

Customer Ref: **Response Ref:**

Name

Response Type

On behalf of:

Supporting Info

Email

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

Explanation

Choice **1 B**

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

Short Response

Explanation

Customer Ref: Response Ref:

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Email

Response Type

On behalf of:

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:

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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:

Supporting Info

Name

Email

Response Type

On behalf of:

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:
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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:

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Email

Response Type

On behalf of:

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:
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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:
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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:

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Email

Response Type

On behalf of:

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:

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Email

Response Type

On behalf of:

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:

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Response Type

On behalf of:

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:

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Email

Response Type

On behalf of:

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

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

Supporting Info
Email

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

Choice **12 A**

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

Short Response

Explanation

Choice **12 B1**

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

Short Response

Explanation

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

Supporting Info

Email

Choice **12 B2**

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

Short Response

Explanation

Choice **12 B3**

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

Short Response

Explanation

Choice **12 B4**

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

Short Response

Explanation

Customer Ref: Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

Choice **12 B5**

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

Short Response

Explanation

Choice **12 B6**

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

Short Response

Explanation

Choice **12 B7**

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

Short Response

Explanation

Customer Ref: Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

Choice **12 B8**

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

Short Response

Explanation

Choice **12 B9**

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

Short Response

Explanation

Choice **12 B10**

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

Short Response

Explanation

Customer Ref: Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

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:

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 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:

Supporting Info

Name

Email

Response Type

On behalf of:

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:

Supporting Info

Name

Email

Response Type

On behalf of:

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
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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:

Supporting Info

Name

Email

Response Type

On behalf of:

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:

Supporting Info

Name

Email

Response Type

On behalf of:

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

Customer Ref: Response Ref:

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Response Type

On behalf of:

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

Choice **16 H**

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

Short Response

Explanation



RICHARD SLIPPER

PLANNING CONSULTANCY

CHOICES FOR EDINBURGH CITY PLAN 2030

REPRESENTATIONS ON BEHALF OF: TELEREAL TRILLIUM

SUBMITTED BY RICHARD SLIPPER PLANNING

SITE: CRAIGLOCKHART, EDINBURGH

SUMMARY:

Telereal Trillium (TT) owns land at Craiglockhart, as indicated below, approximately 1 Hectare, fronting Craiglockhart Avenue (for road access) and bounded by residential to south, a proposed apartments site to the north and Craiglockhart Dell to the west. See Figure 1.



Figure 1: Detail of The Telereal site. This image approximates the Telereal ownership area, as highlighted, and local context. Approximately 1 Hectare.

TT has reviewed the city Plan Choices document and welcomes the inclusion of this site in the Housing Study and Environmental Report as a brownfield site - Site 379. The Housing Study concludes with a red score (suitable for development – No) and TT wishes to contest this assertion. The Housing Study seems to score the site potively apart from selected items marking as reds - these are points which are capable of being resolved through further discussion around the site's location and potential future development along with a future Place Brief / masterplan in due course.

TT wishes to highlight more details of the potential available land at this site, and to confirm that in due course it will wish to explore a site-specific masterplan and include this in a Lanark Road Place Brief with a view to delivery of this site in the next 10 years as a potential "green yes" candidate site under the criteria used in the Housing Study, see Figure 3 extract in Appendix below.

DETAILED CASE:

In response to the City Plan Choices, the key points are as follows:

Sustainable City – Supporting Physical and Mental Wellbeing

In response to **Choices 1, 2, 3, 4**, we wish to highlight the TT Craiglockhart site, assessed as Site 379, as a significant opportunity to contribute to the first overall objective for the City Plan – to develop **a sustainable city which supports everyone's physical and mental well-being**.

This site is an excellent opportunity for future mixed-use development; allowing for potential to connect to the network of green spaces and to achieve high quality development in line with carbon neutral buildings and other sustainability objectives. The site provides access to a number of the south west Edinburgh "extra large greenspaces" and overall, this site can help to achieve the aim of improving the quality, density and accessibility of development. It can make best use of limited space in the city and ensure that sites are not underdeveloped.

