

Customer Ref: 01721 Response Ref: ANON-KU2U-GFWM-R
Name: Marc Giles
Response Type: Agent / Consultant
On behalf of: John G Russell (Transport) Ltd

Supporting Info:
Email: marc.giles@ryden.co.uk

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 City Plan seeks to create a sustainable and healthy city capable of contributing to the delivery of a carbon neutral city by 2030. It proposes to create a network of greenspaces that protects the city's green setting and helps people make sustainable travel choices. New places are to be of the highest quality and contribute to existing communities. To meet climate change ambitions, the design and use of low and zero-carbon generating technologies should be prioritised in all developments. Development of the subjects will support these objectives. Indicative proposals prepared on behalf of JG Russell demonstrate the capacity to promote useable greenspaces as well as integrating with existing greenspaces and pedestrian movement networks. Indeed, the site has been assessed within the City Plan Housing Study and considered positively against active travel and community infrastructure requirements.

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: Not Answered

Explanation

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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

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

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

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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

Explanation

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

Explanation

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

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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

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

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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 The Plan seeks to promote a higher density of development to achieve a more efficient use of land resources, including the promotion of a vertical mix of uses. In respect of the subject site, that indicative density is set at a minimum of 100 units per hectare. Within the associated Housing Study the subjects' development capacity is addressed as falling between circa 370 – 650 units. The indicative development proposals consider the site's capacity and confirm that the minimum density requirements in City Plan can be exceeded whilst respecting other plan and locational priorities. Indeed, the subjects have potential to achieve a mix of uses within a vertical development form, making the most efficient use of land whilst respecting and adhering to other development principles within the extant LDP.

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

Explanation

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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

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

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

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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

Explanation

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

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

Explanation

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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

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

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

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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 City Plan 2030 seeks to plan for a city in which residents don't need to own a car to move around. To achieve this the Plan will provide for new homes, jobs and amenities and services in accessible neighbourhood locations with good access to walking and cycling routes and to public transport. This is also tied to the council's desire to reduce carbon emissions. The council will seek to ensure that there is investment in community infrastructure commensurate with the development aspirations of the Plan. In this regard, development of the subjects can make early contributions towards community infrastructure which will be critical to delivering the services required to support the council's housing development programme. In terms of accessibility, the site occupies a location which is accessible by a choice of means of transport. It can also be readily connected to existing walking and cycling routes. The future prospect of an extension to the Edinburgh Tram into Leith will further increase the green transport credentials of the subjects. Indeed, the site assessment within the associated City Plan Housing Study highlighted not only the accessibility credentials of the North Leith Group in this regard, but also the subjects themselves. It benefits in particular from good walking access to local services and amenities as well as employment clusters. It is also well placed to access existing public transport networks.

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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

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

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

Explanation

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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

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

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

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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

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

Short Response

Explanation

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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

Explanation

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

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

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Response Type

Agent / Consultant

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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

Not Answered

Explanation

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

Not Answered

Explanation

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

Not Answered

Explanation

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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 Not Answered

Explanation

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Choice 12 A

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

Short Response: Option 3 (Blended)

