

Customer Ref: 00001 Response Ref: ANON-KU2U-GPU8-B  
Name Lisa Proudfoot  
Response Type Agent / Consultant  
On behalf of: Russell Road Edinburgh Ltd

Supporting Info Yes

Email lisa.proudfoot@montagu-evans.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** The subject site lies in close proximity to the existing greenspaces of Murieston Crescent and Roseburn Park. The site is in a pivotal location with opportunity to better connect the neighbourhood centres of Roseburn and Gorgie. The aspirations for the site provide an opportunity to link into the proposed Roseburn / Fountainbridge green network linkage, with the Russell Road site sitting directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

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**

Customer Ref:  Response Ref:   
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** The subject site lies in close proximity to the existing greenspaces of Murieston Crescent and Roseburn Park. The site is in a pivotal location with opportunity to better connect the neighbourhood centres of Roseburn and Gorgie. The aspirations for the site provide an opportunity to link into the proposed Roseburn / Fountainbridge green network linkage, with the Russell Road site sitting directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

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 Our clients are supportive of this choice but would suggest that increasing the density of all development relative to a proposals surroundings would be a more positive step to ensuring that the scarce number of development sites in Edinburgh's urban areas are maximised and support the efficient use of land. The Russell Road site could maximise its benefits of being close to public transport services and being situated amongst high-quality active travel routes.

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** Our client would agree that places need to follow the six qualities of successful places in Scottish Planning Policy in that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient. The proposed site could easily and effectively link into existing active travel routes providing good connectivity into the rest of the City.

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** Our clients would agree that quality open space and public realm can enrich an urban environment and would encourage the Council to support innovative approaches to delivering open space and public realm as part of a higher density development where available space may be constrained. It is considered that requirements should be applied on a case-by-case qualitative approach to assessing open space and public realm provision as part of a high density development, taking into account factors such as the surrounding area of a particular site, existing amenity spaces in proximity to a development site, and the expected end users of a development.

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

Supporting Info

Email

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

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

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

Supporting Info

Email

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

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

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

Supporting Info

Email

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

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



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

Supporting Info

Email

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

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

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

Supporting Info

Email

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

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

Customer Ref: 00001      Response Ref: ANON-KU2U-GPU8-B  
Name: Lisa Proudfoot  
Response Type: Agent / Consultant  
On behalf of: Russell Road Edinburgh Ltd

Supporting Info: Yes  
Email: lisa.proudfoot@montagu-evans.co.uk

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: Not Answered

**Explanation**  
The subject site, and wider area, through change of use and reconfiguration could directly benefit from the establishment of the Roseburn to Union Canal and West Edinburgh Link as part of the wider vision for the area, and further consideration of specific opportunities to provide direct and indirect linkages to both will require to be explored. The Russell Road site currently sits directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

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: Yes

**Explanation**

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

Supporting Info

Email

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 The subject site, and wider area, through change of use and reconfiguration could directly benefit from the establishment of the Roseburn to Union Canal and West Edinburgh Link as part of the wider vision for the area, and further consideration of specific opportunities to provide direct and indirect linkages to both will require to be explored. The Russell Road site currently sits directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

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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Name Lisa Proudfoot

Response Type Agent / Consultant

On behalf of: Russell Road Edinburgh Ltd

Supporting Info Yes

Email lisa.proudfoot@montagu-evans.co.uk

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 Not Answered

Explanation Not Answered

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 Not Answered

Explanation Not Answered

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

Supporting Info

Email

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** Our clients would be concerned in relation to the proposed policy option that may require all future PBSA in Edinburgh to be built for and managed by a university or college in the city. If the Council choose to implement this, there is a risk that the policy option could create a monopoly over PBSA in the city, which could reduce competition between operators, adversely impacting on pricing, and diverting future investment away from Edinburgh. In terms of where PBSA should be located, our clients agree with the Council’s current approach under ‘Policy Hou 8 Student Accommodation’ that PBSA should be granted when it is appropriately located in terms of access to a university or college by walking, cycling or public transport. Good connectivity is an important factor in reducing the need for students to travel, enhancing student satisfaction and working towards improving environmental sustainability. It is widely recognised that a variety of formats of student accommodation is important in providing a range and choice of accommodation to meet the wide ranging demands and preferences of all students. We would submit that it is inappropriate for the Council to single out one form of student accommodation product, without any evidence to support the approach. We would question how the Council have derived the maximum figure of 10% studio flats proposed and how this should be enforced if it can be demonstrated by developers / operators that there is existing market demand for these types of residences from students.

In addition, the proposed restriction on the number of studios fails to acknowledge the importance of studio style living in terms of future proofing. Studios are suitable for conversion to Build to Rent and co-living as an example, both of which are likely to play an important role in the city’s future housing mix.

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

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

Supporting Info

Email

Choice **11 A**

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

Short Response

Explanation

Choice **11 B**

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

Short Response

Explanation



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Choice 12 A

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

Short Response: Option 1 (Council/

Explanation: Our clients would agree with this approach. The Urban Area contains many brownfield sites which are primed for redevelopment, particularly for residential development and including student accommodation. The Russell Road site is in a pivotal location located to the west of the city centre, 10 minutes' walk from the transport hub of Haymarket, and situated between the neighbourhood centres of Roseburn and Gorgie. There is an opportunity to better link this site into the city using and improving existing connections, as part of CEC Choices for the new LDP. Aspirations for the wider area could include residential led-development with active frontages.

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

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: Not Answered

Explanation

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

Supporting Info

Email

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

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

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:  Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

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

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 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   
Response Type   
On behalf of:

Supporting Info

Email

Choice 15 B

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

Short Response

Explanation

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

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

Supporting Info

Email

Choice 16 A2

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

Short Response

Explanation

Choice 16 A3

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

Short Response

Explanation

Choice 16 A4

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

Short Response

Explanation

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

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

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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

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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