A site masterplan would have to assess appropriate land use mix and market viability; but with the higher densities identified for the urban areas, there is potential for more than 100 dwellings at this location.

TT would welcome an opportunity, under the Choice 4 to create a Place Brief for this locality and to develop a site masterplan.

Reducing Need to Own a Car

Under the City Plan objective of reducing car ownership, **Choices 5, 6, 7, 8** are highlighted here.

Craiglockhart is a strong opportunity to deliver community infrastructure, focusing on people not cars, encouraging reduction in car use in developing new walking and cycle routes.

Everyone Living in Homes They Can Afford

The third aim of the City Plan focusses on protection against loss of residential stock, creating sustainable communities and delivering more affordable homes, new homes and infrastructure. TT wishes to promote a case for Craiglockhart site as a clear opportunity to answer the **Choices 9, 10, 11, 12**. The site presents a strong opportunity to protect against loss of residential, create sustainable communities and affordable

homes and delivering new homes and infrastructure. TT wishes to work with the planning authority to assess further the viability of different residential use-types at this site and to focus on some of the control policies consulted in Choices. This includes the City Plan's proposed approach to purpose-built student housing and also to the increased percentage required on affordable housing.

TT believes that developers and operators of student housing should be given a stronger opportunity to put forward sites with an appropriate site-specific case at the appropriate time. It also questions any requirement to provide a mandatory ratio of residential within a mixed-use development.

It is expected that this site can support residential development - although there will be site specific costs in bringing either part or the whole of the site forward. Therefore, an automatic increase from 25% to 35% affordable housing is a difficult policy requirement to accept on urban sites. TT believes that, for more challenging urban sites, there should be an opportunity to address the viability of the affordable housing provision.

The Choices document includes Maps 7 to 10 and it is noted that the Craiglockhart site features within the proposed Place Brief area under Map 7. This is welcomed and TT wishes to take forward a dialogue on an appropriate masterplan for this site in due course.

In terms of timing, the site currently continues to support important local business functions as it provides local key infrastructure on the front portion of the site. Previous structures and buildings having been demolished to the rear of the site. Although no exact date is as yet determined, during the City Plan period of the next 10 years the existing occupational requirement to the front of the site will be reviewed which will enable a full or partial re-development of this site to be progressed.

Economic Success

The site supports business use and currently provides key local infrastructure. Although TT would wish to inform a site masterplan in due course with an updated market occupier assessment and then determine the use-mix accordingly, there could be opportunities to support mixed uses on this site and a possible inclusion of uses to support inclusive growth, innovation, universities and culture. TT believes that **Choice 13** and other objectives for economic success in the City Plan can potentially be supported by this site subject to future assessment.

General

The appended material below identifies the site as noted in the Housing and Environmental background reports. TT wishes to highlight that, at an appropriate time, they will enter a joint masterplan exercise with the City Plan and Development Management teams, to create a future masterplan for this site in due course; with a closer examination of use-mix, housing density, affordable housing ratios, access, open space and other site-specific issues. It is expected that this analysis will yield up a "green" score for this site and deliver it in future as an appropriate brownfield mixed use development opportunity within the life of the new City Plan.

Appendix: Extracts from City Plan Documents: Site 379

Group 14: Lanark Road



Figure 3 Housing Study - Site 379 Assessment Criteria:

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
379	Lanark Road (D)	14	Green	Red	Green	Green	Red	Green	Green	Red	Yellow	Green	Red

Site Assessment: (379) Lanark Road (D) (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	-	-	-	?	✓	?	✓	-	-	-	✓	-	x	-	✓	-	-	-	-	-	-	-	-	-	?
Comment	Existing use is industrial and one building has already been removed. Adjacent uses are car showroom with planning application pending for housing, and other adjacent uses are residential. Site adjacent to LNCS. Site within a quiet area buffer zone. Site adjacent to Water of Leith core path. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site adjacent to designated open space. Site is visible in several protected view cones. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Redevelopment of this site will help to improve social interaction and inclusion, particularly if the site to the north is redeveloped for residential use. If not care will have to be taken in the design and layout of the development to ensure there is no negative impact on residential amenity from the adjacent car showroom. As the site is with a designated Quiet Area buffer zone the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Design of development should seek to make linkages with the adjacent open space and core path. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											



