

Customer Ref: 00229 Response Ref: ANON-KU2U-GWWA-W

Name: 7N Architects

Response Type: Agent / Consultant

On behalf of: 7N Architects

Supporting Info:

Email: benwatson@7narchitects.com

Choice 1 A

We want to connect our places, parks and green spaces together as part of a city-wide, regional, and national green network. We want new development to connect to, and deliver this network. Do you agree with this? - Select support / don't support

Short Response: Yes

Explanation Please see response to 7A: We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

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Choice **1 B**

We want to change our policy to require all development (including change of use) to include green and blue infrastructure. Do you agree with this? - Support / Object

Short Response

Explanation We support the expansion of Edinburgh's green and blue infrastructure wherever possible because it contributes to a positive environmental impact and makes for healthier and more attractive cities. We suggest clear guidelines including examples are included on what constitutes green or blue infrastructure, the scale of provision required and what alternatives could be agreed where on site provision is constrained. Public realm and roads could be a particular focus. For example, what if every other on-street parking space was replaced with a new tree or rain garden? This would create in excess of 10ha new green space spread across the city.

Choice **1 C**

We want to identify areas that can be used for future water management to enable adaptation to climate change. Do you agree with this? - Yes / No

Short Response

Explanation See response to 1B. This should be integrated into the guidelines for any green and blue infrastructure requirement. We support the expansion of Edinburgh's green and blue infrastructure wherever possible because it contributes to a positive environmental impact and makes for healthier and more attractive cities. We suggest clear guidelines including examples are included on what constitutes green or blue infrastructure, the scale of provision required and what alternatives could be agreed where on site provision is constrained. Public realm and roads could be a particular focus. For example, what if every other on-street parking space was replaced with a new tree or rain garden? This would create in excess of 10ha new green space spread across the city.

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Choice **1 D**

We want to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable. Do you agree with this? - Yes / No

Short Response

Explanation See response to 2B: We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Choice **1 E**

We want to introduce a new 'extra-large green space standard' which recognises that as we grow communities will need access to green spaces more than 5 hectares. Do you agree with this? - Yes / No

Short Response

Explanation We support the requirement for large green spaces in areas of the city that are lacking this amenity or to establish green infrastructure for new greenfield developments. New policy should recognise the importance of creating high quality and diverse green spaces and this quality should not be sacrificed for greater area. Any area threshold stipulated in policy should be carefully considered with accurate reference to existing green spaces (figures currently quoted for existing spaces like the Meadows and Leith Links appear to be inaccurate). Some flexibility is required rather than an absolute requirement to account for specifics of each area and land availability and quality requirements are as important as scale.

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Choice

1 F

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Yes / No

Short Response

Yes

Explanation

We have successfully integrated community growing areas into proposals for housing schemes at Fountainbridge, Western Harbour and Rowanbank. This growing space is an important part of creating diverse, high quality green spaces which should be considered as an integrated whole, not separate, distinct elements.

Choice

1 F

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Upload (max size 3mb)

Short Response

No

Explanation

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Choice **1 G**

We want to identify space for additional cemetery provision, including the potential for green and woodland burials. Do you agree with this? - Yes / No

Short Response

Explanation See 1E. This can also contribute to creation of diverse green spaces across the city. We support the requirement for large green spaces in areas of the city that are lacking this amenity or to establish green infrastructure for new greenfield developments. New policy should recognise the importance of creating high quality and diverse green spaces and this quality should not be sacrificed for greater area. Any area threshold stipulated in policy should be carefully considered with accurate reference to existing green spaces (figures currently quoted for existing spaces like the Meadows and Leith Links appear to be inaccurate). Some flexibility is required rather than an absolute requirement to account for specifics of each area and land availability and quality requirements are as important as scale.

Choice **1 H**

We want to revise our existing policies and green space designations to ensure that new green spaces have long term maintenance and management arrangements in place. Do you agree with this? - Yes/No

Short Response

Explanation Effective management is critical to the quality of green spaces and should be a key consideration in design. Management arrangements should ideally involve local communities to engender a sense of collective ownership. Incorporating a diversity of use including growing spaces can be a successful approach, particularly in denser areas with fewer private gardens.

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Choice **2 A**

We want all development (including change of use), through design and access statements, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts. - Yes / No

Short Response

Explanation We wholeheartedly support the principle of promoting development of the highest quality and strive to design places with inherent resilience, adaptability and accessibility. Measurable criteria should be established from the outset to enable fair and consistent application of any new standards. Any new planning policy and process should be carefully coordinated with building warrant processes to avoid further overlaps in scope that place further strain on limited local authority resources and increase the potential for conflicting requirements.

Choice **2 B**

We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this? - Yes / No

Short Response

Explanation We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

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Choice

2 C

We want to revise our design and layout policies to achieve ensure their layouts deliver active travel and connectivity links. Do you agree with this? - Yes / No

Short Response

Yes

Explanation

See response to 7A.

We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

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Choice **2 D**

We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this? - Yes / No

Short Response

Explanation See response to 7A.
We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

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Choice **3 A**

We want all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. Instead we could require new development to meet the bronze, silver or gold standard. Which standard should new development in Edinburgh meet? - Which standard?

Short Response

Explanation Climate change will be a critical issue for the next decade. We therefore support the application of the highest sustainability standards. We also recognise, through our work across Scotland, the challenges this places on viable development. Standards must therefore be consistently and fairly applied across all development. We support application of a carbon zero requirement because current policy in Edinburgh does not reflect the city's ambitious political targets and lags behind other UK and European cities including Glasgow which has included requirement for Gold since 2018. It is also important that the environmental impact of Edinburgh's historic existing buildings should not be ignored so it is important that planning policy includes sufficient flexibility to allow for upgrade works to improve performance and maximise potential for retrofit and reuse. Our recognition of the fact that existing stock will always struggle to match the levels of performance possible in new buildings supports our conviction that new development should be held to the highest standards.

Should we be going further to make new developments better than carbon neutral and compensate for older buildings with lesser performance?

Choice **4 A**

We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, and transport, education and healthcare infrastructure development should deliver. Do you agree with this? - Yes / No

Short Response

Explanation We support the emphasis on community engagement because it is the best way to engender the sense of ownership that is a vital ingredient of successful places that people enjoy. It is important that Place Briefs are structured around clear objectives and outcomes to ensure they are useful and that they can be delivered.

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Choice 4 B

We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions. - How should the Council work with local communities to prepare Local Place Plans?

Short Response: Not Answered

Explanation 7N Architects have extensive experience working with communities across Edinburgh and Scotland to develop plans to improve their local area. In our experience, we can stimulate and facilitate engagement by suggesting provocative ideas for discussion. This approach of structuring engagement around outline proposals can help to ensure plans are focussed and effective. It is important that the process is not linear and that there is opportunity for feedback and discussion and that proposed plans are iteratively developed. Ensuring diverse representation is also important. This is affected by the format of engagement. Allowing different degrees of input is key and conducting conversations in a variety of ways also helps to ensure an inclusive process, for example by combining in-person events with remote online consultation via phone and webchat. The council's approach must also recognise that consultation can be resource intensive. Carefully designing the process from the outset with clear objectives and outcomes is key to ensure the most important issues are addressed, and this includes recognising where there are limits to resources available. To make best use of available resources identifying a pool of design advocates to partner with CEC in facilitating the development of Local Place Plans could be an effective approach. We have attached our publication 'What If? / Edinburgh' with this response as an example of our suggested approach. Several of the provocative ideas within What If? are already under development in collaboration with local communities.

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Choice **5 A**

We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this? - Yes / No

Short Response

Explanation See response to 2B.
We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

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Choice

5 B

We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this? - Yes / NO

Short Response

Yes

Explanation

See response to 2B.

