

Customer Ref: 00044      Response Ref: ANON-KU2U-GPR7-7  
Name: Stuart Salter  
Response Type: Agent / Consultant  
On behalf of: Miller Homes and the Wheatlands Farming Partnership

Supporting Info: Yes  
Email: stuart@geddesconsulting.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: Not Answered

Explanation: Not Answered

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: Not Answered

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Name   
Response Type   
On behalf of:

Supporting Info   
Email

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

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

Supporting Info   
Email

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

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



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

Supporting Info

Email

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

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

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

Supporting Info   
Email

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

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

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

Supporting Info   
Email

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

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

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

Supporting Info

Email

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

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

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

Supporting Info   
Email

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

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

Supporting Info   
Email

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

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

Supporting Info   
Email

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

Customer Ref:  Response Ref:   
Name   
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On behalf of:

Supporting Info   
Email

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**

Short Response

Explanation



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

Supporting Info   
Email

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

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

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

Explanation

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Email: stuart@geddesconsulting.com

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: Not Answered

Choice 12 A

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

Short Response: Option 3 (Blended)

Explanation: Please refer to separate representation on behalf of Miller Homes and the Wheatlands Farming Partnership (ANON-KU2U-GPGA-6).

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: 00044 Response Ref: ANON-KU2U-GPR7-7

Name Stuart Salter

Response Type Agent / Consultant

On behalf of: Miller Homes and the Wheatlands Farming Partnership

Supporting Info Yes

Email stuart@geddesconsulting.com

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 Not Answered

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 Not Answered

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 Not Answered

Explanation

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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 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

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

Supporting Info   
Email

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

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



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

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

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

Supporting Info   
Email

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

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

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

Explanation

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

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

Supporting Info   
Email

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

Explanation

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

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

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

Supporting Info   
Email

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

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

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

Supporting Info

Email

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

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



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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: Not Answered

Explanation: Not Answered

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

## Choice 12 - Building our new homes and infrastructure

*12C. Do you have a greenfield site you wish us to consider in the proposed Plan?*

Miller Homes and the Wheatlands Farming Partnership supports the identification of Kirkliston East as a potential allocation for housing and mixed use development in City Plan 2030. The Council should note that those parties are promoting a larger land holding under control than the area identified in the Choices document.

Miller Homes can confirm that they will be working in partnership with Barratt Homes and Taylor Wimpey to bring forward the development of Kirkliston East.

This representation is supported by the following technical assessments and documents:

- Indicative Development Framework;
- Development Framework Report;
- Site Assessment Review;
- Site Effectiveness Statement; and
- Preliminary Education Infrastructure Note.

The supporting Development Framework Report confirms that the proposal will:

- deliver around 2,700 homes along with a substantial greenspace network comprising public open space and structure planting. The proposal will provide new community, commercial and transport infrastructure, including new schools.
- deliver a new mixed-use town centre adjacent to the existing settlement. This will provide community facilities and retail and office opportunities for both new and existing residents. These facilities will be within walking distance of the existing homes in Kirkliston.
- deliver a new school campus for Kirkliston. This includes the delivery of a serviced site for a new nursery, primary school and new secondary school and associated community leisure facilities. The secondary school will also serve pupils from the existing Kirkliston Primary School.
- deliver a new loop road. This will provide access to the Kirkliston East site and also alleviate existing traffic issues within Kirkliston.
- provide a site for a train station and enables an extension to the existing tram network (including provision of a tram stop). This will provide significant improvements to the existing public transport network in Kirkliston.
- provide an opportunity to improve both the provision of public transport, active transport and ease existing transport issues, all contributing to a healthier and more sustainable community.
- provide comprehensive planning gain package including the delivery of much needed affordable housing and contributions towards other public and community facilities to enable a development of the scale envisaged to take place whilst at the same time improve public and green transport availability and reduce overall carbon footprint for all residents of Kirkliston – new and existing.

The supporting Site Assessment Review concludes that the potential allocation of site at Kirkliston East would represent a sustainable development proposal. The assessments undertaken demonstrates that the site scores well when the proposal is objectively assessed.

The site is immediately effective and would be constructed over a 10 year period, with a 4 year lead in period, as demonstrated by the Site Effectiveness Statement. The delivery of the site as a whole will however be appropriately phased to ensure that delivery of other uses and infrastructure is aligned with the delivery of new homes.

The Preliminary Education Infrastructure Note confirms that education capacity is not considered to be an insurmountable barrier to the allocation of the site as part of the emerging City Plan and the proposal for the site can provide wider benefits to the existing community of Kirkliston by providing a new local secondary school and new primary school to alleviate existing constraints.

Miller Homes and the Wheatlands Farming Partnership is committed to the early delivery of affordable housing, infrastructure and community facilities, working in partnership with the Council, communities, infrastructure providers and registered social landlords as well as other stakeholders as required.

It is recommended that the Council amends the existing settlement boundary and continues to support the allocation of Kirkliston East for new housing development in City Plan 2030.



- Indicative blocks of residential development - 67.13 ha for illustrative purposes only
- Higher density
- Lower density
- Commercial use
- New school buildings
- Community use
- Mixed Use Development
- Open space provision - 23.61 ha**
- Amenity grass
- Meadow
- SuDS basin
- Play area
- Existing trees
- Proposed trees
- Proposed planting
- Watercourse
- New link road
- Neighbourhood street
- Lane
- Footpath
- Node
- Potential extension of tram line
- Potential new tram stop
- Existing rail line
- Potential new rail station



Taller buildings such as flats located next to rail station

Potential location for new rail station

Commercial development located adjacent to new rail station

New loop road through around east of Kirkliston

Lower height homes located to edges of proposal

Planting (specification in accord with airport requirements) creating a defensible Green Belt boundary

Potential to extend bus route along new loop road

Proposed realignment of Burnshot Road

Potential to extend tram route to South Queensferry

Taller buildings such as flats with shops on the ground floor located centrally within the proposal to create a mixed use spine

Public plaza created at intersection between green network and 'high street'

Mixed use 'high street'

Open spaces linked by green routes

Potential new cricket grounds and clubhouse

Existing trees crown-lifted to provide filter views

New homes framed within a well-connected green network

Mixed use 'high street' incorporating commercial and residential buildings

Mixed use gateway incorporating retail and community buildings

Potential location for new tram stop

Potential location for new school campus

Potential new rugby pitch and clubhouse

Potential location for new playing fields

Potential new parkland

Consented development ref. 17/0451/PPP

Potential location for new GP surgery and nursing home

Potential to extend tram line into Kirkliston

Potential location for new cemetery

Rev C (17.03.20) Drawn: SB Checked: KT Approved: KT  
 Note: Layout updated  
 Rev B (04.03.20) Drawn: SB Checked: KT Approved: KT  
 Note: Layout updated  
 Rev A (23.01.20) Drawn: SB Checked: KT Approved: KT  
 Note: Amended to account for tram route and gas pipeline  
 Rev - (19.12.19) Drawn: SB Checked: KT Approved: KT

Status: Draft For Comment  
 Not to scale @ A1





# **Kirkliston East**

## **Development Framework Report**

Representation to Choices for City Plan 2030

April 2020



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# 1. Introduction

This submission has been prepared in response to the publication of the City of Edinburgh Council (the Council's) *Choices for City Plan 2030*.

This *Development Framework Report*, along with the *Site Assessment Review*, sets out the justification for this site to be allocated as a proposed housing site in the *Choices for City Plan 2030*.

Miller Homes (Miller) and the Wheatlands Farming Partnership is promoting an area of 138.14 ha of land to the east of Kirkliston (see plan opposite).

Miller Homes can confirm that they will be working in partnership with Barratt Homes and Taylor Wimpey to bring forward the development. This combined approach will allow the site to be brought forward in a comprehensive manner and within the time horizon envisaged.

