68 corridor – Dalkeith should await A68 construction.	(S)	(S)	Construction of Bypass commenced summer 2006. Completion due 2008.
Extend New ND/D Secondary Schools Campus for Dalkeith	Phased with development	Developer	MC	(S)	New Campus constructed – required for 1994 Structure Plan. Additional capacity required for Shawfair LP and E&LSP.	(M)	(M)	Extension costed for N.D. HS at Dalkeith Campus.
2 X ND primary schools and 1 X extension to ND and 1 X D primary schools.	Phased with Development	Developer	MC	(S)	Required for Shawfair (1994 Structure Plan).	(S)-(M)	(S)-(M)	Heads of terms issued November 2006
Rebuild/Extend Lasswade Community HS plus catchment changes	Phased with development	MC		(M)	Rebuild required irrespective of development; additional capacity required for E&LSP; catchment adjustments required to enable development in both CDAs.	(M)	(M)	Costed

Extension to ND primary school at Mayfield/ Easthouses	Phased with development	Developer	MC		Additional capacity required for E&LSP sites.		(M)	
Extension to ND primary school at Mayfield/ Newtongrange	Phased with development	Developer	MC		Additional capacity required for E&LSP sites.		(M)	
Expansion to ND/D primary school/s at Rosewell	Phased with development	Developer	MC	(M)	Expansion additional to that required for current Audit and LP sites.	(S)	(S)	Costed; MC support for principle of & funding towards new school.
Gorebridge, Mayfield & Newtongrange Water Supply Improvements	Prior to development starting	SW Developer		(M)	Capacity available for some of 1994 LSP development.	(S)	(S)	Arrangements in place for new supply tank/infrastructure to be funded by SW/ developers. Negotiations underway re funding share/ programme timing. Expected completion mid 2008. SW will consent some development in interim.
Gourlaw/ Rosebery Filters – Water Supply Rationalisation	Prior to devt in Rosewell starting	SW	Developer			(S)		Improvements completed at Rosebery
Rosewell WWTW Expansion	Prior to devt in Rosewell starting	SW	Developer			(S)	(S)-(M)	Improvements completed. Further expansion required for new ELSP allocations.

Community/ Neighbourhood/ Health facilities	Phased with devt	Developer	MC/NHS Trust	(S)- (M)	Required also for 1994 LSP; identified in Midlothian & Shawfair Local Plans.	(S)-(M)	(S)-(M)	Review of Gorebridge community facilities/ requirements completed – input to S75 agreements
A701 Corridor:					See Key Diagram and HOU3			
Master Plan for all significant development areas	Required prior to planning consent	Developer	MC	(S)	requirements to be outlined in Local Plan. MC to prepare/commission development briefs. Developers to prepare Master Plan.	(S)	(S)	MLP2003 sites at Greenlaw, Deanburn, Eskmills – briefs approved. ELSP2015 allocations to be progressed following ‘deposit’ of Local Plan Review.
Park & Ride Straiton	Phased with development	CEC/ Scot. Exec	MC	(S)		(S)	(S)	Planning consent obtained. CEC project. 2007 construction expected.
Rebuild/Extend Lasswade Community High School plus catchment changes	Phased with development	MC/ Developer		(M)	Rebuild required irrespective of development; additional capacity required for E&LSP; catchment adjustments required to enable development in both CDAs.	(M)	(M)	Costed
Extend Beeslack HS plus catchment changes	Phased with development	MC/ Developer		(M)	Size of extension to be assessed – dependent on final selection of sites.	(M)	(M)	

Eastern Interceptor Sewer Upgrade/ Expansion	Dependent on outcome of study.	SW	MC/ CEC/ ELC				(S)-(M)	Study commissioned by SW. Costs unknown until study complete. Results expected summer 2007.
Roslin WWTW Expansion	Prior to devt in Roslin starting	SW/ Developer			Need for expansion will depend on scale of new proposals.		(S)-(M)	Alternative solution using EVTS may be considered
Inclusion of Affordable Housing	Phased with devt	Developer	Housing Assocs/ MC	(S)	Dependent on Housing Needs Assessment/ Housing Strategies.	(S)-(M)	(S)-(M)	S75 agreements completed/ underway re MLP2003 sites. Proposed changes to affordable housing policy to be subject of FMLP PLI.
Other:								
Community/ Neighbourhood/ Health facilities	Phased with development.	Developer	MC/NHS	(S)-(M)	Required also for 1994 structure plan; identified in Midlothian Local Plan.		(S)-(M)	Replacement library and new swimming pool under construction at Penicuik. New medical centre opened (2006) at Roslin.
Distributor Roads (Loanhead; NW Penicuik) (subject to outcome of MLP Review)	Phased with devt or in advance	Developer				(S)-(M)	(S)-(M)	Required in association with possible housing sites (Ashgrove, Loanhead & NW Penicuik), subject of MLP Review.