We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

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Choice 5 C

We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this? - Yes / No

Short Response

Explanation See response to 2B.
We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

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Choice 5 D1

We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation We support a clear, integrated approach. See also response to 2B on the importance of infrastructure to support walkable neighbourhoods. We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Choice 5 D2

We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this? - Yes / No

Short Response

Explanation We agree with the principle that the cost of new infrastructure should be shared equitably. However, it is important that the mechanism for apportioning contributions recognises that not all development sites are equal - site specific costs and returns vary depending on a number of factors including ground conditions, contamination and land value. Simply sharing contributions equally will mean that sites well suited to new housing from a planning perspective, with existing infrastructure in place, are not the most lucrative from an investment perspective, meaning housing delivery stagnates. For example Western Harbour and many similar waterfront sites are affected by higher abnormal costs due to contamination and ground conditions, and lower returns due to reduced land values in comparison to other areas. Many sites are however well suited to new housing with local infrastructure and amenities. What if the council actively flexed contributions to strategically stimulate housing delivery, effectively cross-subsidising more complex sites from elsewhere across the city?

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Choice 5 E

We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 6 A

We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **6 B**

We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport. Do you agree with this? - Yes / No

Short Response

Explanation

See responses to 2B, 4A and 6A.

We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

4A: We support the emphasis on community engagement because it is the best way to engender the sense of ownership that is a vital ingredient of successful places that people enjoy. It is important that Place Briefs are structured around clear objectives and outcomes to ensure they are useful and that they can be delivered.

6A: We agree that active travel and public transport are key to creating a healthy vibrant city with a positive environmental impact. We also support an approach that is tailored to the needs and characteristics of each area. What if a similar approach of area-specific tailoring was applied to other proposed policies?

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Choice **7 A**

We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this? - Yes / No

Short Response

Explanation We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

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Choice

7 B

We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme. Do you agree with this? - Yes / No

Short Response

Yes

Explanation

See 7A above. We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit.

COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

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Choice **7 C**

We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation See 7A. We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

Choice **7 D**

We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this? - We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan.

Short Response

Explanation We support initiatives to reduce car use in the city centre. We also recognise the need for cars to access the wider region. What if park and ride locations were conceived of as peripheral mixed-use hubs rather than sprawling surface car parks? This could contribute to the implementation of proposed retail park regeneration policies.

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Choice **8 A**

We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this? - Yes / No

Short Response

Explanation See response to 7A.
We support policies to make our streets and spaces better places to be by allocating more space to people and plants and less to cars. Simple changes to allocate more space to people and plants and less to cars, like widening pavements and planting street trees, will have a significant benefit. COVID-19 distancing measures provide an unprecedented preview of what a car-free city could be like and the opportunity it presents should be embraced, as it has been across cities globally. We advocate prioritising active travel and public transport on all city centre streets, not just designated routes. This is the way for active travel to become the primary mode of transport for Edinburgh, with support from public transport for longer journeys or for those less able. Reducing parking provision is a key disincentive to car use. Positive incentivisation of alternatives should also be pursued. For example, by gradually removing on-street parking we could also free up space in the heart of the city for other vital improvement such as recycling centres, bike parks, trees, growing spaces and rain gardens. If all of Edinburgh's 19,000+ on-street parking spaces were repurposed the space unlocked is equivalent to almost 25 hectares, larger than the Meadows.

Choice **8 B**

As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals to ensure that they are delivered. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice 8 C

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Yes / No

Short Response

Explanation

Choice 8 C

We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Upload new cycle routes

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Choice

9 A

We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets. Do you agree with this approach? - Yes / No

Short Response

Yes

Explanation

This could contribute to the creation of diverse mixed-use neighbourhoods. See 2B.

We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

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Choice **9 B**

We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. Do you agree with this? - Yes / No

Short Response

Explanation This could contribute to the creation of diverse mixed-use neighbourhoods. See 2B: We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Choice **10 A**

We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. Do you agree with this? - Yes / No

Short Response

Explanation We agree with the principle of supporting student housing in the most appropriate areas and cultivating diverse mixed-tenure and mixed-use neighbourhoods. We suggest that prescriptive mix requirements, such as those proposed to limit studio flats, should ideally allow a degree of flexibility so that proposals can be tailored to the specifics of each development rather than a one-size-fits-all approach. This is key to cultivating a diverse and vibrant city.

Customer Ref: 00229

Response Ref: ANON-KU2U-GWWA-W

Supporting Info

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Email benwatson@7narchitects.com

Response Type Agent / Consultant

On behalf of: 7N Architects

Choice 10 B

We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this? - Yes / No

Short Response No

Explanation Whilst we support the principle of encouraging housing delivery, a prescriptive approach such as the site area threshold proposed could counteract the ambition to make the best use of land and achieve sustainable levels of density and amenity. For example, achieving a mixture of residential and hotel accommodation requires doubling up of access and servicing that could mean less housing is provided overall and could also compromise quality. We advocate the specific evaluation of each site to determine an appropriate approach and champion high quality housing. The council could also stimulate housing delivery in other ways, such as the approach we have proposed in response to Choice 5D.

Choice 10 C

We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this? - Yes / No

Short Response Yes

Explanation We support policies that encourage a diverse mix of uses that create vibrant places and help to contribute to density that is necessary to create a walkable city. We advocate planning policy that allow a degree of flexibility to use classifications and mixes and go beyond simple zoning as this tends to encourage single-use development. What if areas that are currently dominated by a single use and rely on private cars for access were gradually converted into mixed-use neighbourhoods through a series of surgical interventions, retaining and reusing wherever possible?

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice **11 A**

We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach? - Yes / No

Short Response

Explanation We support the delivery of affordable homes. We would welcome further clarity on the definition of affordability and suggest this could include a range of housing and tenure types to add to the high-quality and varied housing stock found across the Edinburgh. This would also allow the delivery of affordable housing to be specifically tailored to suit each development site.

Choice **11 B**

We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector. Do you agree with this? - Yes / No

Short Response

Explanation We support policy that requires the creation of high quality housing. We have reservations regarding the application of a one-size-fits-all prescriptive mix because it is unlikely to be the best way to make best use of land to create diverse neighbourhoods. A prescriptive approach could unnecessarily constrain construction of new homes and result in homogeneity. What if applicants were required to demonstrate the demand for their proposals allowing each site to be assessed on its merits?

Customer Ref:

00229

Response Ref:

ANON-KU2U-GWWA-W

Supporting Info

Name

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Email

benwatson@7narchitects.com

Response Type

Agent / Consultant

On behalf of:

7N Architects

Choice 12 A

Which option do you support? - Option 1/2/3

Short Response

Option 3 (Blended)

Explanation

We support the principle of prioritising brownfield development in order to deliver new homes and enhance existing communities. We have identified and illustrated numerous opportunities for this within 7N Architects' publication 'What If? / Edinburgh'. Examples of sites include waterfront areas of Western Harbour, Granton and Seafield and other city centre sites such as the former Maldevic car factory and Meadowbank retail park. We also recognise the need for a pragmatic approach that is cognisant of the challenges associated with many brownfield sites, from land assembly to contamination. We therefore anticipate that the only realistic means to deliver the targeted level of new housing is through a blended approach, combining brownfield transformations described above with selected greenfield developments such as the Garden District East of Riccarton and West Edinburgh.

Choice 12 B1

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Calderwood

Short Response

Not Answered

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **12 B2**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Kirkliston

Short Response

Explanation

Choice **12 B3**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - West Edinburgh

Short Response

Explanation

Choice **12 B4**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - East of Riccarton

Short Response

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 12 B5

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - South East Edinburgh

Short Response

Explanation

Choice 12 B6

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Calderwood

Short Response

Explanation

Choice 12 B7

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Kirkliston

Short Response

Explanation

Customer Ref:

Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

Choice **12 B8**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - West Edinburgh

Short Response

Explanation

Choice **12 B9**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - East of Riccarton

Short Response

Explanation

Choice **12 B10**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - South East Edinburgh

Short Response

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **12 BX**

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Explain why

Short Response

Explanation

Choice **12 C**

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Choice **12 C**

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

Explanation

Customer Ref:

00229

Response Ref:

ANON-KU2U-GWWA-W

Supporting Info

Name

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Response Type

Agent / Consultant

On behalf of:

7N Architects

Choice 12 C

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response

No

Explanation

Choice 12 D

Do you have a brownfield site you wish us to consider in the proposed Plan? - Brownfield sites upload

Short Response

Yes

Explanation

Choice 13 A

We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh. Do you agree with this? - Yes / No

Short Response

Yes

Explanation

We support policies that support polices that support Edinburgh's established strength in the sectors noted. We have identified numerous opportunities for this type of intervention, some of which are included in our publication, "What If? / Edinburgh" which is included elsewhere within our consultation response.