Explanation Bath Road/Salamander Street – John G Russell (Transport) Ltd
Representation to City Plan 2030 – Main Issues Report
Representation summary
John G Russell Transport Ltd (“JG Russell”) owns land and buildings at Bath Road/Salamander Street as shown on the location plan at Appendix 1. The land and property outlined in red (“subject site”) is no longer required as part of its core business and the majority of existing tenancies within this site are soon to expire. The land identified in blue is also owned by JG Russell. Against this background and through the process of formulating a disposal strategy, the company has considered the prospect of alternative use for this site. The extant City of Edinburgh LDP 2016 identifies the subject site within the Central Leith Waterfront policy allocation (EW1b) which provides support for a range of alternative uses including residential and entertainment and leisure within a mixed-use development format. Moreover, the Main Issues Report (MIR) for City Plan 2030 identifies a preference for urban, brownfield land across the City to be used to deliver the council’s housing requirement. In this regard, we note that all of the land within JG Russell’s ownership has been assessed through the MIR Housing Study, January 2020. That study concluded that the land represented a residential development opportunity. It also falls within the North Leith site assessment area which itself was assessed to have medium/high potential for accommodating new housing. JG Russell supports the aspirations of the council within the MIR to prioritise the delivery of its housing land requirements through the re-use of urban, brownfield land. The subject site is surplus to requirements and available. In that respect it represents an effective housing opportunity. The wider land ownership (identified in blue at Appendix 1) is proposed as a potential further phase of development. To inform this representation JG Russell has also embarked upon a process of formal engagement with the council as a precursor to an application for Planning Permission in Principle for a residential-led, mixed-use development. JG Russell’s consultancy and design team has undertaken to assess the subject site’s potential for alternative use in line with extant and emerging LDP policy. In essence, the subject site is effective and can be delivered in the short-term to assist the council’s proposed housing delivery programme as set out in the MIR. Indicative development proposals have been advanced and will be brought forward through an associated PPIp application. That application process is underpinned by a supportive policy context within the extant LDP and the council’s aspirations laid out in City Plan 2030. Indeed, the council acknowledges the prospect of early applications being supported in advance of City Plan’s adoption if the aspirational housing delivery programme it proposes is to be achieved. Against this background, JG Russell proposes that all land within its ownership at Bath Road/Salamander St be allocated for residential-led, mixed-use development within City Plan 2030. Introduction and background This representation is made on behalf of JG Russell and relates to land located on Bath Road/Salamander Street (address being 76 Salamander Street). The full extent of land ownership can be seen on the location plan attached at Appendix 1. The land within the red boundary line is no longer required within the core business and tenants leases are soon to expire. It represents an immediately available development opportunity. The land in blue is considered to have longer term development potential. JG Russell is a leading transport and logistics company established in 1969 by the present company Chairman John Russell. The business has owned the land and buildings at Bath St/Salamander St since March 1990. As part of the process of developing a disposal strategy the landowner has reviewed the current, extant Edinburgh Local Development Plan 2016. Therein, the subject site is specifically allocated under the provisions of Edinburgh Waterfront: Central Leith Waterfront (EW 1b).

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This allocation includes three specific LDP policy references, namely Hou 1, Ret 7 and Del 3. • Policy Hou 1 Housing Development confirms that priority will be given to new housing proposals under a set of specific criteria, one of which includes mixed use regeneration proposals at Edinburgh Waterfront