Russell Road, Edinburgh - Choices For City Plan 2030  
27.04.2020



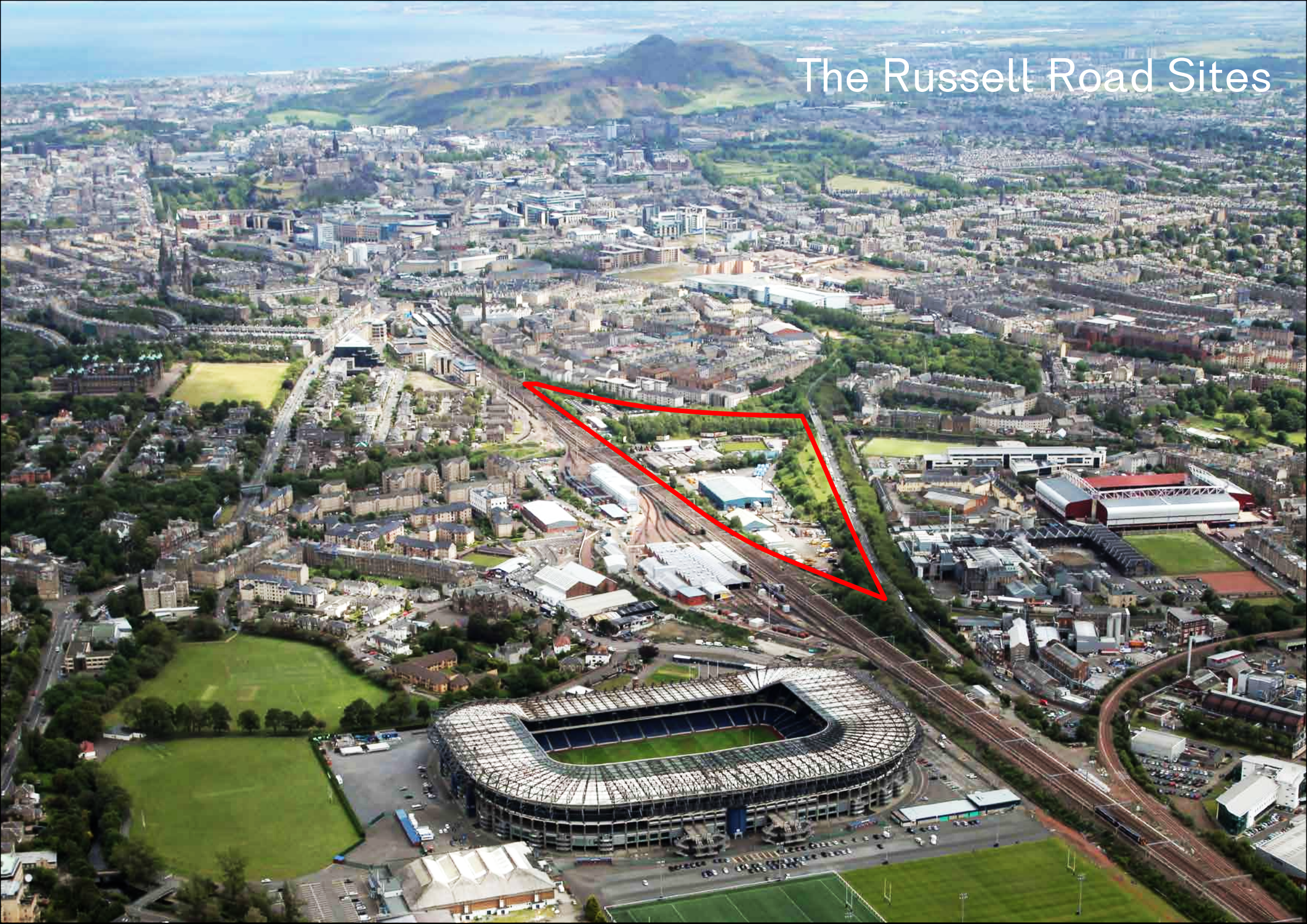
This report has been prepared for Russell Road Edinburgh Ltd to present the potential of their landholding to the west of Russell Road to form an important component of the regeneration of the wider site and the surrounding area of the city.

The area has historically been hemmed in by railway infrastructure and relatively cut off from the rest of the city. Recent public transport and movement initiatives have helped to open up the area. The site is now much closer to the major transport hub at Haymarket for pedestrians and cyclists than many people realise and there are opportunities for improved connections to the neighbouring local centres at Roseburn and Gorgie.

It is now time to look at this site differently and consider the potential for it to play a greater role in meeting the developing needs of the city.

This report forms part of their response to the Choices for City Plan 2030 consultation and should be read in conjunction with the documents submitted by Montagu Evans.

# The Russell Road Sites



# The Sites Today

The sites are bounded by the Edinburgh to Glasgow railway line to the north, the elevated Western Approach Road to the South and Russell Road to the east.

Russell Road is abutted by industrial units on one side and a steep wooded embankment on the other, forming an inactive frontage which contributes nothing to the street.

The elevated West Approach Road is on a raised embankment and has no buildings addressing it. It is a relic of past thinking about transport within the city.



Views along Russell Road



View along West Approach Road

# Context

The site was historically formed as a by product of railway infrastructure which disconnected it from the surrounding city fabric and determined the pattern of industrial uses.

New public transport initiatives are already opening up new connections in the west of the city which allows sites like this to be re-appraised in terms of how they can meet the city's developing needs.



# Land Ownership

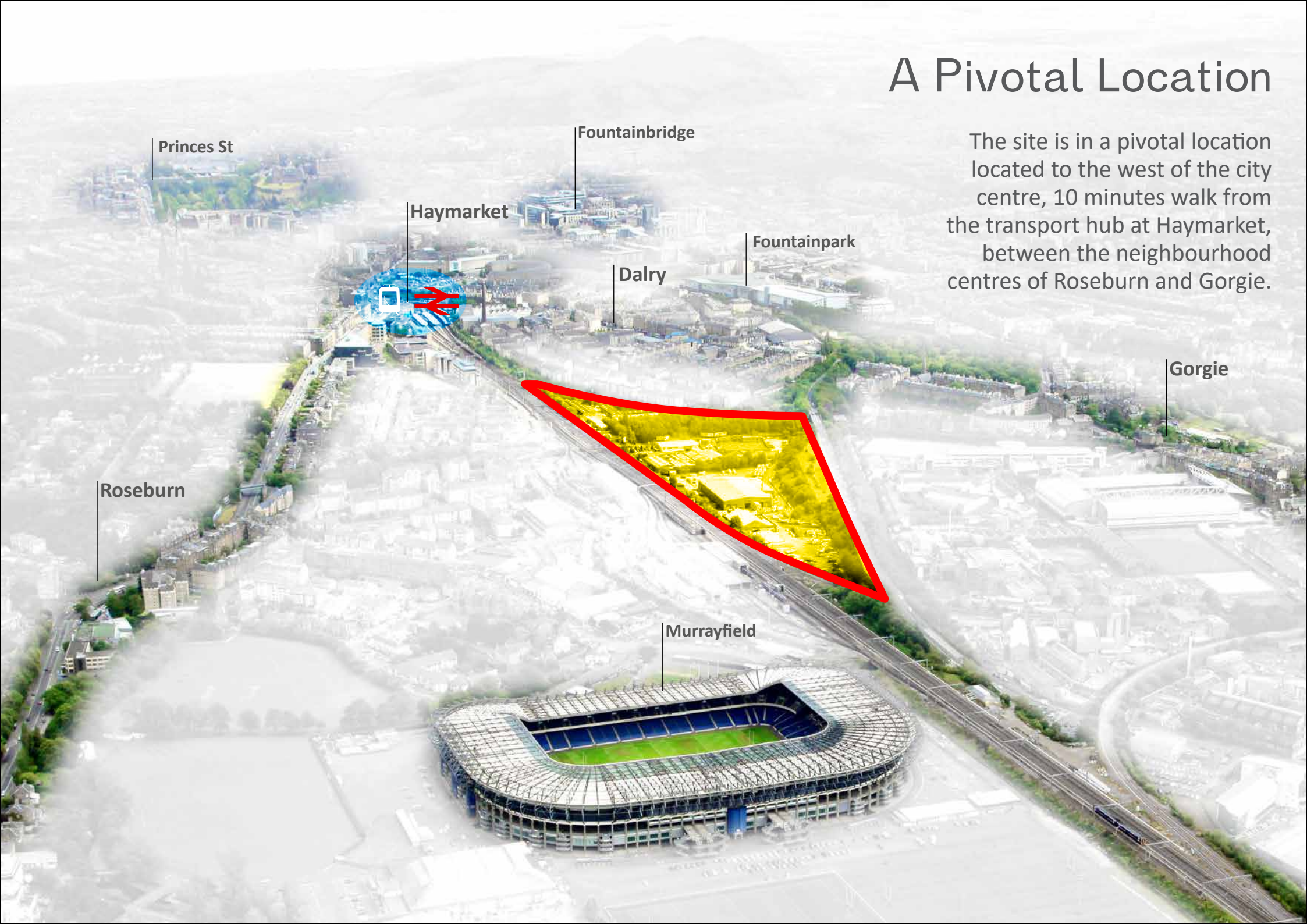
The land adjacent to the Russell Road is currently under several separate ownerships including the City of Edinburgh Council. Russell Road Edinburgh Ltd own a key part of the site fronting Russell Road.