Customer Ref:

00229

Response Ref:

ANON-KU2U-GWWA-W

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Response Type

Agent / Consultant

On behalf of:

7N Architects

Choice

14 A

We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites. Do you support this approach? - Yes / No

Short Response

Yes

Explanation

We agree that flexibility in approach will aid delivery and welcome a dynamic approach to identifying appropriate use mixes for future development. See also 2B : We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice **14 B**

We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses. Do you agree with this approach? - Yes / No

Short Response

Explanation As 14A above: We agree that flexibility in approach will aid delivery and welcome a dynamic approach to identifying appropriate use mixes for future development. See also 2B : We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice **14 C**

We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange. Do you agree with this approach? - Yes / No

Short Response

Explanation As 14A above ; We agree that flexibility in approach will aid delivery and welcome a dynamic approach to identifying appropriate use mixes for future development. See also 2B : We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 15 A

We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities. Do you agree with this? - Yes / No

Short Response

Explanation See response to 2B: We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 15 B

New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree? - Yes / No

Short Response

Explanation See response to 2B : We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 15 C

We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree? - Yes / No

Short Response

Explanation See response to 2B. We agree that the identification of new local centres will be key to establishing compact neighbourhoods in areas that are currently less dense far from amenities. What if we thought of Edinburgh as a network of 15 minute neighbourhoods?
2B: We agree that planning policy should support the creation of high-quality mixed-use neighbourhoods. We advocate application appropriate density including the vertical stacking of uses where appropriate to create accessible, compact (and therefore relatively dense) neighbourhoods. Denser more compact development allows more space for more generous green spaces and mixed uses mean people have to travel shorter distances for day to day activities - it is typically more sustainable with a lesser environmental impact, doing more with less. What if we thought about Edinburgh as a network of 15 minute neighbourhoods? Whilst we agree, that increasing density thresholds is appropriate, we suggest that policy should be more dynamic. Rather than one or two absolute minimum thresholds, could density requirements be more specifically identified for key areas and linked to current and planned PTAL ratings for example? Importantly, increased density of housing needs to be supported by a corresponding increase in density of public infrastructure provision.

Choice 15 D

We want to continue to prepare and update supplementary guidance for our town centres to adapt to changing retail patterns and trends, and ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan. Which approach do you support? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 15 E

We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice 15 G

We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand. Do you agree with this approach? - Yes / No

Short Response

Explanation We agree that flexibility in approach will help to address the changing nature of retail and leisure uses and adapt to the way we now live in the city. We welcome a more dynamic approach to use allocation that recognises these changing patterns and cultivates more diversity of use.

Choice 16 A1

We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Do you agree? - Yes / No

Short Response

Explanation We advocate the creation of mixed use neighbourhoods as per our response to Choice 2. Whilst we recognise the importance and success of some strategic business areas we suggest locations outwith the city centre could benefit from greater diversity of use, in keeping with other policies related to diversifying single-use zones.

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 16 A2

We want to support office development at commercial centres as these also provide accessible locations. - Yes / No

Short Response

Explanation

Choice 16 A3

We want to strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments. Do you agree? - Yes / No

Short Response

Explanation

Choice 16 A4

We want to amend the boundary of the Leith strategic office location to remove areas with residential development consent. Do you agree? - Yes / No

Short Response

Explanation

Customer Ref:

00229

Response Ref:

ANON-KU2U-GWWA-W

Supporting Info

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Response Type

Agent / Consultant

On behalf of:

7N Architects

Choice 16 A5

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Yes / No

Short Response

Yes

Explanation

As 16A above. We advocate the creation of mixed use neighbourhoods as per our response to Choice 2. Whilst we recognise the importance and success of some strategic business areas we suggest locations outwith the city centre could benefit from greater diversity of use, in keeping with other policies related to diversifying single-use zones.

Choice 16 A5

We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Do you have an office site you wish us to consider in the proposed Plan?

Short Response

Explanation

Choice 16 B

We want to identify sites and locations within Edinburgh with potential for office development. Do you agree with this? - Yes/No

Short Response

Yes

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 16 C

We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market. Or we could Introduce a 'loss of office' policy only in the city centre. - Yes / No

Short Response

Explanation We support the provision of office space as a key ingredient of mixed use neighbourhoods and where they are readily served by transport infrastructure. The level to be provided or retained should be tailored to the specifics of each site, rather than a one-size-fits-all approach.

Choice 16 E1

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Leith Strategic Business Centre

Short Response

Explanation

Choice 16 E2

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newbridge

Short Response

Explanation

Customer Ref:

00229

Response Ref:

ANON-KU2U-GWWA-W

Supporting Info

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Response Type

Agent / Consultant

On behalf of:

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Choice 16 E3

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newcraighall Industrial Estate.

Short Response

Not Answered

Explanation

Choice 16 E4

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - The Crosswinds Runway

Short Response

Not Answered

Explanation

Choice 16 E5

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Leith Strategic Business Centre

Short Response

Not Answered

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice 16 E6

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newbridge

Short Response

Explanation

Choice 16 E7

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newcraighall Industrial Estate.

Short Response

Explanation

Choice 16 E8

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - The Crosswinds Runway

Short Response

Explanation

Customer Ref: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

Choice **16 EX**

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Explain why

Short Response

Explanation

Choice **16 F**

We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree? - Yes / No

Short Response

Explanation

Choice **16 G**

We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8). Do you agree? - Yes / No

Short Response

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **16 H**

We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs. Do you agree? - Yes / No

Short Response

Explanation

What if? / Edinburgh

What if ? / Edinburgh

Some ideas for making a better city

May 2018



In September 2017, the team at 7N Architects flew to Copenhagen in search of inspiration from “Europe’s most liveable city”.

What struck us was the degree to which city-led place-making had been taken into another dimension in recent years by Copenhagen’s City Council and the city’s architects. Every new building and space seemed to be imbued with a strong desire to contribute something positive to the city and its people.

The projects in Copenhagen embodied a strong sense of civic purpose and also an ambition and confidence that seemed unbridled by convention, from the smallest scale intervention to large scale regeneration.

It caused us to think about our own city of Edinburgh and the sites and spaces that could be transformed by similar thinking.

What If ?





What If ? is a collection of ideas and propositions aimed at questioning, stimulating and inspiring positive change within the city we live and work in.

It isn't setting out to be a comprehensive strategy, or a masterplan for the city, nor are the ideas intended to be specific proposals for the sites which we have used to illustrate them.

They are simply ideas to stimulate discussion, debate and expansive thinking on how Edinburgh can be a better place for all of its citizens.



The city is rightfully fearful of “big plans” for change and we still have to thank those who opposed the radical plans of the 1960’s for saving the city centre from elevated motorways. But the culture of inherent conservatism which this precipitated shouldn’t be a barrier to hard questioning and ambitions to make the city a better place.





The city centre will change when Edinburgh St James opens for business in 2020. Whilst this will do much to enhance footfall and drive the economy, it will also change the dynamic of the city centre with the retail gravity shifting to the East End.