• Policy Ret 7 Entertainment and Leisure Developments - Preferred Locations advises that planning permission will be granted for high quality, well designed arts, leisure and entertainment facilities and visitor attractions in the City Centre, at Leith and Granton Waterfront and in a town centre. • Policy Del 3 Edinburgh Waterfront - planning permission will be granted for development which will contribute towards the creation of new urban quarters at Leith Waterfront and Granton Waterfront. The policy framework set by the extant LDP is supportive (in principle) of a mix of uses at the subject site including residential development within a larger, mixed use proposal. Indeed, this sets the policy context for JG Russell's submission to City Plan 2030. In light of the support set out in the extant LDP and the council's aspirations for bringing forward residential, mixed-use development on urban, brownfield sites across the city, JG Russell seeks to promote its land interests at Bath Rd/Salamander Street for residential-led, mixed use development. The site The land owned by JG Russell is identified on the location at Appendix 1. The subject site extends to some 1.3 hectares and is occupied by a mix of commercial uses and buildings with associated car parking. It is bounded to the north by vacant land and a warehouse, to the south by Salamander Street, the west by a public house (The Pond) and land and to the east is occupied by industrial buildings. All land outlined in blue at Appendix 1 is also owned by JG Russell. The subjects occupy a location with frontage onto Salamander Street (A199) in Leith, a main arterial route to and from the east of Edinburgh. The immediate surrounds are generally industrial in nature although the land use dynamic has changed significantly in recent years with a number of residential developments coming forward, notably the 'Ropeworks' (1-10 Salamander Place) for circa 660 new homes and a Barratt Homes development at 1 Bath Road for circa 210 new homes. Representation to City Plan 2030 - The Main Issues Report (MIR) The MIR sets out a number of key topics within which are highlighted a series of choices. Those key topics include; • A sustainable city which supports everyone's physical and mental wellbeing. • A city where you don't have to own a car to move around. • A city in which everyone lives in a homes which they can afford. • A city where everyone shares in its economic success. This representation will consider how the proposals support a number of City Plan's objectives and also how the Plan provides support for the re-allocation of the subjects to a residential-led, mixed-use allocation. Making Edinburgh a sustainable and connected city City Plan seeks to create a sustainable and healthy city capable of contributing to the delivery of a carbon neutral city by 2030. It proposes to create a network of greenspaces that protects the city's green setting and helps people make sustainable travel choices. New places are to be of the highest quality and contribute to existing communities. To meet climate change ambitions, the design and use of low and zero-carbon generating technologies should be prioritised in all developments. Development of the subjects will support these objectives. Indicative proposals prepared on behalf of JG Russell demonstrate the capacity to promote useable greenspaces as well as integrating with existing greenspaces and pedestrian movement networks. Indeed, the site has been assessed within the City Plan Housing Study and considered positively against active travel and community infrastructure requirements. The Plan seeks to promote a higher density of development to achieve a more efficient use of land resources, including the promotion of a vertical mix of uses. In respect of the subject site, that indicative density is set at a minimum of 100 units per hectare. Within the associated Housing Study the subjects' development capacity is addressed as falling between circa 370 – 650 units. The indicative development proposals consider the site's capacity and confirm that the minimum density requirements in City Plan can be exceeded whilst respecting other plan and locational priorities. Indeed, the subjects have potential to achieve a mix of uses within a vertical development form, making the most efficient use of land whilst respecting and adhering to other development principles within the extant LDP. A city where you don't need your own car to move around City Plan 2030 seeks to plan for a city in which residents don't need to own a car to move around. To achieve this the Plan will provide for new homes, jobs and amenities and services in accessible neighbourhood locations with good access

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to walking and cycling routes and to public transport. This is also tied to the council's desire to reduce carbon emissions. The council will seek to ensure that there is investment in community infrastructure commensurate with the development aspirations of the Plan. In this regard, development of the subjects can make early contributions towards community infrastructure which will be critical to delivering the services required to support the council's housing development programme. In terms of accessibility, the site occupies a location which is accessible by a choice of means of transport. It can also be readily connected to existing walking and cycling routes. The future prospect of an extension to the Edinburgh Tram into Leith will further increase the green transport credentials of the subjects. Indeed, the site assessment within the associated City Plan Housing Study highlighted not only the accessibility credentials of the North Leith Group in this regard, but also the subjects themselves. It benefits in particular from good walking access to local services and amenities as well as employment clusters. It is also well placed to access existing public transport networks. A city in which everyone lives in a home they can afford Edinburgh is a growing city with a critical need for more homes, particularly those of affordable tenure. The Plan also seeks to support a fairer society through significant investment in schools, public transport system and healthcare facilities. The council has identified a need to balance the quality of life of residents with the demands of visitors to the city. The MIR proposes three potential delivery options for the new homes that are needed across the plan period. A key theme throughout those options is a desire to utilise urban, brownfield land to deliver the (majority of) housing requirements. In seeking to demonstrate the merits of this approach, the council has highlighted those areas of the city and sites considered as having the potential to contribute to the housing delivery programme. The subjects are identified as one such opportunity and fall within the 'North Leith' group of land and properties which the council has assessed as having medium to high potential to accommodate new housing development. The preferred approach to delivering new homes is for the council to bring forward these urban brownfield sites in conjunction with other public sector partners. However, the Plan recognises this approach may not be financially viable or possible for the council to achieve, given the scale of delivery required annually. Indeed, this approach will require a significant step change in the delivery of urban land in Edinburgh. It also may require the council to use compulsory purchase powers. On this basis, housing delivery will need to start immediately (in 2020) to enable the Council and its partners to deliver 17,600 units with an annual delivery rate of 3,340 units per year to prevent the release of market-led green belt land. JG Russell supports the council's approach to delivering housing through existing urban, brownfield sites (which are predominantly currently in employment use). However, there must be flexibility to allow market forces to also deliver some of this land particularly as the development programme must commence immediately. In essence, a blended approach in terms of who deliver the brownfield sites would be a more effective solution. The subject site can be brought forward immediately as is shown by the landowner's commitment to an early planning application submission. This supports the council's desire to achieve the very aspirational annual delivery target and will also bring forward early contributions towards social and physical infrastructure and services that will be required if the council is to achieve this objective. Site assessments The City Plan Housing Study, January 2020 has been prepared by the council to inform the City Plan Choices document. It sets out the approach to meeting the Outcome of City Plan 2030 to achieve a city in which everyone lives in a home they can afford. The study identifies mechanisms to deliver new homes and provides an assessment of urban brownfield and greenfield sites. The council's high level assessment of urban, brownfield land essentially identifies locations and particular sites with potential for housing development. It also estimates the housing capacity that could be delivered on those shortlisted sites. The assessment includes all land owned by JG Russell at Bath Road/Salamander St. It falls into Group 1: North Leith and is referenced as site 389 – Bath Road (North East Locality). Each site was analysed based on its potential for development in the plan period taking into account: • Current use; • Broad environmental constraints; • Public transport accessibility, and • Known development interest and planning history. This analysis identified locations with medium to high potential to accommodate development which in effect resulted in a number of sites being discounted with those remaining being assessed against more detailed criteria as noted below: • Active travel; • Public transport; • Community infrastructure, and • Flood risk The subjects