Russell Road Edinburgh Ltd's  
Landholding

# A Pivotal Location

The site is in a pivotal location located to the west of the city centre, 10 minutes walk from the transport hub at Haymarket, between the neighbourhood centres of Roseburn and Gorgie.



Princes St

Fountainbridge

Haymarket

Fountainpark

Dalry

Gorgie

Roseburn

Murrayfield

# Well Connected By Public Transport

The site benefits from excellent public transport connections and is situated 10 minutes walk from the Haymarket transport hub, with easy access to the local bus and tram network.

Train to Newcastle (1hr 45 mins)

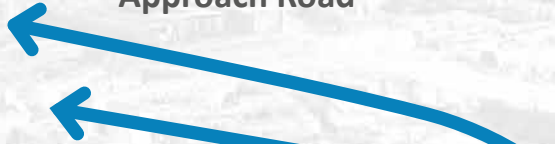


Tram to York Place (+ Newhaven 2023)



Waverley

Buses along West Approach Road



Haymarket



Buses along Dalry Road



Russell Road



Buses along Corstorphine Road



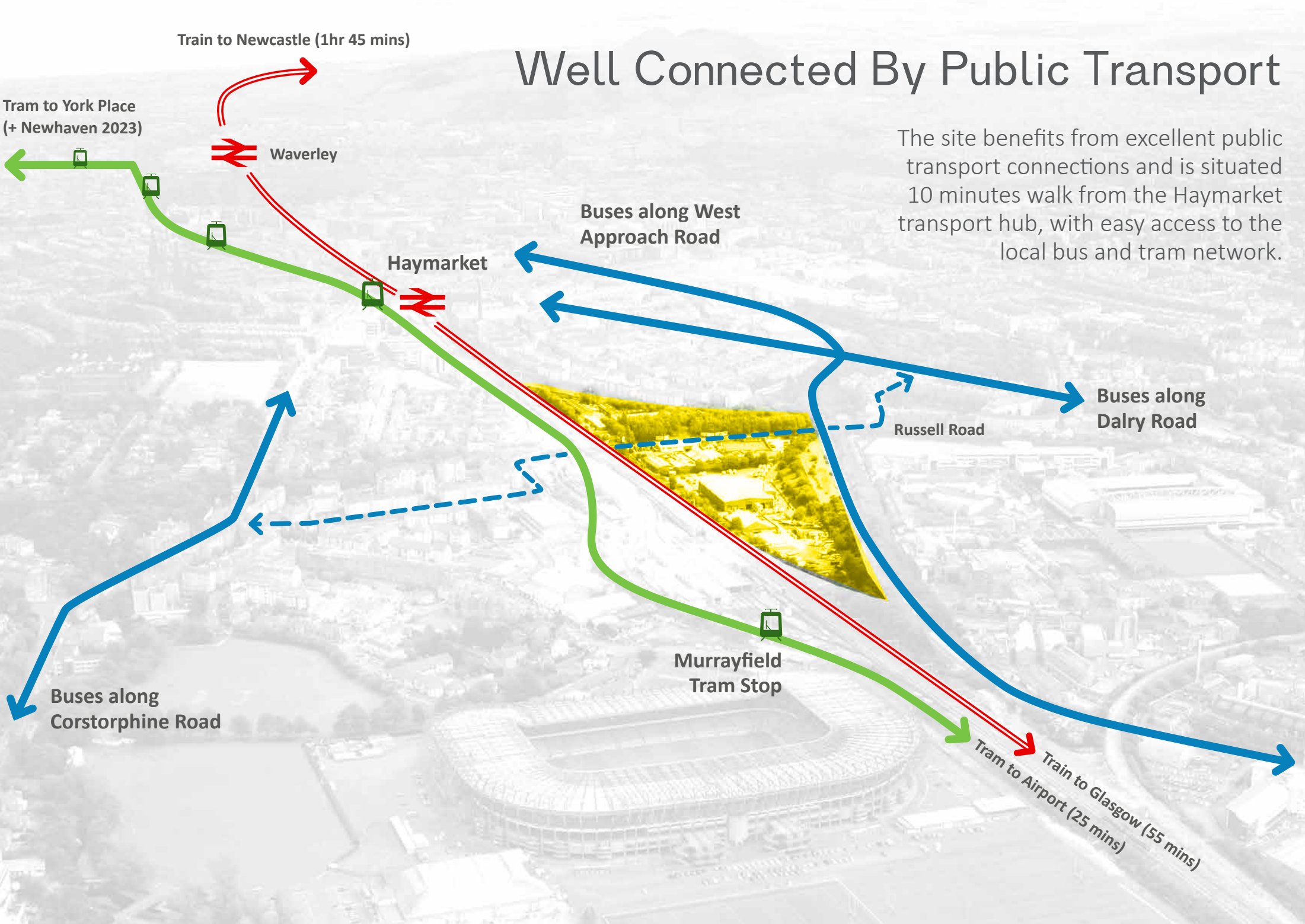
Murrayfield Tram Stop



Tram to Airport (25 mins)