M9 Junction	Phased through agreement with Transport Scotland/ WLC	Developer	Scot Exec.	(S)	Agreement required from Scottish Executive.	(M)	(M)	STAG appraisal underway. Development appraisal report complete and submitted. Development Framework complete and Transport Assessment and STAG submitted to Transport Scotland. OPP application lodged for CDA.
Park and Ride (M9 Junction)	Phased through agreement with Transport Scotland/ WLC.	Developer	Bus Operators/ Transport Scotland	(S)	Agreement required from Scottish Executive.	(M)	(M)	
Access onto A89	Secondary to M9 Link	Developer		(M)	Requirement/timing dependent on Master Plan.	(M)	(M)	
Sewage Treatment Works	Development Start	Developer	SW	(S)	There is no capacity – required immediately.	(M)	(M)	
Rail Station (Winchburgh or East Broxburn)	Phased through agreement with WLC, subject to findings of Transport Assessment	Developer	Rail Industry/ Transport Scotland	(M)	Full transport study required. Project will only progress if EARL goes ahead.	(M)	(M)	Study commenced Business case for new station to be progressed.
Inclusion of Affordable Housing	Phased introduction	Developer	Housing Assocs./Joint Partners.	(S)	Requirements and phasing to be determined by WLC (housing needs study and in Local Plan).	(S)	(S)	Affordable housing policy approved by committee and included in finalised local plan

Extensions to existing Denominational PSs	Phased with development	Developer	WLC/PPP	(M)/(L)	Timing to be agreed with WLC.	(M)/(L)	(M)/(L)	
Distributor accesses onto the strategic road network (focusing on the A71)	Phased Introduction, subject to findings of Transport Assessment	Developer		(S)	Requirements and phasing dependent on a Master Plan, a transport assessment and as identified in the Local Plan.	(M)	(M)	
Inclusion of Affordable Housing	Phased introduction	Developer	Housing Assocs. /Joint Partnerships	(S)	Requirements and phasing to be determined by WLC (housing needs study and in Local Plan).	(S)	(S)	Affordable housing policy approved and included in local plan
Co-located health provision	Early phasing	WLCCP	Developer (site)	(S)	Service provision at capacity so an early requirement.	(M)	(M)	
Other:								
Environmental Improvements/ Access Enhancements	Phased with development	Developer	WLC, CSCT	(S)-(L)	To be phased in agreement with WLC.	(S)-(L)	(S)-(L)	
Community Facilities/ Neighbourhood Centres	Phased with development	Developer	WLC	(S)-(L)	Incorporate facilities within concept of school/neighbourhood campus (Master Plan).	(M)-(L)	(M)-(L)	
Armadale:					See Key Diagram and HOU3.			
Minimum of 2 Single-Stream Non Denominational Primary Schools	Phased with development	Developer	WLC	(S)	Timing to be agreed with WLC.	(M)	(M)	

Whitburn:					Existing allocation in HOU3; up to 1500 houses identified in adopted local plan.			Allocation increased to 2000 houses in finalised West Lothian Local Plan
Master Plan for all development area	Required prior to planning consent	Developer	WLC	(S)	Planning applications submitted separately for the open cast coal operation and redevelopment proposals (2003) as master planning exercises. Consent granted and Section 75 issued. Anticipate first housing by 2007, at 150/200 houses per annum.	(S)	(S)	
Extensions to existing non-denominational Primary Schools	Phased with development	Developer	WLC	(S)-(M)	Phasing through agreement with WLC.	(M)-(L)	(M)-(L)	
Extensions to existing RC Primary school provision	Phased with development	Developer	WLC	(S)-(M)	Phasing through agreement with WLC.	(M)-(L)	(M)-(L)	
M8 Junction	Phased with development	Developer	Scot Exec.	(S)	Agreement reached with Scottish Executive subject to developer funding.	(S)	(S)	OPP/Section 75 issued/agreed allowing construction of 400 houses before junction improvements required.
Park and Ride (M8 Junction)	Phased with development	Developer	Bus Operators	(S)	Seeking agreement from Scottish Executive.	(S)	(S)	OPP/Section 75 issued/agreed allowing construction of 400 houses before junction improvements required.