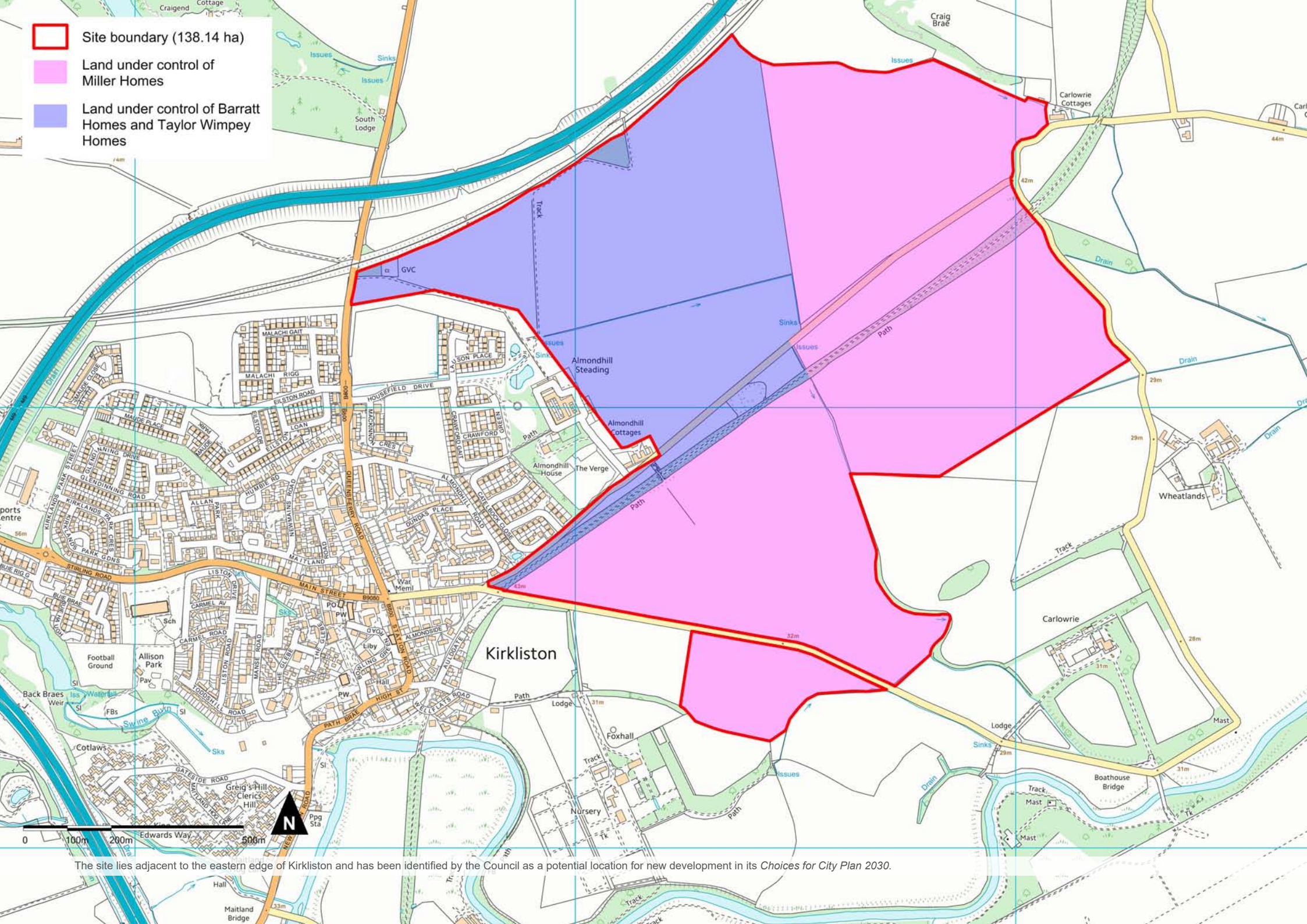
The site represents a logical extension to the east Kirkliston and is in a sustainable location.

The scale of the development proposed will allow for the majority of the proposal to be funded primarily by private finance with some public investment linked to wider transport and education initiatives as part of the wider LDP requirements.

This proposal at *Kirkliston East* is an effective site, as demonstrated by the *Site Effectiveness Statement*. The site at *Kirkliston East* would be delivered within a 14 year period from the adoption of the new *City Plan 2030*.



- Site boundary (138.14 ha)
- Land under control of Miller Homes
- Land under control of Barratt Homes and Taylor Wimpey Homes



The site lies adjacent to the eastern edge of Kirkliston and has been identified by the Council as a potential location for new development in its *Choices for City Plan 2030*.



## 2. Emerging LDP Context

### Choices for City Plan 2030

The Council have published their *Choices for City Plan 2030*. The *Choices for City Plan 2030* is the first stage in the Council's consultation process for the emerging *City Plan 2030*. It is therefore the first opportunity for interested parties to contribute to the formulation of the Council's development strategy in the emerging *City Plan 2030*.

The *City Plan 2030* will replace the adopted Local Development Plan (LDP) (2016). The Council's latest *Development Plan Scheme* (January 2020) anticipates that the *City Plan 2030* will be adopted by February 2022.

Choices for *City Plan 2030* identifies 16 Choices, including Choice 12 – *Choices our new homes and infrastructure*. Choice 12 identifies three options for how and where new homes will be delivered within Edinburgh:

- Option 1 *Delivery by the Council and its partners within the Urban Area*
- Option 2 *Delivery through market housing by releasing Greenfield land*
- Option 3 *A Blended Approach*

The Council's preferred option, Option 1, proposes there will be no release of sites within the designated Green Belt for new homes. Options 2 and 3 propose the release of land from the Green Belt.

In order to deliver the required amount of new homes, there is (as set out within the Housing Land Assessment which supports this representation) a requirement to allocate additional sites outwith the defined Urban Area.

The Council has published supporting document *Housing Study* (January 2020) in support of the *Choices for City Plan 2030*. Part 2b *Greenfield Site Assessment* of the *Housing Study* provides an assessment of all greenfield land deemed to have potential for residential development. These areas of greenfield land are split into 134 Assessment Sites, grouped into seven sectors. The site is identified as *Kirkliston East* and sits within Sector 6.

### Kirkliston East

*Kirkliston East* is partially identified within Area 3 – *Kirkliston* as shown on Map 12 of *Choices for City Plan 2030*. The supporting text for Area 3 - *Kirkliston* states that *...development in Kirkliston could be supported on the land identified on Map 12, provided that development complies with the policies in City Plan, and a Place Brief.*

*Kirkliston East* is therefore recognised by the Council (in part) as having potential for the delivery of new homes within the emerging plan period.

For the reasons set out within the *Site Assessment Review*, Geddes has undertaken a *Greenfield Site Assessment* based on a proposal for an area of land known as *Kirkliston East*. Geddes has also undertaken a *Site Assessment* (against SEA objectives) for the *Kirkliston East* site.

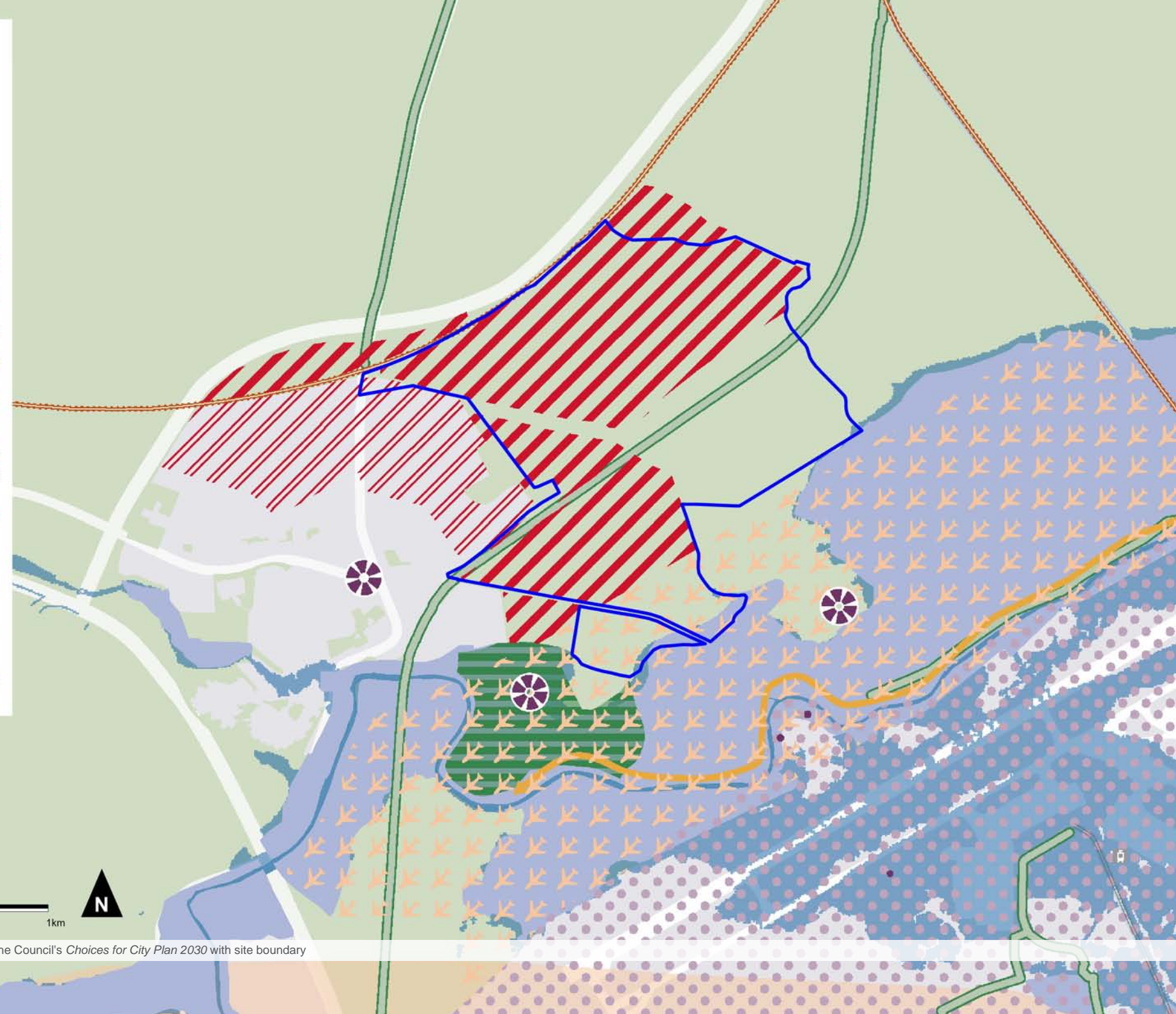
This report, along with the *Site Assessment Review*, sets out the justification for *Kirkliston East* to be allocated as a preferred housing site in the emerging *City Plan 2030*.