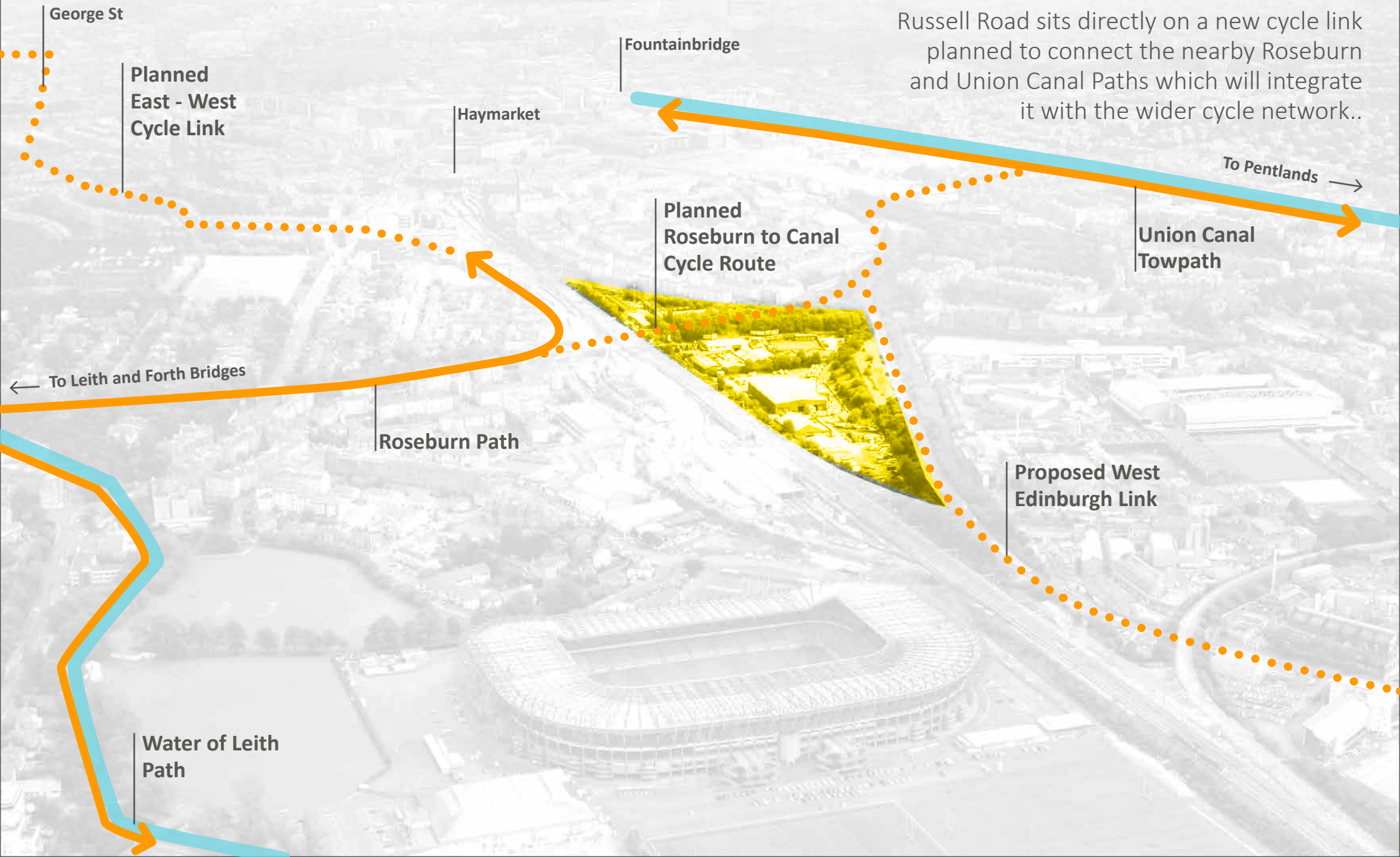


Train to Glasgow (55 mins)





# On The Cycle Route Network



Russell Road sits directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network..

George St

Planned East - West Cycle Link

Haymarket

Fountainbridge

Planned Roseburn to Canal Cycle Route

Union Canal Towpath

To Pentlands →

← To Leith and Forth Bridges

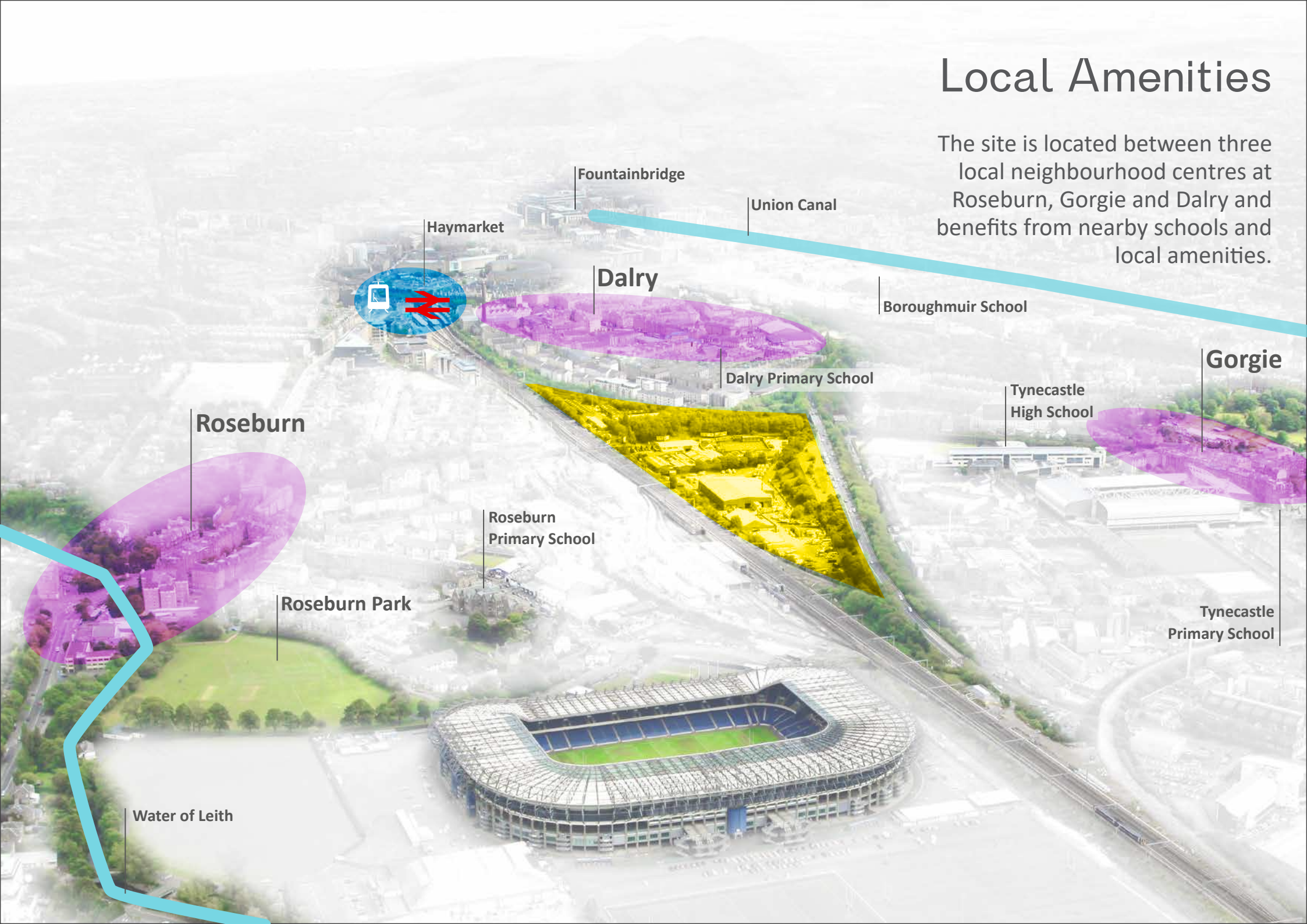
Roseburn Path

Proposed West Edinburgh Link

Water of Leith Path

# Local Amenities

The site is located between three local neighbourhood centres at Roseburn, Gorgie and Dalry and benefits from nearby schools and local amenities.