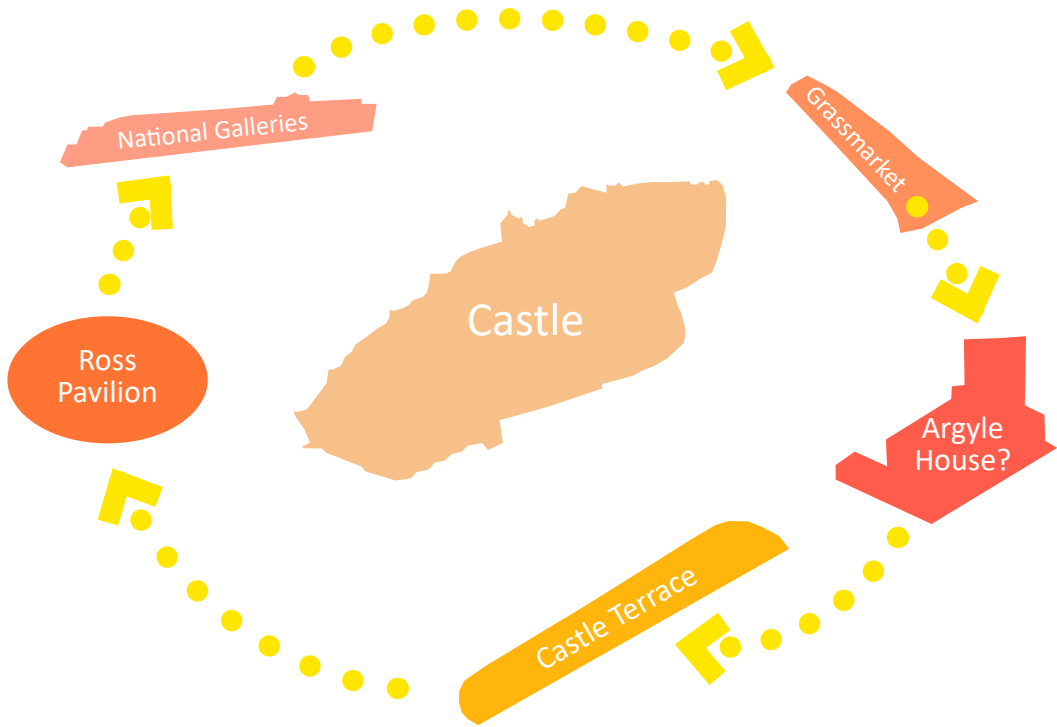
So what then happens to the West End ?



West End Cultural Loop

What if the strategic re-development of key sites to the South Western arc around the Castle could create a “Cultural Loop” around Scotland’s principal visitor attraction, linking the National Galleries with the Ross Pavilion project in Princes Street Gardens and the Grassmarket?

An initiative that could turn what is currently a dead zone for activity in the heart of the city centre into a place which could re-invigorate the West End as a cultural destination.

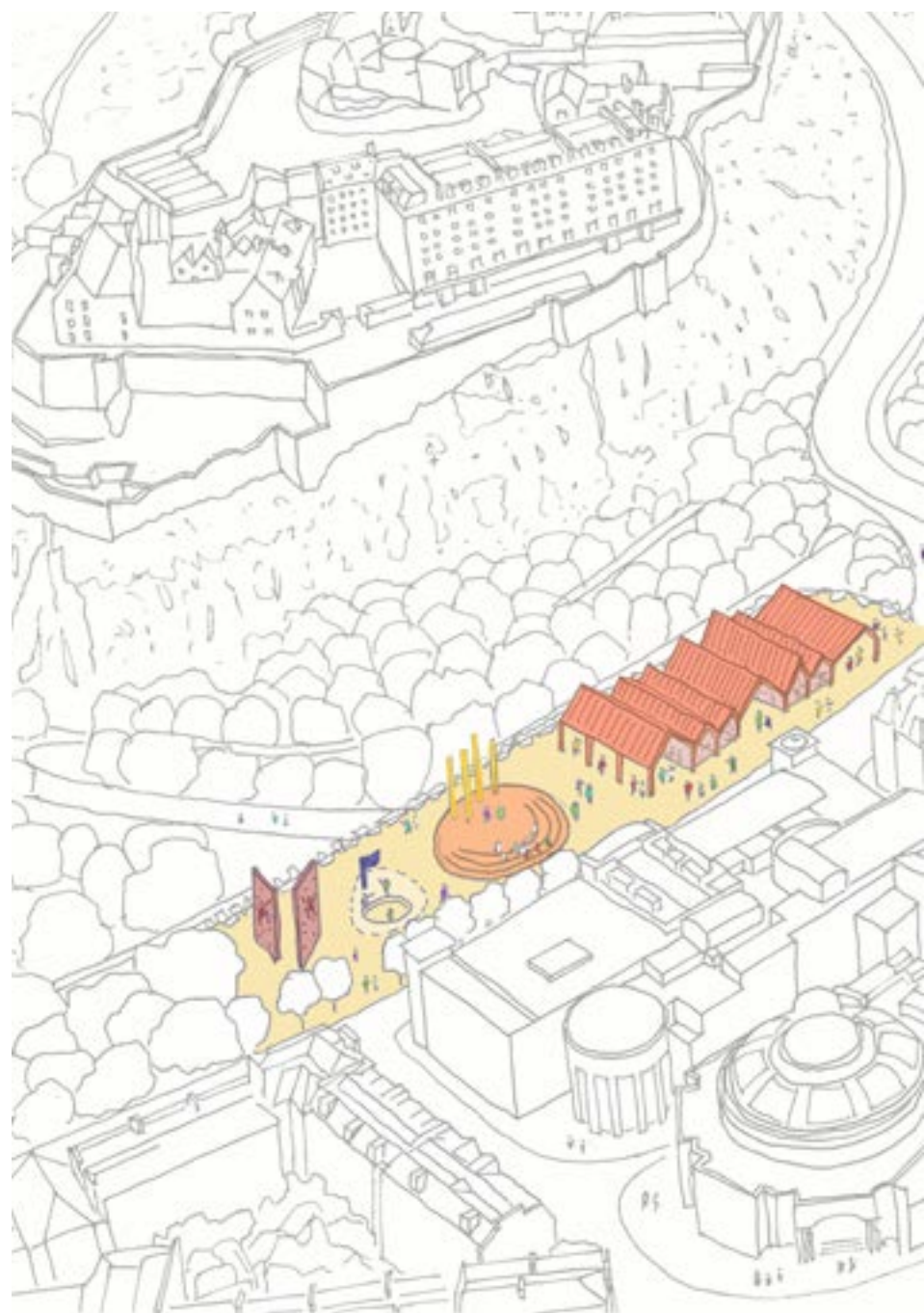


1 Castle Terrace

What if the roof deck of the Castle Terrace car park was transformed into a new civic space for the city? Why waste one of the best views in the world on empty cars?

What could this site do for the city centre if it was a Gallery of Modern Art?





2 Granny's Green

What if this empty sliver of land below the Castle Rock in Johnstone's Terrace was transformed into a vibrant cultural place that would draw the crowds of visitors down from the esplanade?





3 The Gehl Plan for Princes Street

The world-renowned Danish city planners, Gehl Architects, were commissioned in 2010 to prepare proposals to turn Princes Street into a better place for people. These plans never saw the light of day. Maybe it is time to pull them out of the drawer and look again at what might be possible.





4 Active West End

The annual Book Festival in Charlotte Square has been a great success and brings life and activity to the West End.

What if much more was done with the West End's spaces to reinvigorate it throughout the week and throughout the year?









Unexpected new connections, like this new elevated cycleway in Copenhagen, can change perceptions of a city and open up perspectives and opportunities.

... Electric Bike Network

Many have said that Edinburgh will never embrace cycling because of all the hills but what if a network of electric bikes took the strain and made cycling easy and pleasurable for all? Just twist and go.