This proposal at *Kirkliston East*, is an effective site, as demonstrated by the *Site Effectiveness Statement*. The site can deliver new homes within the five year period following the adoption of the emerging *City Plan 2030*. As set out in the *Housing Land Assessment*, there is a requirement for the Council to allocate sites outwith the defined Urban Area.

Site boundary

## Map 12 - Area 3 Kirkliston

- Housing led development potential
- Existing allocations
- Employment land
- Green/blue network
- Public transport intervention corridors
- Safeguard for potential additional runway
- SEPA 1 in 200yr flood risk
- Area of importance for flood management
- Open space
- Active travel - existing
- Active travel - committed improvements
- Proposed walking and cycling routes
- Key points
- Rail station
- Railway
- Tram line and stop inc. proposed
- Pylon areas and lines
- City of Edinburgh boundary



Map 12 - Area 3 Kirkliston from the Council's Choices for City Plan 2030 with site boundary



### 3. Transport and Infrastructure

#### Active Travel

The proposal includes for the creation of a mixed use gateway, providing a full range of convenience services. All of these facilities will be within a 1,600m (20 minutes) walking distance of all new and existing residents within Kirkliston.

A new main square is proposed in the southwest of the site, providing a communal gathering place and acting as a link between established Kirkliston and the new extension. From this square, a new 'high street' will extend into the site, acting as an extension of Main Street. This enables the proposal to be fully integrated and accessible for new and existing residents.

Core Path CEC 10 runs through the site. This core path connects to National Cycle Route 1 to the south.

Overall, the site will provide for extensive active travel through the extension of existing services and proposed new interventions. This will be achieved through new pedestrian and cycle provision, upgrades to existing roads and the provision of new services and amenities within the site. These interventions will not only be of benefit to the new community but also existing residents within Kirkliston.

#### Public Transport

Buses run along Main Street and B800, providing services between Edinburgh, Glasgow and Fife.

New road infrastructure will be provided within the proposal. These roads will be capable of accommodating buses. New homes on the site will support improved bus provision within Kirkliston.

The Edinburgh Tram route is safeguarded within the LDP to Newbridge, approximately 2km south of Kirkliston. There is the potential to extend this route and provide a new tram stop in Kirkliston. This would provide walking access to the tram network for all of Kirkliston, greatly improving public transport access to the city centre and reducing reliance on private car journeys.

The site lies adjacent to the *Dalmeny Junction - Winchburgh Junction Line*. This line connects from Linlithgow to Dalmeny and then onward to Fife. Currently it is lightly trafficked and mainly used for freight.

The adopted LDP identifies a safeguard for a new rail connection to the northeast of the site (Almond Chord). The Almond Chord would provide a connection between the *Dalmeny Junction - Winchburgh Junction Line* and *East Coast North Line*.

Development of the site presents the opportunity to provide a new rail station within Kirkliston. If the Almond Chord is delivered, this new rail station could provide regular rail access to the city centre within walking distance for all of Kirkliston.

These proposals can improve the accessibility to public transport for all of Kirkliston in both the immediate and longer term. This will encourage a modal shift away from private car journeys to public transport in line with the *City Mobility Plan*, helping Edinburgh to achieve its net zero carbon goal.

#### Community Infrastructure

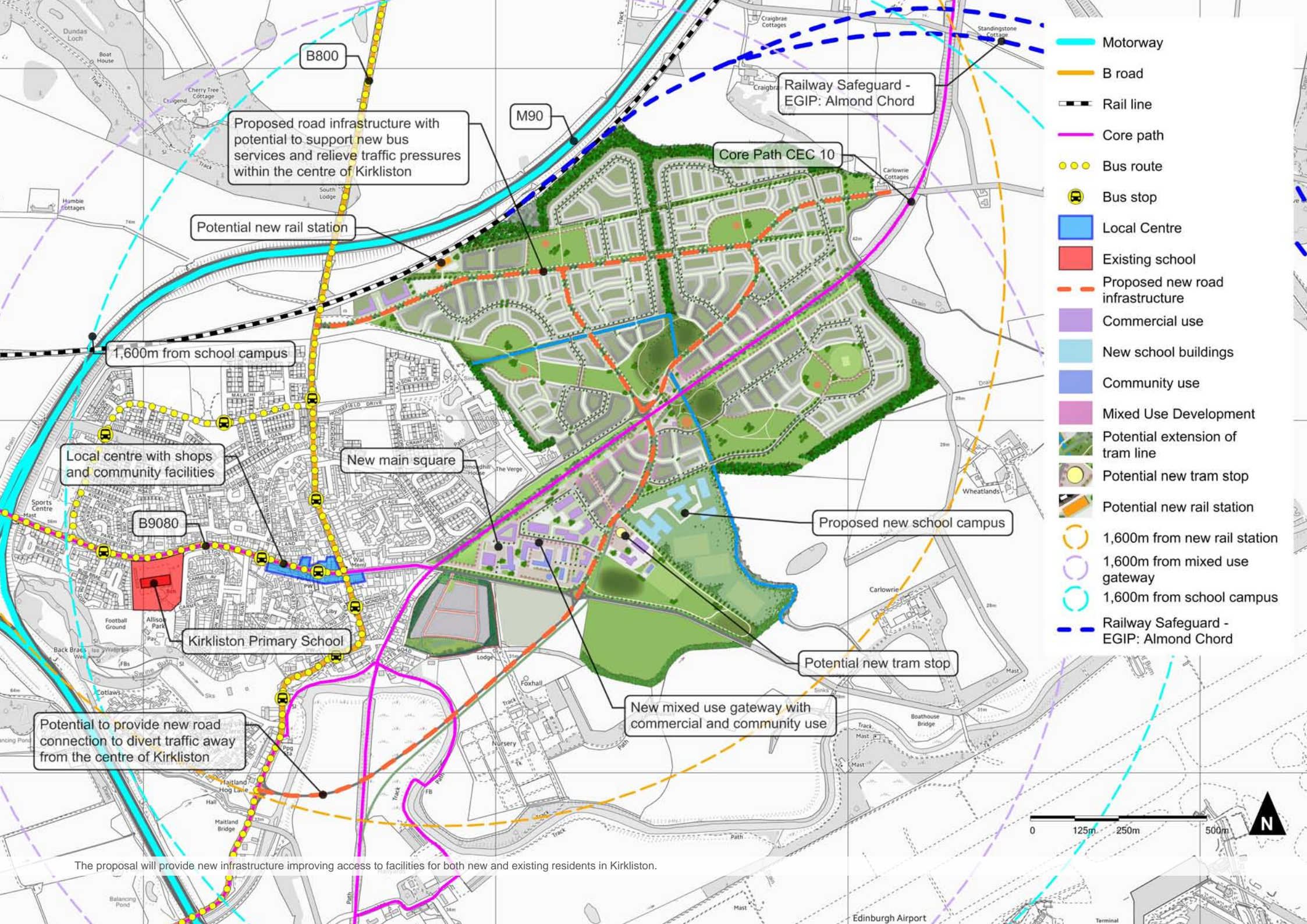
The site is located within the Kirkliston Primary School catchment area. Given the scale of development, a new primary school will be required to serve the site.