Fountainbridge

Union Canal

Haymarket

Dalry

Boroughmuir School

Gorgie

Dalry Primary School

Tynecastle High School

Roseburn

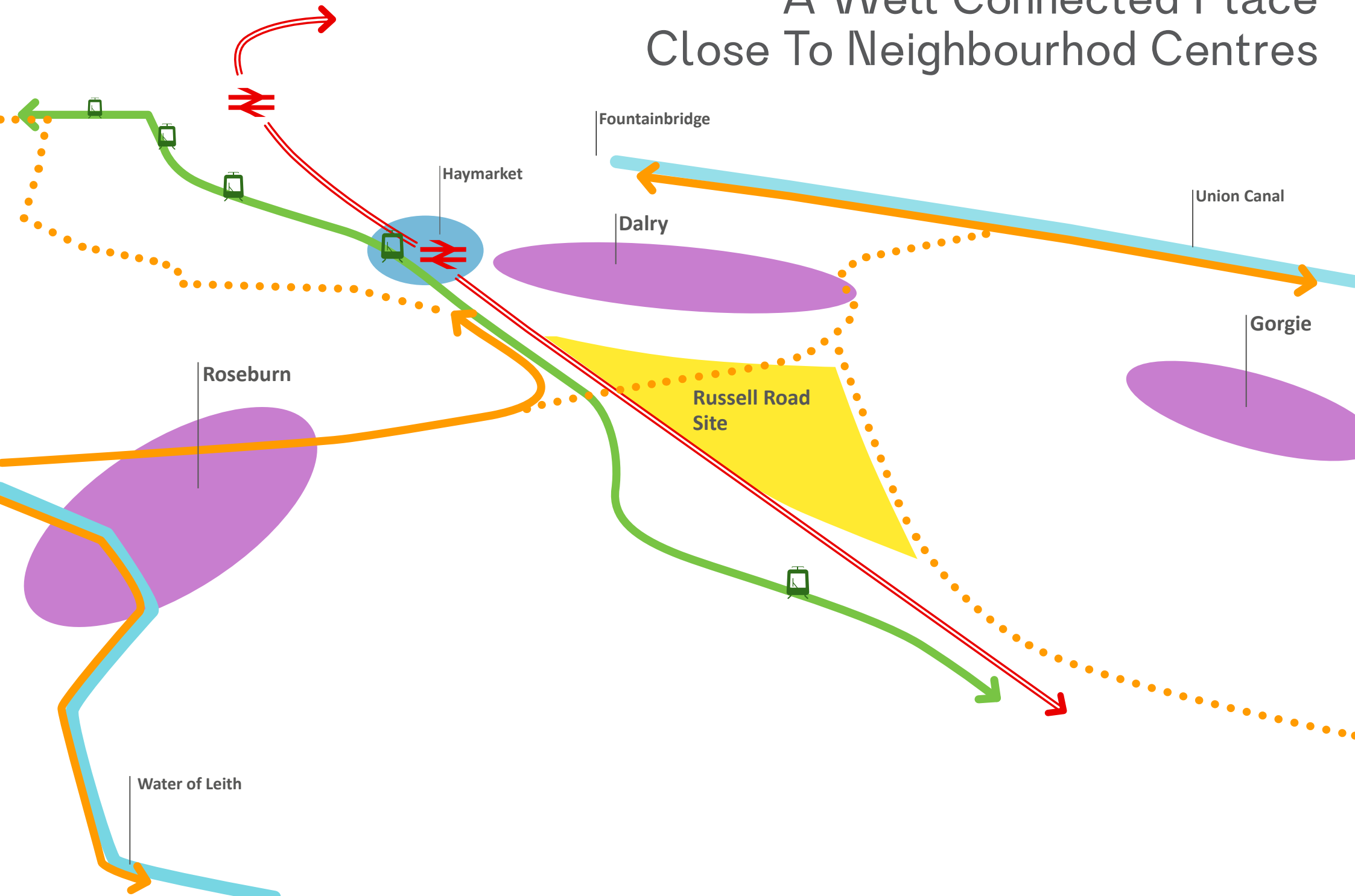
Roseburn Primary School

Roseburn Park

Tynecastle Primary School

Water of Leith

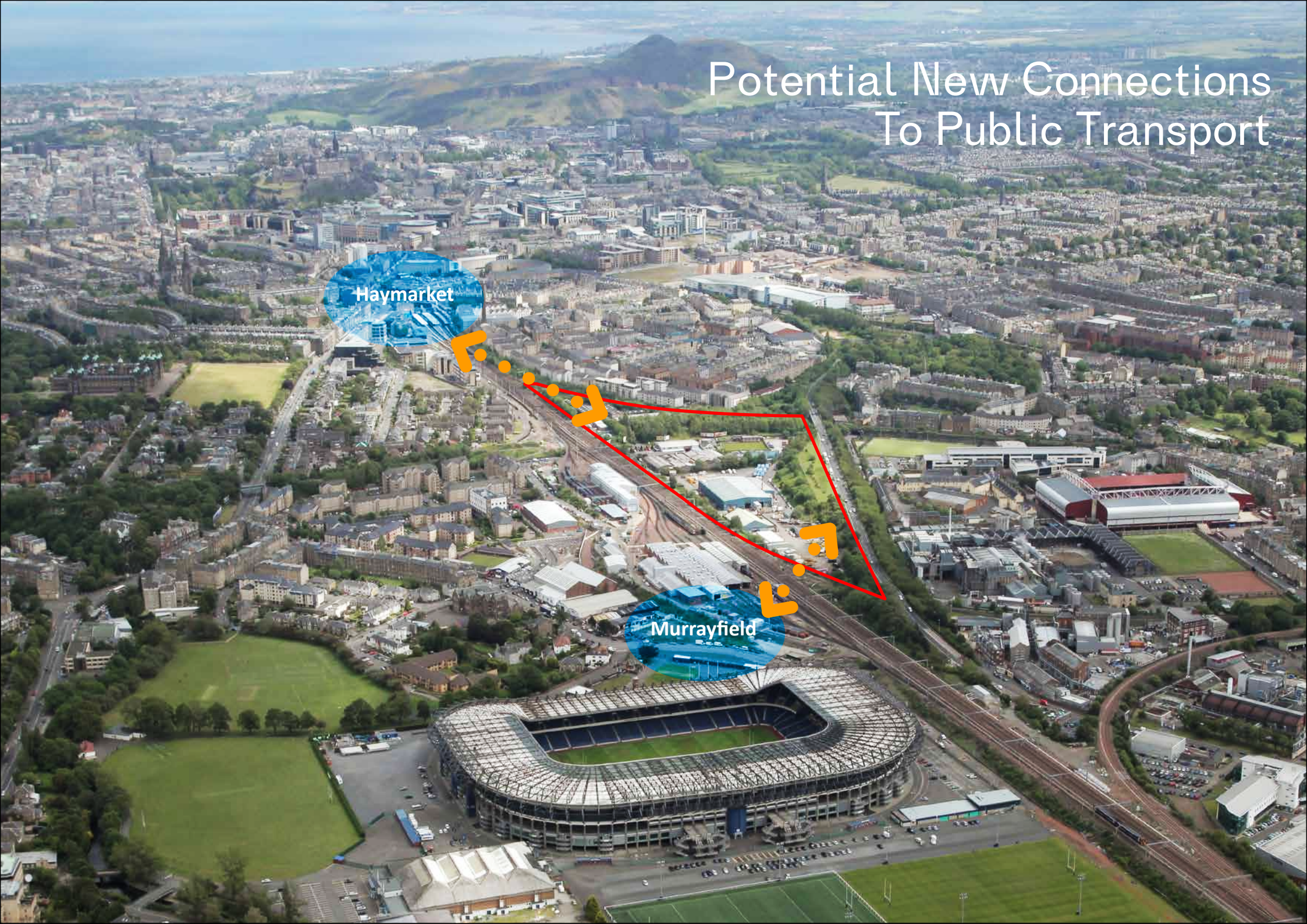
# A Well Connected Place Close To Neighbourhood Centres



# Potential New Connections To Public Transport

Haymarket

Murrayfield



# Russell Road

What if Russell Road became an active street which provided an active connection between Roseburn and Gorgie rather than the “dead zone” it is today ?



# Western Approach Road

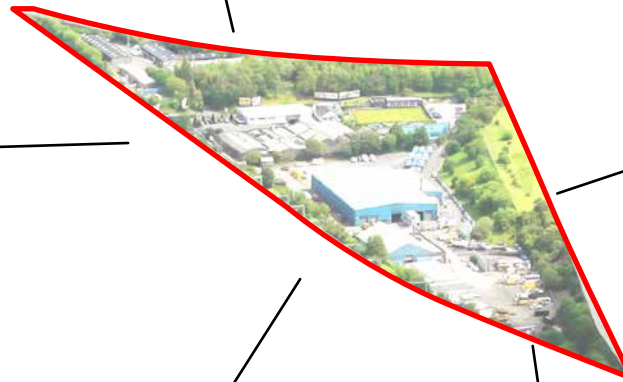
What if the West Approach Road became a street, not just a highway ?

Can this help to make people see their city differently and make it a better place for people ?



# Potential For Mixed Uses

What if the current industrial area became a mixed use development to meet Edinburgh's acute housing needs whilst maintaining employment in the area ?