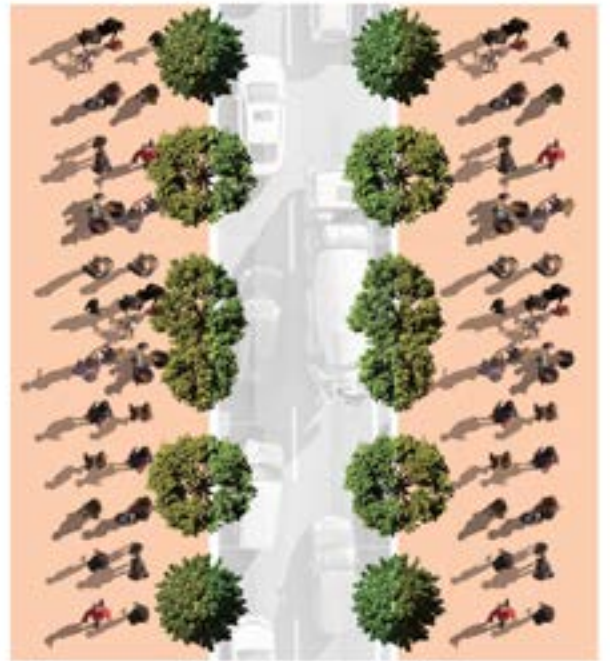
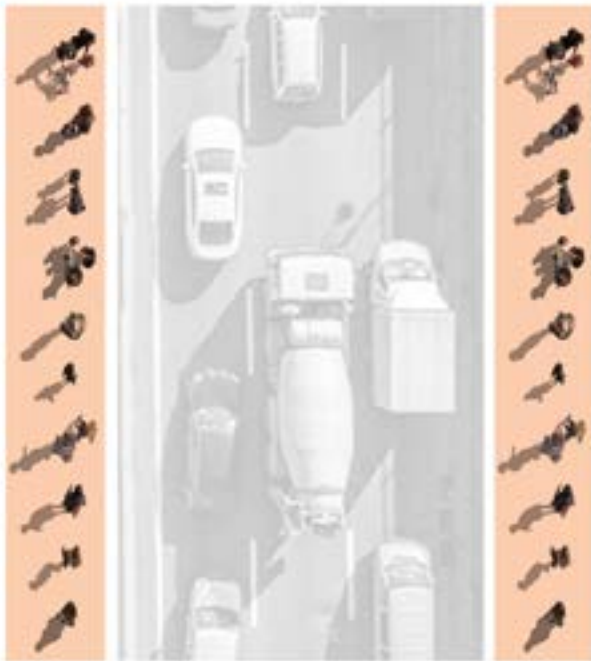


5 Vehicle Space / People Space?

It is a well-worn argument by those with a passion for making cities better places for people but worth making again and again. What if we just made more space for people in Edinburgh's streets and allowed a bit less for vehicles? Glasgow is doing it with our "Avenues" concept, which is a key initiative of our City Centre Strategy.



Haymarket, Edinburgh



Sauchiehall Street- Before

Sauchiehall Street- After

6 Leith Walk

What if Leith Walk was transformed into the grandest promenade in the city so it became Edinburgh's answer to Barcelona's La Rambla?

People may say, "what about the weather?", "Edinburgh doesn't have the climate for so-called cafe culture!"- but Copenhagen has succeeded in creating the most liveable city in Europe and Edinburgh is warmer.



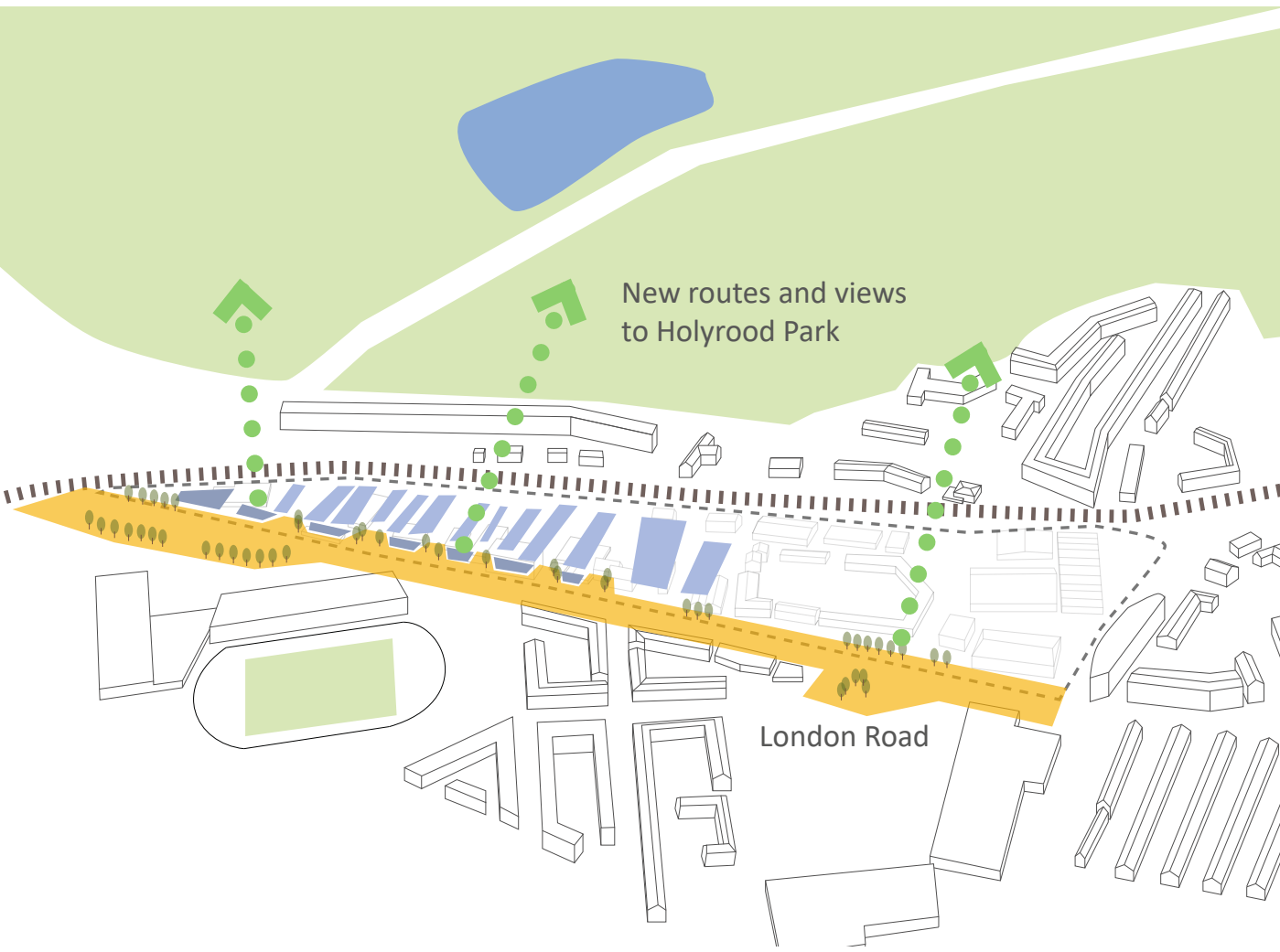
Leith Walk, Edinburgh

La Rambla, Barcelona

7 Meadowbank

A lot of development is currently planned along London Road but there doesn't seem to be a cohesive strategy for how the street will become a better place. What if London Road was to be re-imagined as a vibrant street at the heart of a regenerated neighbourhood with new connections opening up access and views to Holyrood Park?



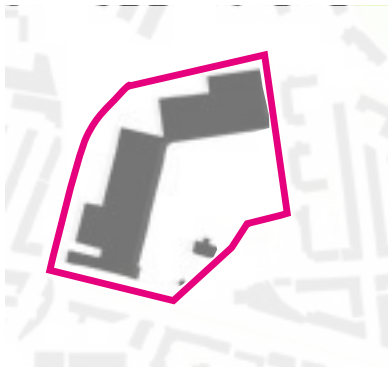


8 Mixed Use / Higher Density

What if the city embraced greater density on the edges of the city centre and used it to deliver much-needed housing?

If the retail centre at Meadowbank is ever re-developed could it become a mixed use place with housing built over the retail?





Meadowbank
Retail Park
0 dwellings/ha, 0 Homes



Density Study:
Stockbridge Colonies
115 dwellings/ha, 457 Homes



Density Study:
Fountainbridge
180 dwellings/ha, 716 Homes



There have been many masterplans and planning strategies for Edinburgh's Waterfront in the past few decades but very little has been delivered. With a growing housing crisis in the city this is the right time for a focus on making it happen.



9

Waterfront Connections (Granton)

The brownfield land along Edinburgh's Waterfront has been earmarked for significant levels of new housing for many years but the place-making dimension can be overlooked in the grand masterplans and the allocations of housing numbers.

What if the motivation for choosing to live here was shifted from matters of affordability to desirability? What if the process of creating these new neighbourhoods by the sea started with a place-making approach which was initially focused on attracting the people of Edinburgh to use and enjoy the waters' edge?