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CHOICES FOR EDINBURGH CITY PLAN 2030

REPRESENTATIONS ON BEHALF OF: TELEREAL TRILLIUM

SUBMITTED BY RICHARD SLIPPER PLANNING

SITE: CRAIGLOCKHART, EDINBURGH

SUMMARY:

Telereal Trillium (TT) owns land at Craiglockhart, as indicated below, approximately 1 Hectare, fronting Craiglockhart Avenue (for road access) and bounded by residential to south, a proposed apartments site to the north and Craiglockhart Dell to the west. See Figure 1.



Figure 1: Detail of The Telereal site. This image approximates the Telereal ownership area, as highlighted, and local context. Approximately 1 Hectare.

TT has reviewed the city Plan Choices document and welcomes the inclusion of this site in the Housing Study and Environmental Report as a brownfield site - Site 379. The Housing Study concludes with a red score (suitable for development – No) and TT wishes to contest this assertion. The Housing Study seems to score the site potively apart from selected items marking as reds - these are points which are capable of being resolved through further discussion around the site's location and potential future development along with a future Place Brief / masterplan in due course.

TT wishes to highlight more details of the potential available land at this site, and to confirm that in due course it will wish to explore a site-specific masterplan and include this in a Lanark Road Place Brief with a view to delivery of this site in the next 10 years as a potential "green yes" candidate site under the criteria used in the Housing Study, see Figure 3 extract in Appendix below.

DETAILED CASE:

In response to the City Plan Choices, the key points are as follows:

Sustainable City – Supporting Physical and Mental Wellbeing

In response to **Choices 1, 2, 3, 4**, we wish to highlight the TT Craiglockhart site, assessed as Site 379, as a significant opportunity to contribute to the first overall objective for the City Plan – to develop **a sustainable city which supports everyone's physical and mental well-being**.

This site is an excellent opportunity for future mixed-use development; allowing for potential to connect to the network of green spaces and to achieve high quality development in line with carbon neutral buildings and other sustainability objectives. The site provides access to a number of the south west Edinburgh "extra large greenspaces" and overall, this site can help to achieve the aim of improving the quality, density and accessibility of development. It can make best use of limited space in the city and ensure that sites are not underdeveloped.

A site masterplan would have to assess appropriate land use mix and market viability; but with the higher densities identified for the urban areas, there is potential for more than 100 dwellings at this location.

TT would welcome an opportunity, under the Choice 4 to create a Place Brief for this locality and to develop a site masterplan.

Reducing Need to Own a Car

Under the City Plan objective of reducing car ownership, **Choices 5, 6, 7, 8** are highlighted here.

Craiglockhart is a strong opportunity to deliver community infrastructure, focusing on people not cars, encouraging reduction in car use in developing new walking and cycle routes.

Everyone Living in Homes They Can Afford

The third aim of the City Plan focusses on protection against loss of residential stock, creating sustainable communities and delivering more affordable homes, new homes and infrastructure. TT wishes to promote a case for Craiglockhart site as a clear opportunity to answer the **Choices 9, 10, 11, 12**. The site presents a strong opportunity to protect against loss of residential, create sustainable communities and affordable

homes and delivering new homes and infrastructure. TT wishes to work with the planning authority to assess further the viability of different residential use-types at this site and to focus on some of the control policies consulted in Choices. This includes the City Plan's proposed approach to purpose-built student housing and also to the increased percentage required on affordable housing.

TT believes that developers and operators of student housing should be given a stronger opportunity to put forward sites with an appropriate site-specific case at the appropriate time. It also questions any requirement to provide a mandatory ratio of residential within a mixed-use development.

It is expected that this site can support residential development - although there will be site specific costs in bringing either part or the whole of the site forward. Therefore, an automatic increase from 25% to 35% affordable housing is a difficult policy requirement to accept on urban sites. TT believes that, for more challenging urban sites, there should be an opportunity to address the viability of the affordable housing provision.