For secondary schooling, pupils in Kirkliston currently attend Queensferry High School, in South Queensferry. The Council has identified in Choice 5 that, due to substantial new development within South Queensferry, Queensferry High School will not have capacity to accommodate new pupils from Kirkliston Primary School and that a new secondary school is required in the west of Edinburgh.

Development of the site presents the opportunity to provide a new secondary school within Kirkliston. A new school campus is proposed on site, providing a new secondary school, primary school and nursery. This will provide new facilities for both new residents within the proposal and the existing community.

Miller is willing to make a proportionate financial contribution towards the cost of providing the necessary education infrastructure as a result of the direct impact of the development in accord with Circular 3/2012.





- Motorway
- B road
- Rail line
- Core path
- Bus route
- 🚌 Bus stop
- Local Centre
- Existing school
- Proposed new road infrastructure
- Commercial use
- New school buildings
- Community use
- Mixed Use Development
- Potential extension of tram line
- Potential new tram stop
- Potential new rail station
- 1,600m from new rail station
- 1,600m from mixed use gateway
- 1,600m from school campus
- Railway Safeguard - EGIP: Almond Chord

Proposed road infrastructure with potential to support new bus services and relieve traffic pressures within the centre of Kirkliston

Potential new rail station

1,600m from school campus

Local centre with shops and community facilities

New main square

B9080

Kirkliston Primary School

Potential to provide new road connection to divert traffic away from the centre of Kirkliston

Railway Safeguard - EGIP: Almond Chord

Core Path CEC 10

Proposed new school campus

Potential new tram stop

New mixed use gateway with commercial and community use



The proposal will provide new infrastructure improving access to facilities for both new and existing residents in Kirkliston.

Edinburgh Airport

Terminal



## 4. Site Context

### Green Belt

The site is currently designated as Green Belt within the adopted LDP.

The key functions of the Edinburgh Green Belt are:

- *directing development to the most appropriate locations and supporting regeneration;*
- *protecting and enhancing the character, landscape setting and identity of the settlement; and*
- *protecting and providing access to open space.* (Scottish Planning Policy (SPP), paragraph 49)

This *Development Framework Report* highlights that the proposal is in an appropriate location and that it encourages access to quality open space.

The site sits immediately adjacent to the settlement edge. Development of the site represents a logical expansion of the settlement edge in this location.

The site is bounded by an existing rail line to the north, an existing road and watercourse to the east and existing trees and watercourses to the south. These existing features enable clear and defensible Green Belt boundaries to be formed, providing a suitable location for development.

These boundaries will be reinforced through new planting within the proposal.

### Designations

There are no landscape designations within the site. *Dundas Castle* Garden and Designed Landscape (GDL) is located to the northwest of the site. This GDL is located beyond the M90 and the existing rail line, effectively separating it from the site and the existing settlement. As such, there will be no impacts upon this designation as a result of development of the site.

There are no cultural heritage designations on site. A number of Listed buildings are located within close proximity of the site. These are highlighted on the plan opposite.

*Almondhill House* and *Almondhill Steadings* are located to the west of the site. New residential development within Kirkliston over the last decade has brought these Listed buildings closer to the settlement edge, reducing their sense of separation from Kirkliston and limiting their setting to a more immediate context.

*Railway bridge at Carlowrie Cottages* is located to the northeast of the site. This bridge is contained within the woodland corridor setting of Core Path CEC 10.

A cluster of Listed buildings are located to the southeast of the site at *Carlowrie House* and a cluster are also located to the southwest at *Foxhall*. Existing woodland to the north of these assets limits any visual relationship between them and the site.

Sympathetic building design and appropriate landscape treatment will be incorporated within the proposal to ensure there are no adverse impacts upon the settings of the Listed buildings within the surrounding area of the site.

The Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) Canmore database shows two non-designated assets within the site and one adjacent to the site.

A *Possible Enclosure* is noted within the eastern area of the site and a *Former Parrafin Works* is noted within the centre of the site. *Linear Features* are also noted adjacent to the southern site boundary.

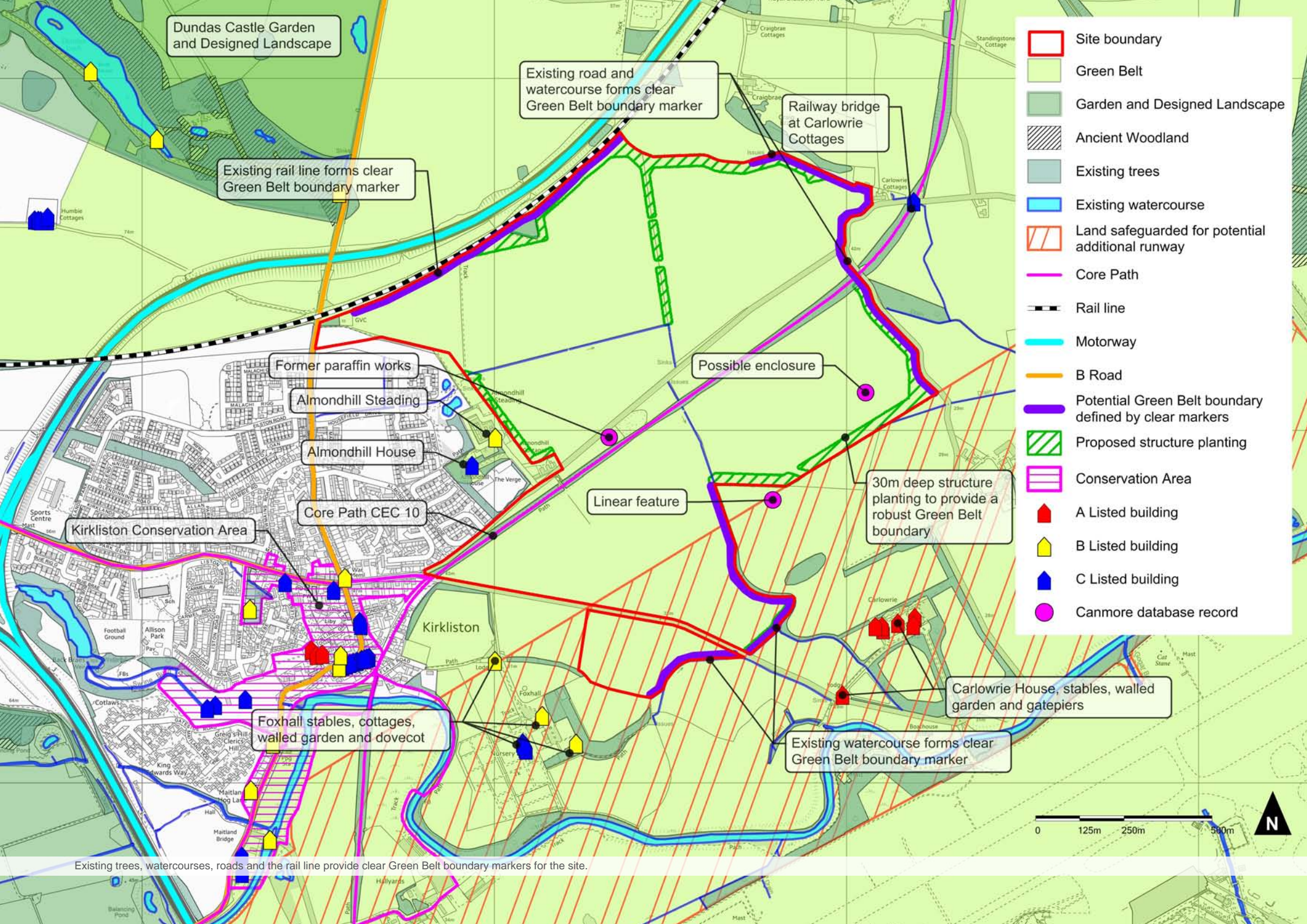
It should be noted that the Canmore records do not show the exact extent or location of these features.

A *Heritage Statement* will be produced in support of any planning application for the site. This will determine the presence and value of these non-designated assets and provide guidance on any necessary mitigation measures required.

If required, these non-designated assets can easily be preserved in-situ within areas of open space within the proposal.