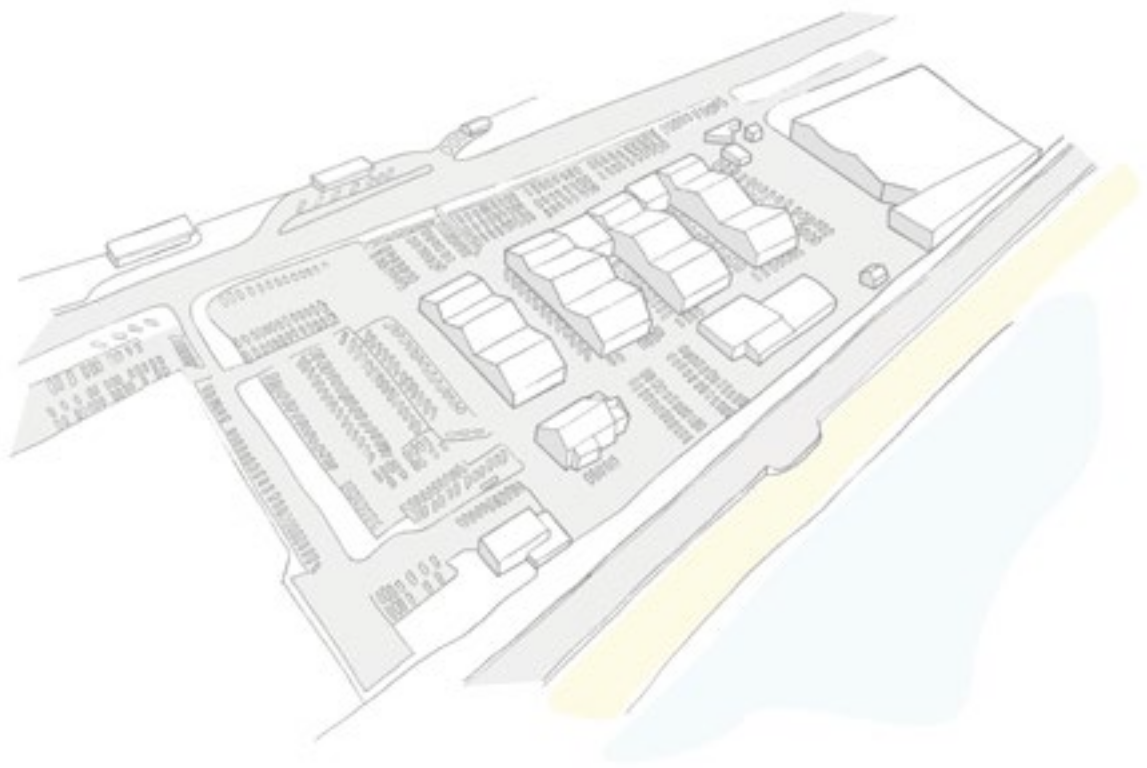




10 Waterfront Living (Seafield)

What if a better place could be found for the car showrooms along Seafield Road so it could become a vibrant new waterfront community, helping meet the city's housing needs in a compact, liveable neighbourhood by the sea?







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/ Edinburgh



11

Leith Docks

Can urban regeneration provide more to do
in the city than live and shop?

What if Edinburgh's waterfront became a
large, loose-fit and diverse urban park-
creating space for all its inhabitants to play;
supporting the city's ambitious plans for
20,000 new homes?



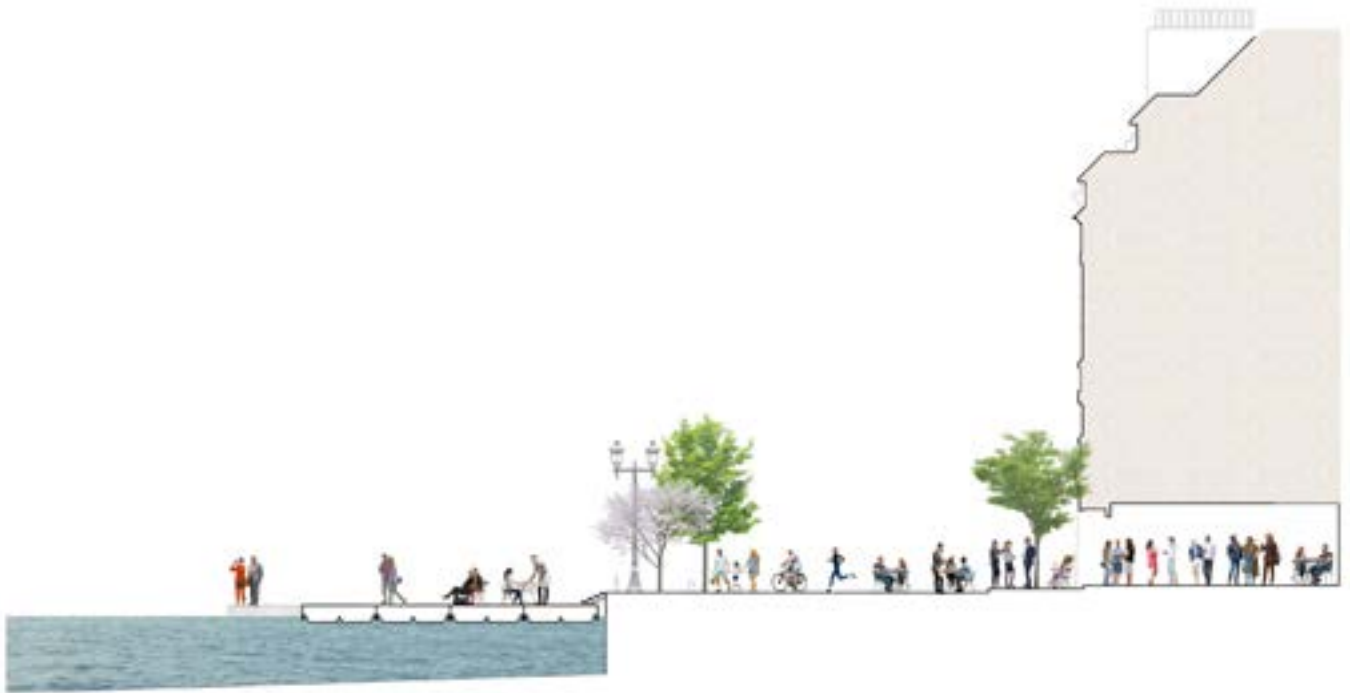


12 The Shore

What if The Shore, which is one of the most attractive waterside spaces in the city, became pedestrianised, even if it was just at weekends?

Could it become a place where cafes and restaurants fill the street with activity with new pontoons out on the water?