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owned by JG Russell were considered to have medium to high potential to accommodate housing development and as such were shortlisted for further site specific assessment. The study also moved to consider the housing capacity (indicatively) of these sites whilst accepting that further analysis on a site-specific basis is required to take account of more detailed factors including building heights, views, site conditions, environmental and other physical constraints.

On the basis of this capacity assessment process, the subjects were determined to have a development capacity between 369-645 units. Relationship to the City Mobility Plan - Draft January 2020The City Mobility Plan (Plan), which supersedes Edinburgh's Local Transport Strategy 2014-2019, provides a strategic framework for the safe and effective movement of people and goods around Edinburgh up to 2030. This document is closely aligned with City Plan 2030 and its core priorities underpin relevant objectives within the latter document. To clarify, we note its key objectives to be: •Improve health, wellbeing, equality and inclusion. •Improve travel choices for all travelling into, out of and across the city. •Improve the safety for all travelling within the city. Increase the proportion of trips people make by healthy and sustainable travel modes. •Protect and enhance our environment and respond to climate change Reduce emissions from road transport. •Reduce the need to travel and distances travelled. •Reduce vehicular dominance and improve the quality of our streets. •Support inclusive and sustainable economic growth. •Maximise the efficiency of our streets to better move people and goods. The Mobility Plan considers how best to plan for new development and confirms the need to ensure that it helps to reduce the dominance of motor vehicles and makes walking, cycling and public transport the obvious travel choices for the people in them. Specific policy measures are proposed for planning new developments in Edinburgh and the council's assessment of urban, brownfield land within the context of City Plan 2030 is informed by the key objectives of the City Mobility Plan and in particular, it's priorities for new development. As previously highlighted, the subjects have been assessed as having medium to high potential to accommodate housing. Against this background, its development would accord with the key provisions of the City Mobility Plan and the council's agenda to reduce congestion and pollutant levels and in doing so bring forward sustainable development which can be easily accessed by a choice of means of transportation. Concluding commentsJG Russell owns all land and buildings at Bath Road/Salamander Street as shown on the location plan at Appendix 1. The company no longer requires the property outline in red as part of its core business and a number of existing tenancies are soon to expire. On that basis, this land represents an immediate development opportunity. Land outlined in blue can be brought forward as a later development phase. Against this background and through the process of formulating a disposal strategy, the company has considered the prospect of alternative use for this site. The Main Issues Report (MIR) for City Plan 2030 identifies a strong preference for urban, brownfield land across the City be the key means of delivering the council's housing requirements. JG Russell supports this aspiration and to that end has commenced a process of engagement with the council regarding the early delivery of some of the land within its ownership. To inform that process Russell's consultancy and design team has undertaken to assess the site's potential for alternative use in line with extant and emerging LDP policy. The subjects have also been assessed within the Housing Study which underpins the City Plan Choices document. In this regard, we note that it lies within the North Leith group which is considered to have medium to high potential to accommodate housing development. On this basis, the subjects were taken forward for assessment on a site specific basis. That assessment highlighted the site's credentials against key assessment criteria and also considered the site's indicative development capacity which was identified to fall between 365 – 649 units. The subject site is effective and can be delivered in the short-term and in that respect would assist the council's proposed housing delivery programme in the short term, which sets a very aspirational annual delivery target of over 3,000 homes. In doing so, it will also provide early development contributions towards necessary infrastructure provision. Indeed, it is noted that the pace of development required means that some assessed sites may have active or determined planning applications on them before the publication of the proposed City Plan 2030. The land proposed by JG Russell should be considered within this context. This submission supports the council's aspiration to deliver new housing development across the