# Opportunities

To Roseburn and North Edinburgh

Potential connection to Haymarket with New Bridge over Railway for cyclists and pedestrians

10min Walk to Haymarket Transport and Business Hub

Mixed Use Development

Potential Connection to Murrayfield Tram Stop

Permeable Routes through Site

New Connection to Duff Street

To Fountainbridge and South Edinburgh

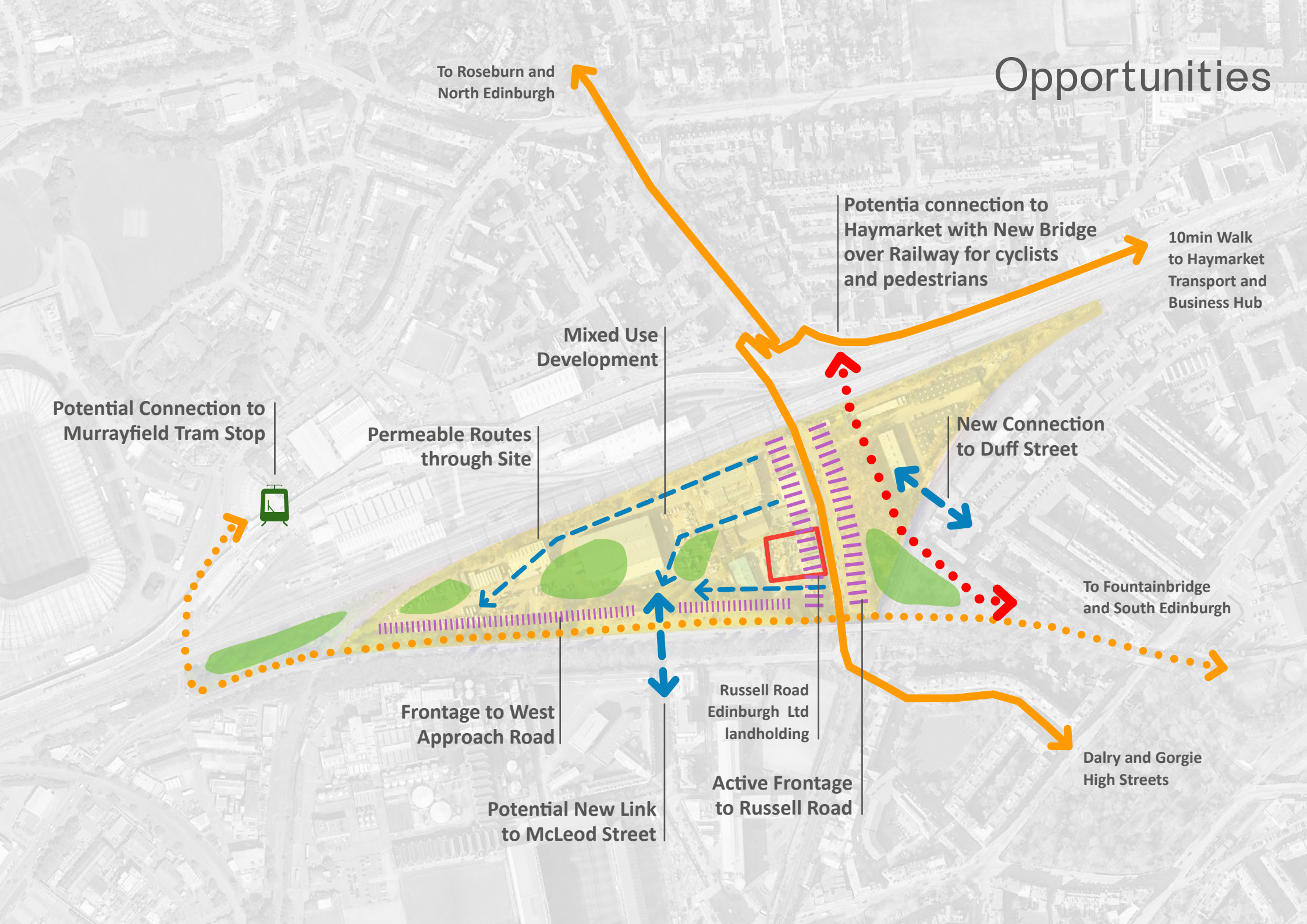
Frontage to West Approach Road

Russell Road Edinburgh Ltd landholding

Dalry and Gorgie High Streets

Potential New Link to McLeod Street

Active Frontage to Russell Road



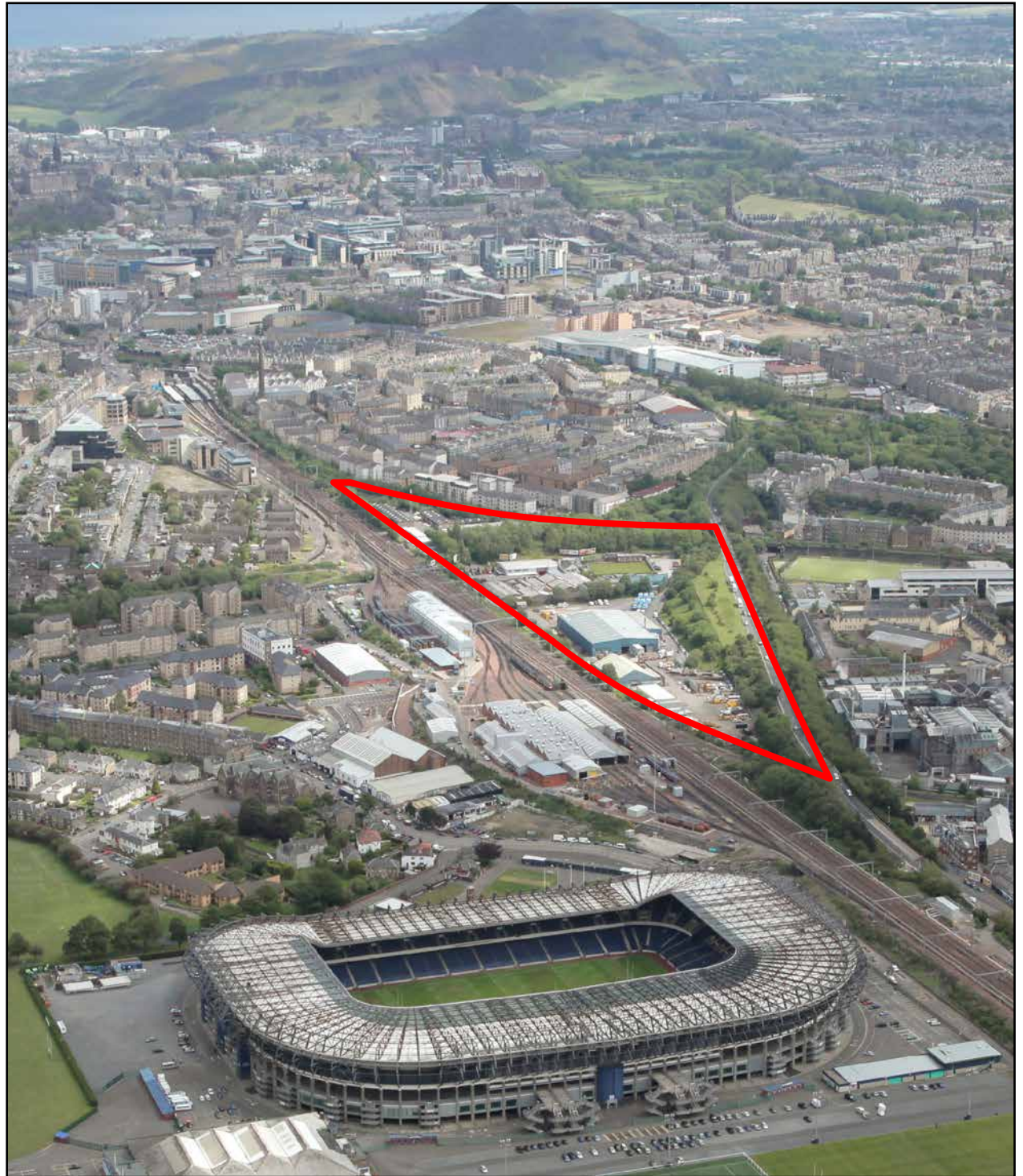


# Summary

This area is now a different place to the times when the Western Approach Road was constructed and the site was seen as a hemmed in backwater.