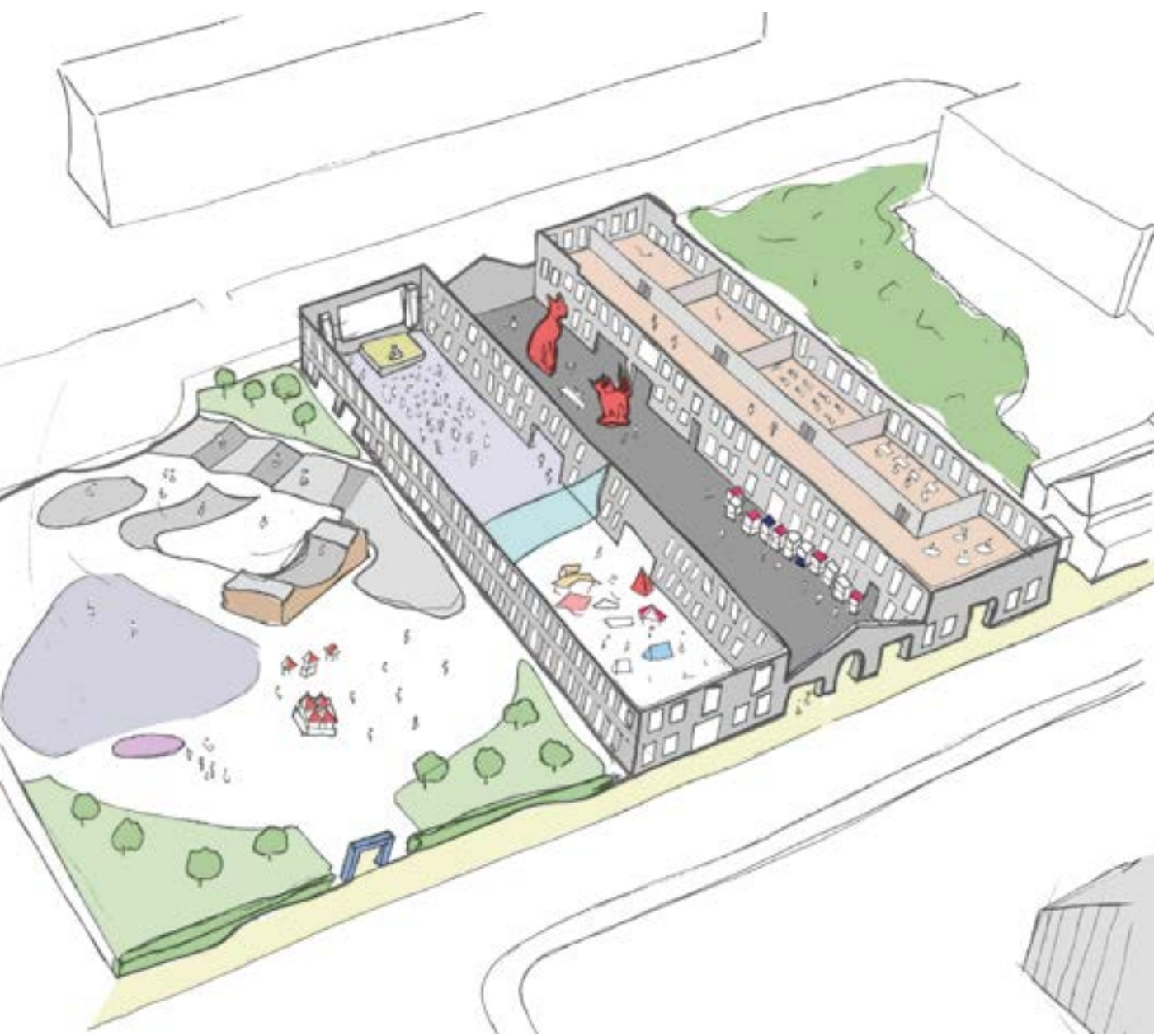




13 Madelvic Car Factory

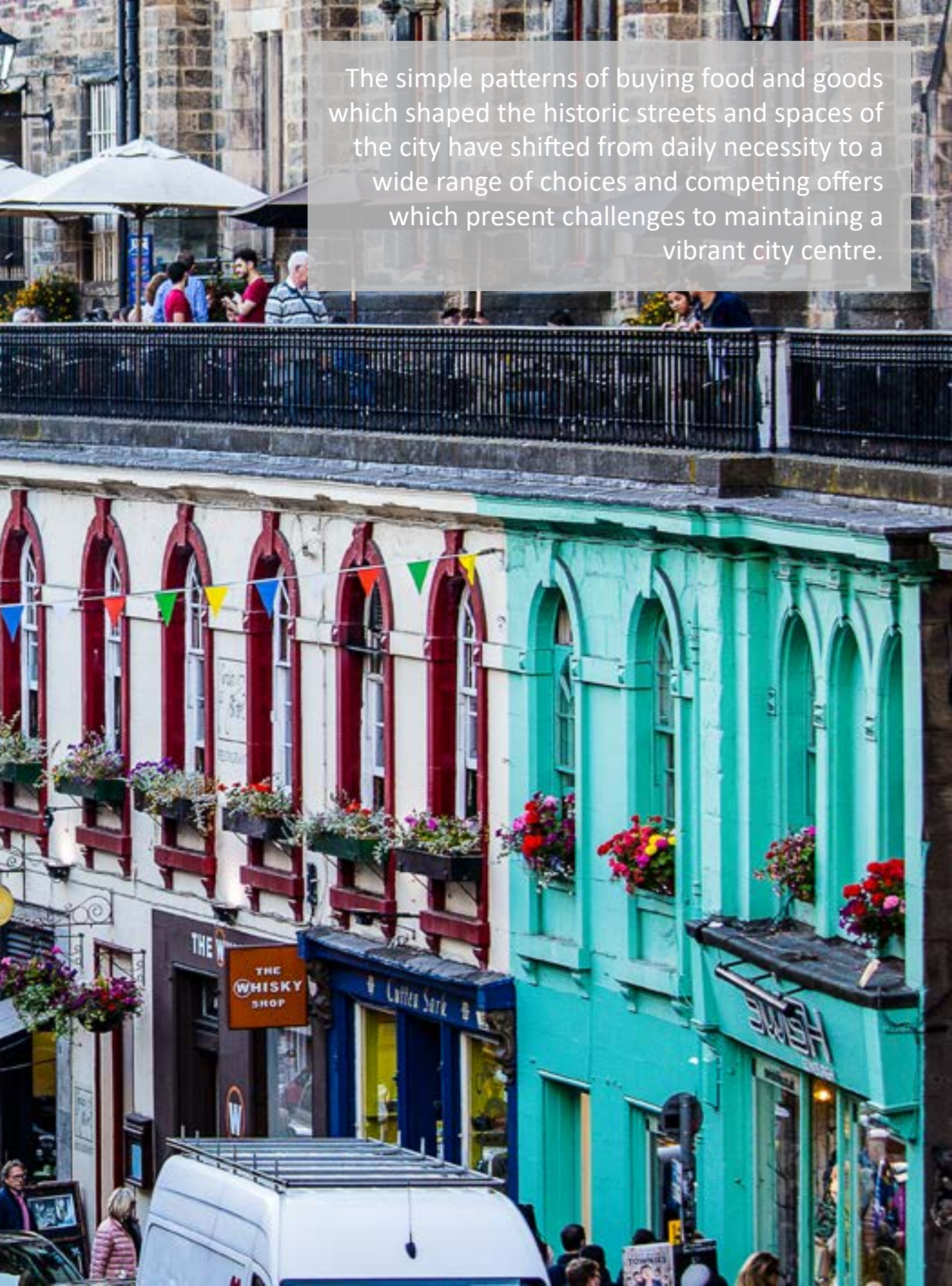
What if disused industrial buildings on the city's edges became the cultural focus for emerging neighbourhoods, open to new uses from arts spaces to pop-up club nights to skate parks?







The simple patterns of buying food and goods which shaped the historic streets and spaces of the city have shifted from daily necessity to a wide range of choices and competing offers which present challenges to maintaining a vibrant city centre.



... Healthy High Streets

The decline of the traditional High Street due to competing retail options and internet shopping is well documented. Our Town Centre Toolkit for the Scottish Government set out a range of approaches in tackling this but, on reflection a few years on, we wish we had taken it a bit further.

What if the Council had the powers to flexibly tune rates, local taxes and planning policies to positively cultivate the commercial habitat of specific streets and spaces within the city? A process of encouraging the desirable uses and activities through the micro management of fiscal and planning parameters.

Essentially, the kind of positive planning which Jane Jacobs advocated 50 years ago.

TOWN CENTRE
MASTERPLANNING TOOLKIT





14 Holyrood Distillery

What if more of the city's buildings could be re-purposed for innovative, new businesses which make the most of the built legacy of Edinburgh's industrial past?

The Holyrood Distillery is being created in the former Engine Shed building which is being leased from the City of Edinburgh Council.





Start Ups / Scale Ups

The evolving tech sector has the potential to be a key strand of Edinburgh's future economy. Many of these fledgling businesses are growing rapidly and need flexibility in space and tenure which is at odds with the long term stability desired by institutional property investment. There is currently a missing cog in the gearbox of this dynamic component of the city's economy which could be driven forward by buildings which are specifically designed and managed to offer such flexibility.



15 West Edinburgh

What if business-led developments on the edge of cities moved away from the standard business park model of pavilion buildings surrounded by car parks to become vibrant, mixed-use city extensions which stayed active throughout the day and were well connected to the city centre by public transport infrastructure ?







Why can't our parks and leisure places be a bit more playful? Most of them were originally laid out for Victorian perambulation or organised sport with segregated, defined spaces for specific activities. Maybe they need to be a bit more about cultivating fun and bringing people together in a loose-fit way.