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city's urban, brownfield land portfolio. Land owned by JG Russell is one such site and has been assessed as having medium to high development potential. The landowner has appointed a consultant team led by Ryden and commenced a process of engagement with the council regarding the delivery of this site through an application for Planning Permission in Principle. Against this background JG Russell considers that the subject site should be allocated for residential-led, mixed-use development within City Plan 2030.

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

Explanation

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

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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

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

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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

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

Customer Ref: 01721 Response Ref: ANON-KU2U-GFWM-R
Name: Marc Giles
Response Type: Agent / Consultant
On behalf of: John G Russell (Transport) Ltd

Supporting Info:
Email: marc.giles@ryden.co.uk

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

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

Customer Ref:

01721

Response Ref:

ANON-KU2U-GFWM-R

Supporting Info

Name

Marc Giles

Email

marc.giles@ryden.co.uk

Response Type

Agent / Consultant

On behalf of:

John G Russell (Transport) Ltd

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 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 C

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

Short Response

No

Explanation

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice 12 D

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

Short Response

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

Explanation

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

Explanation

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

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

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

Customer Ref: Response Ref:

Name

Supporting Info

Email

Response Type

On behalf of:

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

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

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

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

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Choice 16 A2

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

Short Response: Not Answered

Explanation: Not Answered

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: Not Answered

Explanation: Not Answered

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: Not Answered

Explanation: Not Answered

Customer Ref: 01721 Response Ref: ANON-KU2U-GFWM-R

Name Marc Giles

Response Type Agent / Consultant

On behalf of: John G Russell (Transport) Ltd

Supporting Info

Email marc.giles@ryden.co.uk

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 Not Answered

Explanation Not Answered

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 Not Answered

Explanation Not Answered

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

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: Response Ref:
Name
Response Type
On behalf of:

Supporting Info
Email

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

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

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

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: 01721 Response Ref: ANON-KU2U-GFWM-R

Name: Marc Giles

Response Type: Agent / Consultant

On behalf of: John G Russell (Transport) Ltd

Supporting Info:

Email: marc.giles@ryden.co.uk

Choice 16 H

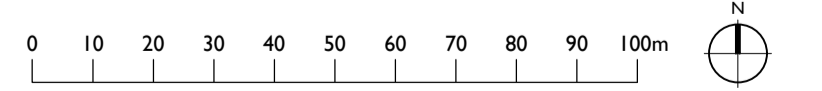
We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs. Do you agree? - Yes / No

Short Response: Not Answered

Explanation: Not Answered



— Ownership Boundary
— Application Boundary



Location Plan

project Bath Road/Salamander Street, Edinburgh			job no. E1932		drawing no. (PL)001		revision -	
client John G Russell (Transport) Ltd			status PLANNING		scale 1:1250@A1		date 18.03.20	
Rev	Date	Description	drawn	chkd	MI	checked	DH	