The southernmost area of the site is located within land safeguarded for a potential additional runway at Edinburgh Airport. Proposals in this area will be limited to green space and landscaping.





Dundas Castle Garden and Designed Landscape

Existing road and watercourse forms clear Green Belt boundary marker

Railway bridge at Carlowrie Cottages

Existing rail line forms clear Green Belt boundary marker

Former paraffin works

Almondhill Steading

Almondhill House

Core Path CEC 10

Possible enclosure

Linear feature

30m deep structure planting to provide a robust Green Belt boundary











Kirkliston Conservation Area

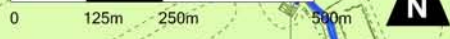
Kirkliston

Foxhall stables, cottages, walled garden and dovecot

Carlowrie House, stables, walled garden and gatepiers

Existing watercourse forms clear Green Belt boundary marker

-  Site boundary
-  Green Belt
-  Garden and Designed Landscape
-  Ancient Woodland
-  Existing trees
-  Existing watercourse
-  Land safeguarded for potential additional runway
-  Core Path
-  Rail line
-  Motorway
-  B Road
-  Potential Green Belt boundary defined by clear markers
-  Proposed structure planting
-  Conservation Area
-  A Listed building
-  B Listed building
-  C Listed building
-  Canmore database record



Existing trees, watercourses, roads and the rail line provide clear Green Belt boundary markers for the site.



## 5. Landscape Character

### Existing Landscape Character

The site is identified as being within the Almond Farmland Landscape Character Area (LCA) of the Lowland Farmland Landscape Character Type (LCT). This has been assessed within the Edinburgh Landscape Character Assessment by Land Use Consultants in association with Carol Anderson 2010.

This LCA is identified as being extensive and mostly flat with subtle dips and knolls. The changes in topography are generally accentuated by woodlands, with the intervening landscape comprising arable fields with hedgerows, wire fencing and stone walls in places.

The site is partially visible from the A8000 as it passes by the north of Kirkliston. Other visibility of the site is limited to the local road network and adjacent properties. Its prominence is assessed as being *low*. The proximity of the airport and the existing edge of Kirkliston to the site reduces the tranquillity and rural nature of the site.

The Council's *Landscape and Visual Assessment of Greenfield Sites* (April 2019) highlights the lack of an existing edge to the east of Kirkliston, and the lack of a suitable edge beyond the site (CAAs 20 & 26, page 51) to contain additional development.

Development of the site will relate to the existing form and layout of Kirkliston, as demonstrated in the proposal. It also provides the opportunity to create a robust landscape boundary to the east of Kirkliston.

### Effect of Proposal on Landscape Character

The proposal introduces urban development on the site within an extensive green framework. The location and layout of the proposed mixed use, commercial use and community uses forms a natural continuation of Kirkliston Main Street.

The proposed urban development is structured around extensive green infrastructure. This interconnected greenspace forms a robust network of multifunctional open space that will enhance amenity, recreation and biodiversity.

The main views into the site from the A8000 are proposed to be screened by a continuous, 30m depth of structure planting. Further structure planting will encompass the site to provide a strong boundary to the surrounding countryside where required.

The proposed structure planting will comprise a wide range of native species to provide habitat and enhance biodiversity. It will also include evergreen species to enhance the screening effect.

Once the structure planting has established, it has the following long-term benefits:

- providing shelter to new homes;
- increasing the biodiversity of the site;
- linking neighbouring ecological habitats together;
- concealing potential noise mitigation measures required between the A8000 and railway line and the site; and
- reinforcing the proposed Green Belt boundary.

The following responses are therefore made to the questions raised within Table 5 of the methodology for assessing sites within the Council's Environmental Report:

*L1 Does the site have significant effects on the landscape setting of the city or townscape?*

Neutral. In the short term the proposal will increase the influence of built form on views from the A8000 and the local road network. However, once the substantial structure planting starts to mature around the site an appropriate, long-term boundary to Kirkliston will be established.

*L2 Does the site enable clear and defensible green belt boundaries to be formed?*

Yes. The Green Belt boundary will be formed by the existing railway to the north of the site and the proposed 30m depth of structure planting around other parts of the site boundary. This will create a defensible Green Belt boundary in accord with SPP.

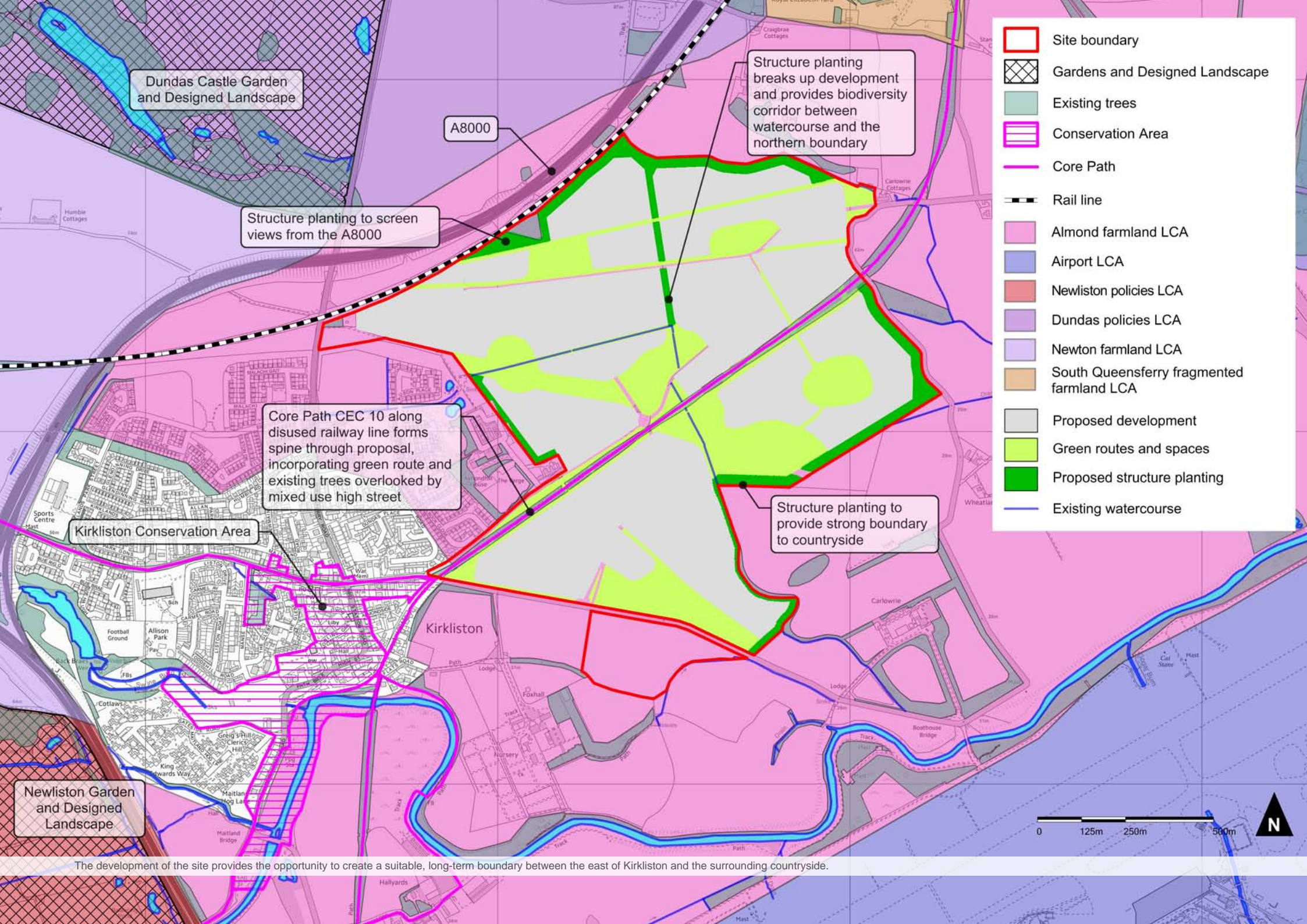
*L3 Does the site have significant effects on the designated landscape areas?*

Neutral. There are no designated landscape areas within the immediate vicinity of the site.

*L4 Does the site support the delivery of the green network?*

Yes. The site enables extensive green infrastructure including pedestrian routes and biodiversity corridors throughout the site. This will link and strengthen the wider green network to the west of Edinburgh.