Making More of our Parks

What if you could get a cup of coffee in Inverleith Park and there was the luxury of toilets next to the kids' play park? The city's parks are busier than ever but many lack basic facilities. Whilst it is understood that funds are limited, the apparent ban on commercial activity within parks means that many don't have toilets or places to get a coffee. Might social enterprises be a way to get round this to help make much more of our parks?



16 Parks and Gateways

Many of the city's peripheral parks, such as Braidburn Valley Park, are only really used for dog walking. What if some simple interventions could encourage more activity and create new patterns of movement and use ?

What if a toolkit of elements could be developed with local communities which could be incrementally added to such parks and green spaces?





17 Meadow's Edges

What if the dead edges of the Meadows, the busiest park in the city, were activated with pop-up cafes and shops?

What if there was somewhere to get coffee whilst your kids played, to meet for a drink in the evening or to get lunch to eat in the park?







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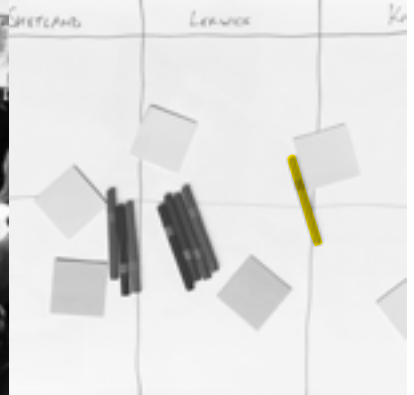
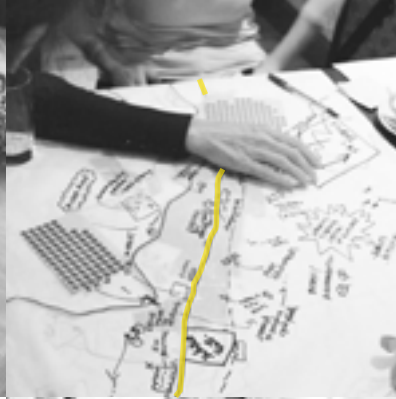


35 westfield

Housing shouldn't be made too complicated. It should simply be about creating decent places to live that play a positive role in making the city a better place.

Ground Up City-Making

We have done many charrettes in towns and villages throughout Scotland but what if one was done at a city scale? It would certainly be challenging, but there would be enormous benefits in developing a common vision for the city which was created by its citizens. This could re-energise the city and engender a common sense of belonging and civic ownership.



18 Fountainbridge

In 2013 we did a series of workshops with the local community in Fountainbridge to create a masterplan for the former brewery site by the canal. The vision for a vibrant, liveable neighbourhood has been inching forward since then but the project may be close to taking a significant step towards being delivered as a real place. So it is perhaps now a question of when rather than *what if?*





19 Salamander Place

This project re-interprets tried and tested urban forms to provide 199 new mid-market homes for key workers in Leith. It follows the simple courtyard form of the adjacent tenement housing, which includes a new raised garden space for the residents which conceals car parking and cycle storage. Below, this enables a high urban density on a constrained site whilst keeping the streets free of cars.

Housing architecture doesn't need to shout about itself, it just needs to provide decent homes for people and play its part in making a better city.





... Green Towers

What if a future need for enhanced escape stairs for tower blocks also became an opportunity to turn these into green spaces for the residents ?





... Co-Living

As housing needs become more varied and fragmented, the range of housing types and tenures should offer suitable housing for all needs and circumstances.

Co-Living could offer single people at various stages of their lives, from young newcomers to the elderly, particular opportunities for living in a shared residential community with the associated well-being benefits.

Innovative approaches in this area could also provide opportunities to deliver dense housing in challenging sites.



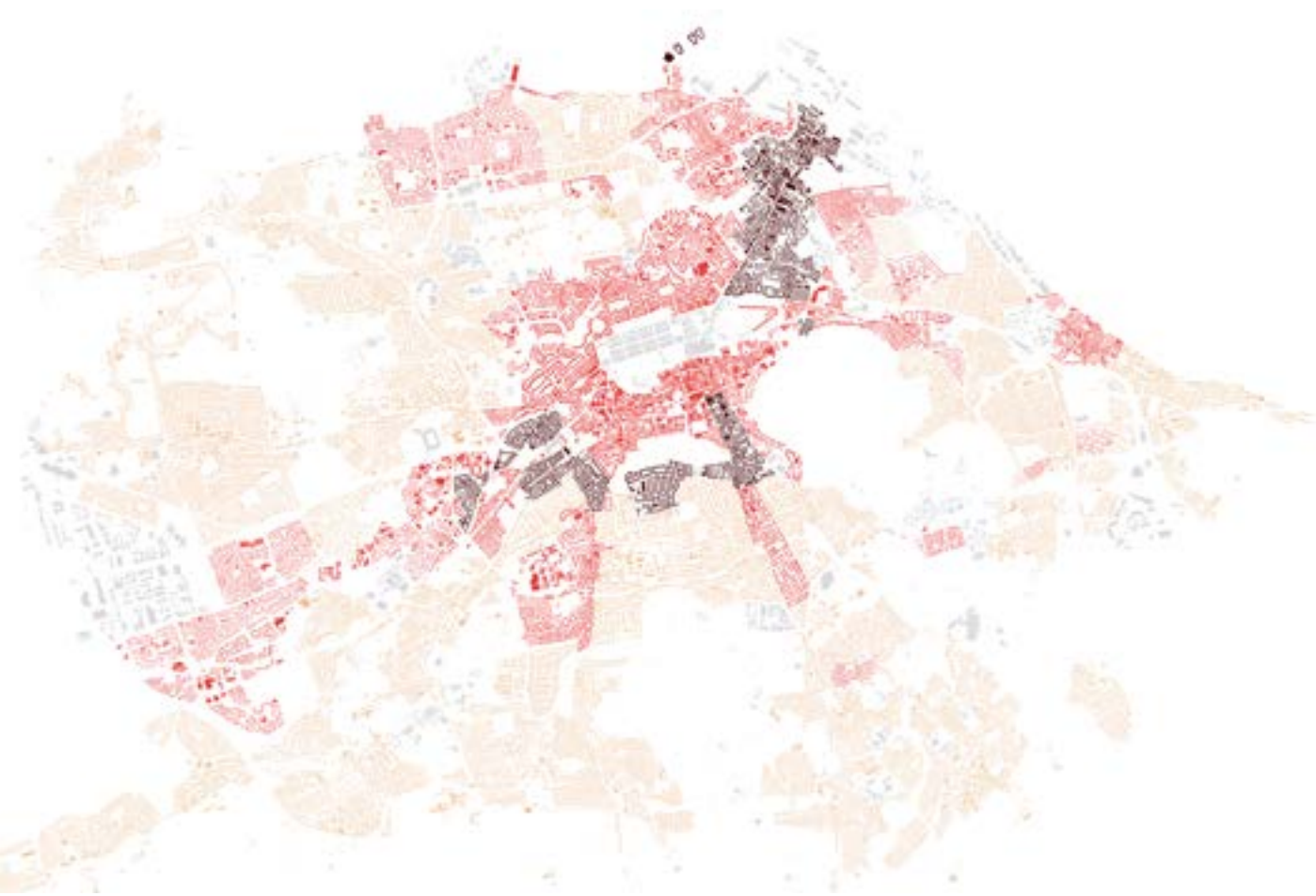


20 Density

What about density?

Edinburgh's central core includes areas with some of the highest residential density in Scotland. These areas are also some of the most resilient neighbourhoods, but around 60% of the city's inhabitants live in low density areas more than 2 miles from the city centre, and suburban growth in satellite settlements makes up much of the new available housing stock. This means lots of car journeys, great challenges in making public transport viable and lower levels of footfall to sustain shops and services.

This isn't making a case for turning Edinburgh into Manhattan but flexing planning policies to encourage greater density in low density areas would be a good start.



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Leith Docks Rory Crawford

The Shore Carl Baker

Madelvic Car Factory Alexander Reeves

Healthy High Streets Ewan Anderson

Holyrood Distillery Neil Munro and Carl Baker

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West Edinburgh Ewan Anderson and Harry Kirkham

Making More of our Parks Ewan Anderson

Parks and Gateways Neil Munro

Meadow's Edges Harry Kirkham

Ground Up City-Making Frances Heslop

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