New public transport and movement initiatives have helped to open up the area and this can be enhanced further with new links to the rapidly developing transport and business hub at Haymarket and the tram stop at Murrayfield.

The ideas in this report are intended to highlight the opportunities that these sites present in order to stimulate discussions on how they can play a greater role in meeting the developing needs of the city.



# CHOICES FOR CITYPLAN 2030



## SITE

Russell Road, Edinburgh

## COMPLETED BY

Craig Wallace / Lisa Proudfoot

## CLIENT

Urban High Investments / Ardent Group

## DATE

30 April 2020

## SUBJECT

Russell Road – Choices for CityPlan 2030 Main Issues Report Representation

## INTRODUCTION

Montagu Evans LLP act on behalf of Urban High Investments and Ardent Group, operating as Russell Road Edinburgh Ltd, in relation to their landholding at Russell Road, Edinburgh.

Ardent strongly believe in the opportunity presented by the Russell Road site, and this is why they have joined forces with Urban High Investments to acquire the site with a view to maximising its potential, and ideally in conjunction with surrounding landowners. Urban High have a strong track record in delivering complex mixed use development projects across the UK, and have extensive financial backing to deliver projects in isolation, as well as in joint venture and lead investor / developer roles with other land interests. Ardent Group is the trading name for a property and leisure group. They have completed a variety of mixed use, residential, commercial and leisure projects throughout the UK and Ireland. The group own and operate businesses in the same area of the city so are very keen to see this area transformed to the benefit of all.

The site is in a prime position, being one of the last key brownfield opportunities in close proximity to the city centre, and with the changing nature of elements of the surrounding environment and land uses, presents an opportunity to look at the wider site. The current configuration and mix of uses on the site can be viewed as a missed opportunity in terms of the connectivity between Roseburn and Gorgie / Dalry, and the opportunity to introduce more active uses could significantly improve the quality of environment, connectivity and safety and security of pedestrian and cycle routes through the area.

Please see attached accompanying plans and supporting information which sets out the extent of our Clients' interests and how this relates to the neighbouring uses and wider potential of the site.

## CHOICES FOR CITYPLAN 2030

The City of Edinburgh Council (CEC) have started the process of reviewing the current Edinburgh Local Development Plan (LDP), which was adopted by the Council in November 2016. The first stage of the review is the production of a Main Issues Report (MIR). 'Choices for City Plan 2030' was published by the Council on 31 January 2020. The MIR sets out the Council's broad aspirations that by 2030 Edinburgh will be:-

- *A sustainable city which supports everyone's physical and mental wellbeing;*
- *A city where you don't need to own a car to move around;*
- *A city in which everyone lives in a home they can afford; and*
- *A city where everyone shares in its economic success".*

These aspirations are supported by 16 proposed policy changes.

Comments are made on behalf of our Client's interest at Russell Road, however these feed into the longer term aspirations for the wider site.

## THE SITE

The proposed site comprises an area that was formerly a bowling green and is now a builder's office, store and yard. The site is well located on the western side of Edinburgh City centre, and is between two principal arterial routes of Corstorphine Road and Dalry Road with excellent public transport, walking and cycling links to the city centre and west to University campuses.

## ASPIRATIONS

The site presents an opportunity to bring forward regeneration of the wider area through a combined and coordinated vision to maximise value and regeneration benefits to this area of the city. The subject site presents an opportunity for student accommodation development.

The site and its surrounds are currently characterised by a mix of industrial and trade uses. Circumstances are changing in relation to a number of these ownerships, which is positive in the context of a potential approach to bring forward a coordinated redevelopment of the wider site.

CEC have a large scale landholding to the west of the wider site, historically used as a cleansing department depot and vehicle servicing area – these uses are in the process of being transferred to new modern depot facilities at Sighthill and Seafield. CEC are currently progressing plans to locate a City Archive Facility as part of the redevelopment of the site – this would include warehousing for the archive as well as visitor and interpretative facilities for public and educational use.

The site is also bounded by a number of other industrial and employment uses.

Within the wider area this review of the LDP and current circumstances and timings of landowners presents a situation that is wholly conducive to examining options for wider scale regeneration and change of this site and to the benefit of all parties.

The proposed site, promoting a student development set within the wider context, would act as an anchor to kick start the wider regeneration vision of this well located brownfield site, and in meeting the developing needs of the city.

Early discussions have taken place with all land interests and are progressing with a view to fully understanding the full potential of the site, and how a coordinated approach to redevelopment and reconfiguration of some, if not all of the site could provide a positive change to existing operations, future potential and the wider benefits of the site as a whole in the context of the surrounding area.

At this stage it is premature to provide definitive information on the current status of these discussions, however it is appropriate to highlight the appetite for ongoing dialogue and to fully understand how the area could change in the context of specific proposals and future potential within this area.

## REPRESENTATION

Our client considers that the following choices are most relevant to them and that if implemented could have the greatest impact to delivering redevelopment of the proposed site. There are of course also great synergies between what is being proposed by the new LDP and our client's own aspirations.

### **CHOICE 1 – MAKING EDINBURGH A SUSTAINABLE, ACTIVE AND CONNECTED CITY**

Choice 1 states that the Council want to create a new policy which will help connect places, parks and greenspaces together as part of a multi-functional, local, city-wide, regional, and national green network. In order to increase health and wellbeing, encourage more walking, cycling and sport, address climate change, have a positive impact on biodiversity and air quality, manage the water environment and create opportunities for food growing, new development will need to ensure it connects to and delivers this network, including connections to the wider regional green network.

CEC want to introduce a new 'extra-large green space standard' which recognises the need for new communities to have access to green spaces more than 5 hectares, as well as smaller greenspaces (a 5-hectare green space is the equivalent of The Meadows or Saughton Park). At present policies require new development areas to provide a park of 2 hectares; CEC want to increase this requirement.

The subject site lies in close proximity to the existing greenspaces of Murieston Crescent and Roseburn Park. The site is in a pivotal location with opportunity to better connect the neighbourhood centres of Roseburn and Gorgie. The aspirations for the site provide an opportunity to link into the proposed Roseburn / Fountainbridge green network linkage, with the Russell Road site sitting directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

### **CHOICE 2 – IMPROVING, THE QUALITY, DENSITY AND ACCESSIBILITY OF DEVELOPMENT**

Choice 2 states that the Council may revise their approach to development density in City Plan 2030 to ensure that the limited space available to develop in Edinburgh is used as efficiently as possible, with the under-development of sites avoided.

Our clients are supportive of this choice but would suggest that increasing the density of all development relative to a proposals surroundings would be a more positive step to ensuring that the scarce number of development sites in Edinburgh's urban areas are maximised and support the efficient use of land. The Russell Road site could maximise its benefits of being close to public transport services and being situated amongst high-quality active travel routes.

Choice 2 also states that the Council want to revise their design and layout policies to achieve better layouts for active travel and connectivity. Our client would agree that places need to follow the six qualities of successful places in Scottish Planning Policy in that they are safe and pleasant, easy to move around, are welcoming; adaptable, and are resource efficient. The proposed site could easily and effectively link into existing active travel routes providing good connectivity into the rest of the City.