- Site boundary
- Gardens and Designed Landscape
- Existing trees
- Conservation Area
- Core Path
- Rail line
- Almond farmland LCA
- Airport LCA
- Newliston policies LCA
- Dundas policies LCA
- Newton farmland LCA
- South Queensferry fragmented farmland LCA
- Proposed development
- Green routes and spaces
- Proposed structure planting
- Existing watercourse

The development of the site provides the opportunity to create a suitable, long-term boundary between the east of Kirkliston and the surrounding countryside.



## 6. Green Network

### Existing Green Network

The majority of the site is currently under arable agricultural management, with occasional hedges and copses of trees. The arable nature of the landscape results in a very limited habitat, with pockets of habitat limited to the isolated tree copses and sections of hedgerow.

A disused railway traverses the site in an approximately southwest to northeast direction. This provides habitat for wildlife with trees and shrubs established along the route of it. However, this corridor is relatively narrow and unconnected to other surrounding habitats due to the surrounding land use.

The disused railway forms the route for Core Path *CEC 10*, which connects through the wider area. This is a well used path that provides a good, strategic pedestrian connection from Kirkliston to South Queensferry and Newbridge.

A degree of informal pedestrian access is available through the site along the existing road network. These roads, however, do not have segregated paths for pedestrians, and can become busy with local traffic.

### Effect of Proposal on the Green Network

The proposed urban development is structured around an extensive green network. This green infrastructure comprises amenity open space, biodiversity corridors, native woodland structure planting and sustainable urban drainage systems.

The proposal is primarily focussed around the existing disused railway running through the site. This will become a spine to the proposal for pedestrians, public transport and biodiversity, along with adjacent community uses and higher density development.

This approach is intended to enable residents, workers and school children to have easy and regular access to sustainable transport, recreation and nature. It also enables wildlife to use extensive biodiversity corridors across and through the site.

The following responses are therefore made to the questions raised within Table 5 of the methodology for assessing sites within the Council's Environmental Report:

*B1 Would site protect and or enhance the integrity of a European and/or National designated biodiversity site?*

Neutral. There are no European or National designated biodiversity sites in the vicinity of the site.

*B2 Would the site protect and or enhance the integrity of local designated biodiversity sites and wildlife sites?*

Yes. The proposal will create robust biodiversity corridors across the site, linking to the existing Local Nature Conservation Site along the disused railway.

*B3 Would the site protect and or enhance the integrity of existing habitat networks and other wildlife corridors?*

Yes. The proposal for the site would greatly improve the integrity of the disused railway and connect isolated pockets of habitat across the site.

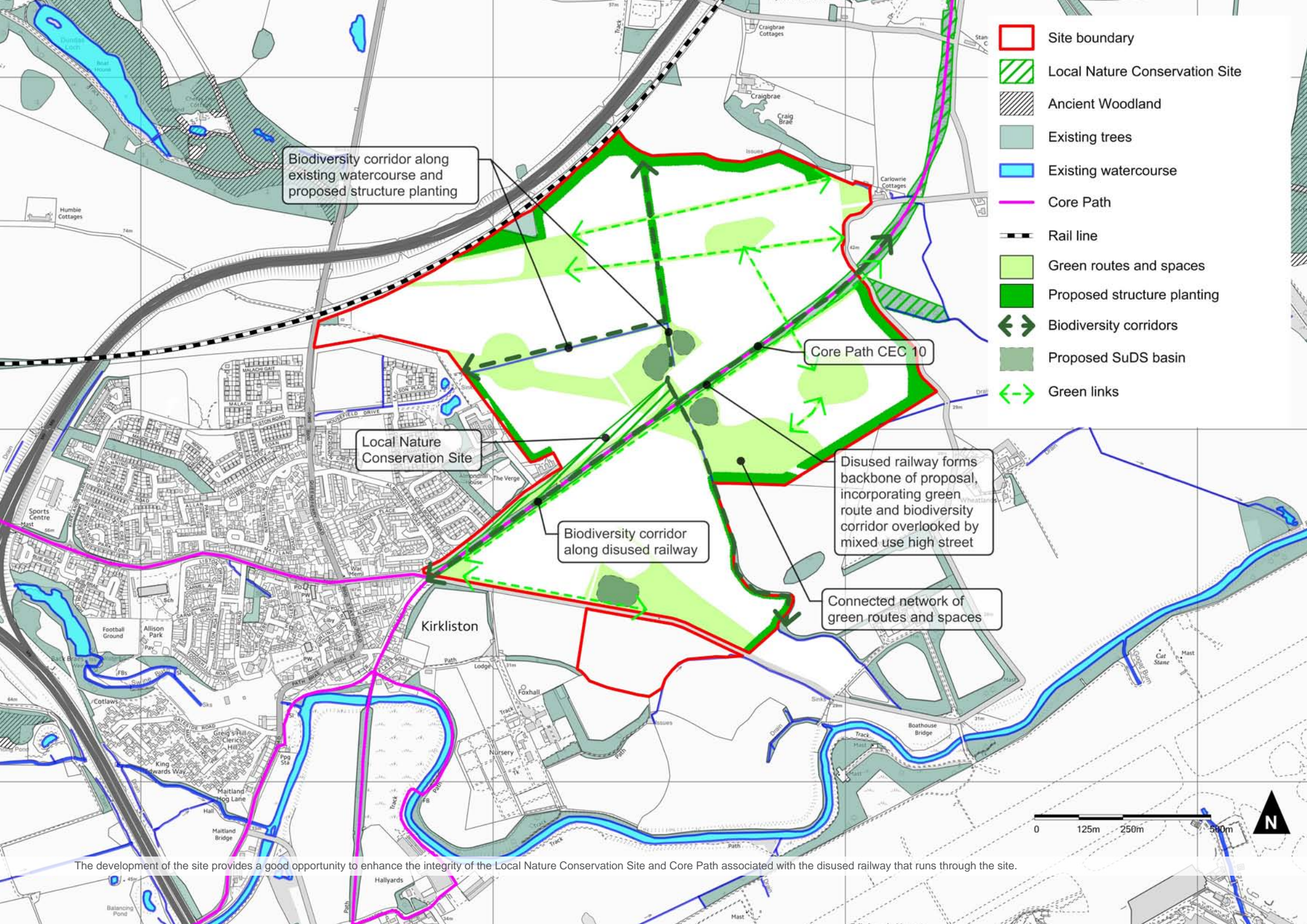
*B4 Would the site protect and or enhance protected species?*

Yes. The proposal for the site would provide improved habitat for a range of protected species.

*B5 Would the site protect and or enhance ancient woodland?*

Neutral. There is no Ancient Woodland within or adjacent to the site.





- Site boundary
- Local Nature Conservation Site
- Ancient Woodland
- Existing trees
- Existing watercourse
- Core Path
- Rail line
- Green routes and spaces
- Proposed structure planting
- Biodiversity corridors
- Proposed SuDS basin
- Green links

Biodiversity corridor along existing watercourse and proposed structure planting

Local Nature Conservation Site

Biodiversity corridor along disused railway

Core Path CEC 10

Disused railway forms backbone of proposal, incorporating green route and biodiversity corridor overlooked by mixed use high street

Connected network of green routes and spaces

The development of the site provides a good opportunity to enhance the integrity of the Local Nature Conservation Site and Core Path associated with the disused railway that runs through the site.





## 7. Site Appraisal

The site is generally south facing, sloping downwards from the north to the southeast. A small, localised hill is located on the southeastern boundary of the site. Ground modelling will ensure that appropriate road gradients and development platforms are achieved within the proposal.

A small, unnamed watercourse runs through the site, flowing south to the River Almond. In accord with SEPA guidelines, a buffer area will be provided to the watercourse with no development located within this zone.

The SEPA flood map shows that a small area within the south of the site is located within the fluvial flood risk area. No development will be located within the flood risk area.

The SEPA flood map also shows areas within the site that are at risk of pluvial flooding. A drainage strategy will be implemented to ensure that surface water run-off is attenuated and discharged at greenfield levels.

The *Land Capability for Agriculture* mapping by the James Hutton Institute indicates that the site mainly comprises Class 2 land with a smaller area of Class 3.1 land. Class 2 is land capable of being used to produce a wide range of crops and Class 3.1 is land capable of being used to produce a moderate range of crops. Both Class 2 and Class 3.1 land is considered prime quality land.

Scottish Planning Policy (SPP) confirms that prime agricultural land can be released for development as part of the development strategy to meet housing need (SPP paragraph 80).