The Choices document includes Maps 7 to 10 and it is noted that the Craiglockhart site features within the proposed Place Brief area under Map 7. This is welcomed and TT wishes to take forward a dialogue on an appropriate masterplan for this site in due course.

In terms of timing, the site currently continues to support important local business functions as it provides local key infrastructure on the front portion of the site. Previous structures and buildings having been demolished to the rear of the site. Although no exact date is as yet determined, during the City Plan period of the next 10 years the existing occupational requirement to the front of the site will be reviewed which will enable a full or partial re-development of this site to be progressed.

Economic Success

The site supports business use and currently provides key local infrastructure. Although TT would wish to inform a site masterplan in due course with an updated market occupier assessment and then determine the use-mix accordingly, there could be opportunities to support mixed uses on this site and a possible inclusion of uses to support inclusive growth, innovation, universities and culture. TT believes that **Choice 13** and other objectives for economic success in the City Plan can potentially be supported by this site subject to future assessment.

General

The appended material below identifies the site as noted in the Housing and Environmental background reports. TT wishes to highlight that, at an appropriate time, they will enter a joint masterplan exercise with the City Plan and Development Management teams, to create a future masterplan for this site in due course; with a closer examination of use-mix, housing density, affordable housing ratios, access, open space and other site-specific issues. It is expected that this analysis will yield up a "green" score for this site and deliver it in future as an appropriate brownfield mixed use development opportunity within the life of the new City Plan.

Appendix: Extracts from City Plan Documents: Site 379

Group 14: Lanark Road



Figure 3 Housing Study - Site 379 Assessment Criteria:

Site Number	Area Name	Assessment Group Number	10 min walk to local convenience services	30 min walk to employment clusters	Access to wider cycle network	NCN/Quiet route 5 year intervention	Active Travel (overall)	Public Transport	Primary Capacity	Secondary Capacity	Community Infrastructure Overall	Flood Risk	Summary
379	Lanark Road (D)	14	Green	Red	Green	Green	Red	Green	Green	Red	Yellow	Green	Red

Site Assessment: (379) Lanark Road (D) (South West Locality)																												
SEA Objective	Biodiversity					Population				Soil	Water		Air & Climate				Material Assets		Heritage						Landscape			
Question	B1	B2	B3	B4	B5	P1	P2	P3	P4	S1	W1	W2	A1	A2	A3	A4	M1	M2	H1	H2	H3	H4	H5	H6	L1	L2	L3	L4
Effect	-	?	-	-	-	-	?	✓	?	✓	-	-	-	✓	-	x	-	✓	-	-	-	-	-	-	-	-	-	?
Comment	Existing use is industrial and one building has already been removed. Adjacent uses are car showroom with planning application pending for housing, and other adjacent uses are residential. Site adjacent to LNCS. Site within a quiet area buffer zone. Site adjacent to Water of Leith core path. The site is within the catchment area for a river or burn, where there is known to be engineered alterations to the river (considered in bad/poor condition by SEPA) and therefore development of the site will need to take into account the reduced resilience of this river with regard to surface water. Site adjacent to designated open space. Site is visible in several protected view cones. Site visible in some local views. Weak pattern of development adjacent.																											
Mitigation	A suitable assessment should be carried out to ensure the development of the site has no detrimental impact on the natural heritage interests of the designation. Redevelopment of this site will help to improve social interaction and inclusion, particularly if the site to the north is redeveloped for residential use. If not care will have to be taken in the design and layout of the development to ensure there is no negative impact on residential amenity from the adjacent car showroom. As the site is with a designated Quiet Area buffer zone the types of use, design and layout of the development should seek to minimise the impact on the designation. Any future actions or decision making which could impact on environmental noise will need to take this status into consideration. The Directive requires action plans for agglomerations to include measures that aim to protect quiet areas against an increase in noise. A noise impact assessment should be carried out if any uses on the site are expected to impact on the Quiet Area. The design and layout of this site will have to include greater attenuation than standard practice to reduce the risk of surface water flooding and its impacts. Design of development should seek to make linkages with the adjacent open space and core path. Comprehensive visual and townscape appraisals required to determine appropriate mass, scale, height and layout of new development.																											