Choice 2 may also introduce a requirement for all development, including student accommodation, to deliver quality open space and public realm that is useable for a "*range of activities, including drying space, whilst allowing for higher densities*". Our clients would agree that quality open space and public realm can enrich an urban environment and would encourage the Council to support innovative approaches to delivering open space and public realm as part of a higher density development where available space may be constrained. It is considered that requirements should be applied on a case-by-case qualitative approach to assessing open space and public realm provision as part of a high density development, taking into account factors such as the surrounding area of a particular site, existing amenity spaces in proximity to a development site, and the expected end users of a development.

### **CHOICE 5 – DELIVERING COMMUNITY INFRASTRUCTURE**

CEC 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 (deliverable within the plan period), encouraging improvements and investment in the services on offer.

The subject site and wider area are conveniently located within existing infrastructure, including education, healthcare and sustainable transport connections.

### **CHOICE 6 – CREATING PLACES THAT FOCUS ON PEOPLE, NOT CARS**

CEC want City Plan 2030 to ensure the creation of places that focus on people not cars and prioritise public transport, walking and cycling to encourage active and healthy lives. To do this, all development must be well served by existing or planned new public transport, walking and cycling infrastructure. Choice 6 outlines CEC's intentions 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.

The subject site at Russell Road can contribute and take strength from its existing connections for public transport usage, walking and cycling.

#### **CHOICE 7 – SUPPORTING THE REDUCTION IN CAR USE IN EDINBURGH**

CEC 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.

Again the subject site at Russell Road can contribute and take strength from its existing connections for public transport usage, walking and cycling.

#### **CHOICE 8 – DELIVERING NEW WALKING AND CYCLING ROUTES**

CEC want to update their policy on the Cycle and Footpath Network to provide criteria for identifying new routes. As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, CEC want to add routes (along with existing safeguards) to the network as active travel proposals for the new plan to assist in delivering a range of new links.

The subject site, and wider area, through change of use and reconfiguration could directly benefit from the establishment of the Roseburn to Union Canal and West Edinburgh Link as part of the wider vision for the area, and further consideration of specific opportunities to provide direct and indirect linkages to both will require to be explored. The Russell Road site currently sits directly on a new cycle link planned to connect the nearby Roseburn and Union Canal Paths which will integrate it with the wider cycle network.

#### **CHOICE 10 – CREATING SUSTAINABLE COMMUNITIES**

Choice 10 proposes that a new policy on purpose-built student accommodation (PBSA) may be introduced in City Plan 2030. This policy may require all new PBSA to be located on a direct route to a university or college and that it is built for and managed by a university or college. The policy may limit the total number of studios in a PBSA scheme to a maximum of 10% of the total number of bed spaces and require that market and affordable housing is also delivered as part of the overall development.

Our clients would be concerned in relation to the proposed policy option that may require all future PBSA in Edinburgh to be built for and managed by a university or college in the city. If the Council choose to implement this, there is a risk that the policy option could create a monopoly over PBSA in the city, which could reduce competition between operators, adversely impacting on pricing, and diverting future investment away from Edinburgh.

In terms of where PBSA should be located, our clients agree with the Council's current approach under 'Policy Hou 8 Student Accommodation' that PBSA should be granted when it is appropriately located in terms of access to a university or college by walking, cycling or public transport. Good connectivity is an important factor in reducing the need for students to travel, enhancing student satisfaction and working towards improving environmental sustainability.

It is widely recognised that a variety of formats of student accommodation is important in providing a range and choice of accommodation to meet the wide ranging demands and preferences of all students. We would submit that it is inappropriate for the Council to single out one form of student accommodation product, without any evidence to support the approach. We would question how the Council have derived the maximum figure of 10% studio flats proposed and how this should be enforced if it can be demonstrated by developers / operators that there is existing market demand for these types of residences from students.

In addition, the proposed restriction on the number of studios fails to acknowledge the importance of studio style living in terms of future proofing. Studios are suitable for conversion to Build to Rent and co-living as an example, both of which are likely to play an important role in the city's future housing mix.

As part of Choice 10, CEC 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. On sites over 0.25 hectares coming forward for student housing, hotels and

short-stay commercial visitor accommodation, and other commercial business, retail and leisure developments, at least 50% of the site should be provided for housing. The new policy would not apply to land specifically allocated or designated within the plan for a specific use.

The focus of any PDSA policy approach should be on the acceptability of the use in principle. The intention with such an approach would be to allow a balanced view of all relevant factors of importance to determining the suitability of a proposal, and also allow for changing circumstances throughout the lifetime of the plan to be reflected in the application of this balanced assessment. There would be concern with sites which just meet the 0.25 hectares who are immediately required to provide 50% of the site for housing.

### **CHOICE 11 – DELIVERING MORE AFFORDABLE HOMES**

CEC want to amend their policy to increase the provision of affordable housing requirement from 25% to 35%. All development, including conversions, which consist of 12 residential units or more must include provision for affordable housing amounting to 35% of the total units. This policy will also apply to all land coming forward for other uses (as set out in Choice 10) i.e. where a site is required to deliver at least 50% housing, at least 35% of this housing must also be affordable. CEC wish City Plan 2030 to require a mix of housing types and tenures.

There is concern over the increasing of this affordable housing requirement in viability terms, particularly when applied to all land coming forward for other uses (as set out in Choice 10). If it is to be implemented we would encourage greater flexibility around tenure and models / definitions of affordable housing product.

### **CHOICE 12 – BUILDING OUR NEW HOMES AND INFRASTRUCTURE**

Choice 12 provides three options on how and where City Plan 2030 will deliver new homes; delivery by the council and its partners within the Urban Area, delivery through market housing by releasing Greenfield land, or a blended approach. CECs preference is for new homes to be delivered by the Council and its partners within the Urban Area.

Our clients would agree with this approach. The Urban Area contains many brownfield sites which are primed for redevelopment, particularly for residential development and including student accommodation. The Russell Road site is in a pivotal location located to the west of the city centre, 10 minutes' walk from the transport hub of Haymarket, and situated between the neighbourhood centres of Roseburn and Gorgie. There is an opportunity to better link this site into the city using and improving existing connections, as part of CEC Choices for the new LDP. Aspirations for the wider area could include residential led-development with active frontages.

### **CHOICE 16 - DELIVERING OFFICE, BUSINESS AND INDUSTRY FLOORSPACE**

CEC want to ensure new business space is provided as part of the redevelopment of urban sites. They further state that business estates across the city often serve a local catchment of residents and other businesses. To retain these within the communities they serve, we will require replacement floorspace is re-provided on-site. CEC want to set out the amount expected to be re-provided and include 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.

## **SUMMARY**

Our clients support a range of the principles suggested as part of the Choices for City Plan 2030 paper, however we have made comments above as to the technical details of these where they have the potential to affect redevelopment aspirations of the subject site and the vision for the wider surrounding area.

It is considered that the subject site, as well as the wider area, is suitable for residential led development, including student accommodation, and can help to meet a number of the Council's objectives as highlighted throughout the Choices paper. The redevelopment of this key site will allow for existing active travel connections and green linkages to be strengthened, and for local amenities and neighbourhood centres to be better connected.

The overarching themes of the Choices for CityPlan 2030 consultation including sustainability, housing, reducing car use in the city and promoting active travel and wellbeing are all attributes that can be incorporated effectively into a masterplan strategy at the subject site.

We trust that the above and attached will be given due regard in the process of preparing the new City Plan 2030. We would be grateful to be kept advised of future opportunities to engage in the process and would be pleased to meet with the Council to further discuss matters as required. As and when further information is available in relation to the ongoing dialogue with parties on the wider site our Clients will ensure that CEC are kept informed through the appropriate channels.