A number of gas pipelines cross the site, two of which have an associated HSE Hazard Consultation Zone. The other gas pipelines require a 6m stand-off to either side. Development will be located outwith the Hazard Consultation Zone and gas pipeline stand-off areas within the site. This will be considered in greater detail with the relevant statutory authority as the proposal progresses.

A number of existing trees are located within the site. These are largely focused along the route of Core Path CEC 10, which crosses the site and the corridor of the unnamed watercourse, where it flows in the south of the site.

A tree survey will be carried out to identify the locations and condition of trees within the site. Where possible, trees within the site will be retained within the proposal. Trees to be retained will be protected in accord with BS 5837: 2012.

Additional trees will be planted on site, enhancing green network connections through the site and to the wider area.

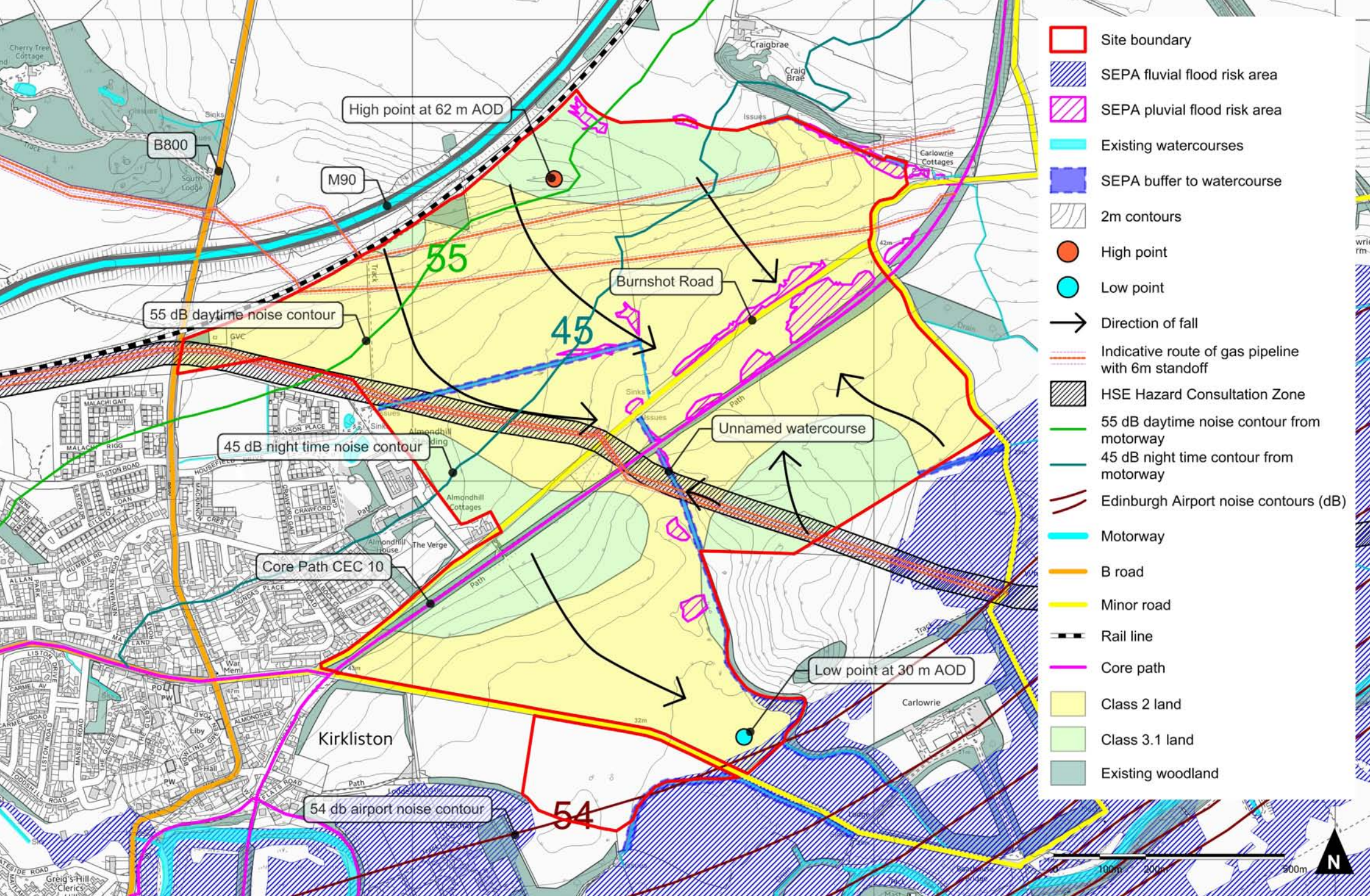
World Health Organisation guidelines indicate that a level of 55dB or lower is acceptable for outdoor spaces during the day and 45dB at night.

There are two main sources of noise near the site. Edinburgh Airport lies to the south of the site. The noise contours, as shown on the plan opposite, show that the site lies beyond the 54dB noise contour.

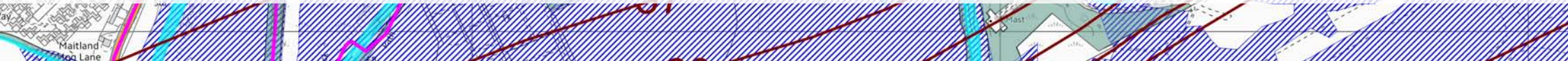
Initial noise assessment of the M90 shows that the northern area of the site may experience noise levels greater than 55 dB during the day and 45dB in the evening.

A *Noise Impact Assessment* will be undertaken to assess potential noise impacts upon the site and recommended mitigation will be implemented in the proposal. This could include acoustic measure, such as acoustic bunds, along the northern boundary.





There are no physical constraints to the development of this effective site.





## 8. Proposal

The proposal is for around 2,700 new homes, associated infrastructure, community and commercial development, landscaping and SuDS. The proposal includes a range of housing tenures, creating a socially inclusive community, including affordable homes in line with Council's requirements, in a sustainable location.

A mixed use gateway is proposed at the southwestern corner of the site, linking the existing settlement to the proposal. This will include a wide range of commercial and community buildings such as community centres, retail and office space. A new school campus is also proposed, providing a new primary school, secondary school and nursery. This campus could also provide community health and leisure facilities.

A new main square will be incorporated within this gateway. This space will act as a focal point for both existing and new residents, offering opportunities for events such as markets or seasonal gatherings during holidays and festivals. A 'high street' extends from the mixed use gateway into the site. This will incorporate retail and residential use forming a mixed use spine. A public plaza is proposed centrally along the mixed use spine, at the intersection of the green network and pedestrian routes.

High density housing is proposed within the mixed use spine, radiating out to lower density housing. New homes will be built to high standards, in accord with current Building Standards. Density and housing mix will be explored further in liaison with the Council.

The potential to extend the tram network into Kirkliston has been explored and a tram stop has been proposed adjacent to the school and mixed use gateway. This would enhance provisions already set out in the Draft *City Mobility Plan 2030*. The proposal also allows for the potential future extension of this proposed tram route towards South Queensferry.

A potential new rail station for Kirkliston is proposed within the north of the site. Both this and the potential tram stop would significantly improve Kirkliston's access to public transport in the longer term.

The proposal provides new road infrastructure, including the potential realignment of Burnshot Road and a new loop road around the east of Kirkliston. These measures will improve road safety and provide relief from the existing traffic issues in Kirkliston by diverting traffic away from the centre of the settlement.

New roads could accommodate buses, allowing for the potential to provide improved bus services within Kirkliston. A new on and off road cycle and pedestrian network is also proposed. These combined measures will encourage a fewer private car journeys in line with the *City Mobility Plan*, helping Edinburgh to achieve it's net zero carbon goal.

New homes would support increased and improved public transport within Kirkliston. Providing improved public transport accessibility will enhance both new and existing residents ability to actively reduce their carbon footprint and will promote healthy living.

Extensive areas of open spaces are provided within the proposal, including the provision of equipped play areas and opportunities for sporting activities, such as playing fields and pitches. SuDS measures will also be provided within open spaces ensuring a positive and sustainable drainage strategy for the new development.

Open spaces will be well connected through a series of cycleways and footpaths, including the Core Path running along the former rail line. These routes promote active travel within and around the site and provide excellent connectivity.

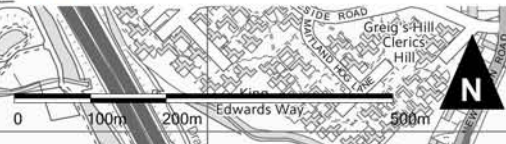
The proposal is set within an extensive landscape framework. This includes a green corridor along the route of the unnamed watercourse and retaining the majority of the existing trees along the former rail line.