Area	Development Phasing	Prime Funding	Other Interests	Timing *	Comments	Timing review 2005	Timing Review 2007	Progress and Key (Priority) Actions
Inclusion of Affordable Housing	Phased with development	Developer	Housing Assocs./Joint Partnerships	(S)	Requirements and phasing to be determined by WLC (housing needs study and in Local Plan).	(S)	(S)	Land for affordable housing is to be secured through section 75 agreements
Other:								
Denominational Secondary School (district-wide) – related to HOU3	Phased Introduction	Developer	WLC	(S)	A district-wide requirement to provide a new secondary school, funded by pro-rata developer contributions and WLC – further details to be provided by WLC and included in local plan.	(M)	(M)	Policy included in finalised local plan and supplementary planning guidance approved

*(P - year) PROGRAMMED

(S) SHORT TERM 1/3 years (to 2006)

(M) MEDIUM TERM - 4/8 years (to 2011)

(L) LONG TERM - 9/13 years (to 2015)

Timing Review 2005

(S) SHORT TERM (to 2008)

(M) MEDIUM TERM (to 2013)

(L) LONG TERM (to 2015)

Timing Review Jan 2007

(S) SHORT TERM (to 2010)

(M) MEDIUM TERM (to 2015)

(L) LONG TERM (post 2015)

APPENDIX 1

Key Implementation Policies to be Actioned Through Local Plans

Policy	Requirement	Local Plan Area	Comment	Progress
Housing				
HOU3	Local plans to be finalised within 18 months of SP approval	East Lothian, Midlothian, West Lothian, Rural West Edinburgh, Edinburgh City.	To ensure housing land supply is maintained by bringing forward new strategic allocations.	CEC (Adopted Rural West LP actioned, Edinburgh City in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
HOU4	Enabling effectiveness and sequence in meeting HOU3 allocations	East Lothian, Midlothian, West Lothian, Rural West Edinburgh, Edinburgh City.	Within the local plans or in action plans.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
HOU5	Identifying HOU3 infrastructure	East Lothian, Midlothian, West Lothian, Rural West Edinburgh, Edinburgh City.	Within the local plans or in action plans.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
HOU6	Identifying HOU3 community requirements	East Lothian, Midlothian, West Lothian, Rural West Edinburgh, Edinburgh City.		CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
HOU7	Justifying affordable housing	All local plans	To accord with respective housing needs studies and Government policy.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
Economic Development				
ECON1	Review established employment land supply	All local plans	To ensure an effective supply/ choice of sites.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).

Policy	Requirement	Local Plan Area	Comment	Progress
ECON2	Identifying specific land requirements	Midlothian, Shawfair, East Lothian	Some limited Green Belt releases to bring forward 50 hectares in Midlothian, and 40 hectares in East Lothian.	MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned).
ECON3	Identifying new technology clusters (of National Importance)	Supported in principle, but specifically in Midlothian and Edinburgh City Local Plans		CEC (Edinburgh City LP in progress). MLC (Finalised Midlothian LP actioned).
ECON4	Identify established use boundaries in the Green Belt	Rural West Edinburgh	Master plans for Edinburgh Airport, The Royal Highland Showground, Heriot-Watt University Campus (Riccarton).	CEC (Heriot-Watt masterplan agreed. Airport Masterplan published. Royal Highland Showground to be relocated following Government decision).
ECON6	Identify boundaries of major office development centres	West Lothian, Rural West Edinburgh, Edinburgh City, Midlothian, East Lothian	Specifically Edinburgh City Centre, Edinburgh Park/South Gyle, Granton, Leith, Livingston.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
Transport				
TRAN1	Safeguard transport proposals in Table 5.1	All local plans	A number of such proposals cross local plan and authority areas so implementation will require co-ordination.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
Retailing and Town Centres				
RET5	Define boundaries/roles of town and other centre (Schedules 6.1 & 6.2)	All local plans	Includes provision of new shopping facilities to serve areas of housing growth.	CEC (Adopted Rural West LP NA, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).

Environment				
ENV2	Define Green Belt boundaries	Midlothian, Shawfair, East Lothian, Rural West Edinburgh and Edinburgh City.	The current boundaries may require amendment as a result of satisfying other E&LSP development requirements.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
ENV4	Review of landscape designations across the Lothians with SNH	All local plans.	The review to be led by SNH and there is no current timescale, commitment – so early inclusion in local plans may be problematic.	No progress to date.
ENV10	Identify broad areas for opencast coal extraction	Midlothian, East Lothian and West Lothian.	Areas named in ENV 10 and conforming to earlier structure plan modification as required by the Scottish Executive. The finalised East Lothian Local Plan was unable to identify suitable areas of search for opencast coal extraction.	MLC (Finalised Midlothian LP actioned). WLC (Finalised West Lothian LP actioned).
ENV11	Have regard to provisions of Area Waste Plan	All local plans	Identify areas of search for waste management facilities and include site selection criteria.	MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
Implementation				
IMP1	Local plans to be finalised within 18 months of SP approval	All local plans	To maintain housing and economic land supply.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).
IMP4	Identify essential infrastructure and services	All local plans	Within the local plans or in action plans.	CEC (Adopted Rural West LP actioned, Edinburgh City LP in progress.) MLC (Finalised Midlothian LP actioned). ELC (Finalised East Lothian LP actioned). WLC (Finalised West Lothian LP actioned).

green belt economy land supply transport jobs housing



east lothian edinburgh midlothian west lothian