Structure planting will be provided, in accord with airport requirements, along the southern, eastern and northern boundaries to provide a robust Green Belt boundary, reinforcing the markers along the rail line, existing roads and watercourses. If required, noise mitigation will be included within these boundaries.

The site will be built out at up to 340 completions per annum, including affordable housing, over a period of around 10 years, with a 4 year lead in period. At this rate of annual house building, the development would support up to around 1,394 jobs (direct and indirect) per annum.



- Indicative blocks of residential development - 67.13 ha
    - Higher density
    - Lower density
  - Commercial use
  - New school buildings
  - Community use
  - Mixed Use Development
  - Amenity grass
  - Meadow
- Open Space Provision - 23.61 ha*
- SuDS basin
  - Play area
  - Existing trees
  - Proposed trees
  - Proposed planting
  - Watercourse
  - New link road
  - Neighbourhood street
  - Lane
  - Footpath
  - Potential extension of tram line
  - Potential new tram stop
  - Existing rail line
  - Potential new rail station



The proposal provides around 2,700 new homes along with new community, commercial and transport infrastructure set within an attractive landscape framework.



## 9. Aspirations for a thriving community



A new mixed use gateway is proposed adjacent to the existing settlement edge, at the southwest corner of the site. This will provide community facilities and retail opportunities for both new and existing residents.



The mixed use gateway will incorporate a main square, presenting opportunities for events such as markets and providing places for people to meet. Commercial spaces, with homes above, will extend through the centre of the proposal, creating a mixed use spine focused along a new 'high street'.



The new neighbourhoods will be pedestrian friendly, creating a sense of place and prioritising people over vehicle movement.



New homes will be set within attractive streetscapes and will incorporate attractive landscaped areas. A variety of house types and materials will be implemented to create distinctive character areas within the proposal. New homes will be provided in a mix of sizes, ensuring the proposal can meet a diverse range of requirements.





The mixed use gateway will provide spaces for outdoor events and community gatherings.



The mixed use spine will provide an extension to Main Street with new retail, commercial opportunities linked to active travel routes.



The landscape framework provides opportunities for active travel, routes through biodiversity corridors and potential new community green spaces such as allotments.



The substantial areas of open space provide opportunities for new equipped play areas, public art and new playing fields.



## 10. Recommendation to Council

This *Development Framework Report* demonstrates that this site is in a sustainable location and represents sustainable development in the terms set out by Scottish Ministers in SPP.

The proposal will deliver around 2,700 homes along with a substantial greenspace network comprising public open space and structure planting. The proposal will provide new community, commercial and transport infrastructure, including new schools.

Through the provision of new homes, there is the opportunity to improve facilities and services for the existing community at Kirkliston as well as for new residents.

Through the proposed road improvements, potential tram stop and railway station, as well as the extensive off road pedestrian and cycle routes, there is the opportunity to improve both the provision of public transport, active transport and ease existing transport issues, all contributing to a healthier and more sustainable community.

Miller Homes can confirm that they will be working in partnership with Barratt Homes and Taylor Wimpey to bring forward the development. The site is immediately effective and would be constructed over a 10 year period, with a 4 year lead in period, as demonstrated by the *Site Effectiveness Statement*.

The allocation of this proposal will be in keeping with the character of the surrounding urban and local landscape context.

The *Site Assessment Review* provides an update to the Council's *Environmental Report* which confirms that there are no planning or environmental reasons why this site should not be allocated for housing development in the emerging *City Plan 2030*.

It is not considered that education is a barrier which cannot be overcome with the help of developers to allocate new housing sites in the emerging *City Plan 2030*. A new school campus is proposed, including a new primary school, new secondary school and nursery.

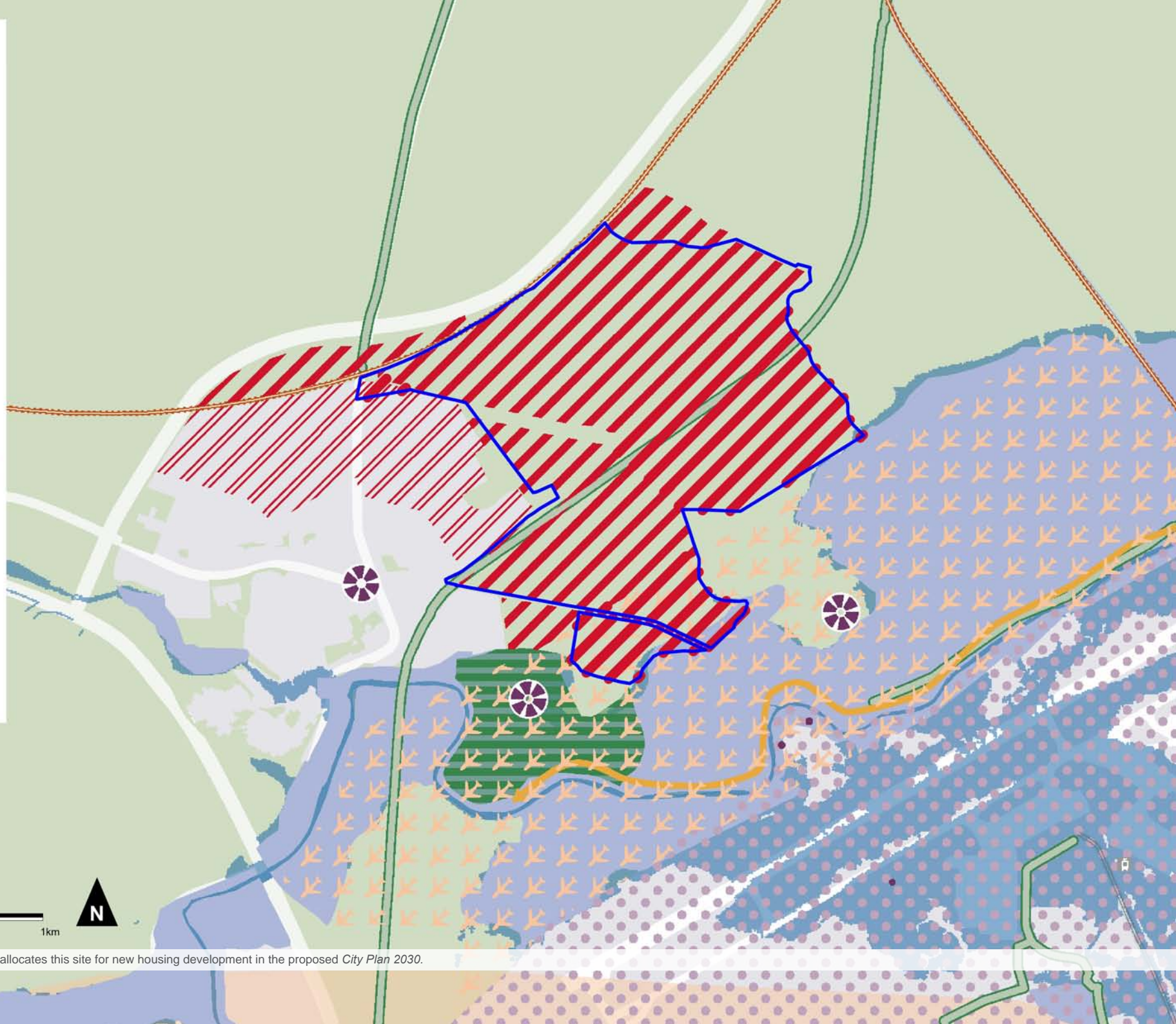
It is recommended that the Council amends the existing settlement boundary and allocates this site for new housing development in the proposed *City Plan 2030*.

The site is an effective housing site and these homes can be delivered within 14 years of the adoption of the emerging *City Plan 2030*.

Site boundary

## Map 12 - Area 3 Kirkliston

- Housing led development potential
- Existing allocations
- Employment land
- Green/blue network
- Public transport intervention corridors
- Safeguard for potential additional runway
- SEPA 1 in 200yr flood risk
- Area of importance for flood management
- Open space
- Active travel - existing
- Active travel - committed improvements
- Proposed walking and cycling routes
- Key points
- Rail station
- Railway
- Tram line and stop inc. proposed
- Pylon areas and lines
- City of Edinburgh boundary



0 100m 250m 500m 1km



It is recommended that the Council allocates this site for new housing development in the proposed *City Plan 2030*.





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