

Customer Ref: 00568      Response Ref: BHLF-KU2U-GPKR-U

Name: Fraser James

Response Type: Local Authority

On behalf of: Midlothian Council

Supporting Info: Yes

Email: Fraser.James@midlothian.gov.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** CEC's commitment to connecting existing green spaces is to be welcomed and is in the spirit of the Central Scotland Green Network;  
MLC would be supportive of making active travel links between our respective areas, particularly where proposals delivered attractive, longer distance recreational and commuting routes. Opportunities for new connections in the Niddrie Bing area and potentially from Shawfair to Newcraighall Station could be considered. However, promoting active travel will require the junctions on the A720 City Bypass to become more user-friendly for non-motorised transport. While the proposed grade separation of the Sheriffhall roundabout will greatly assist in this at the A7, the junction with the A701 is also of concern;  
MLC would welcome clarification on whether CEC intends to seek contributions towards off-site provision of green network links and how this would be achieved.

Choice 1 B

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

Short Response: Not Answered

**Explanation**

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Choice **1 C**

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

Short Response

Explanation

Choice **1 D**

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

Short Response

Explanation

Choice **1 E**

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

Short Response

Explanation

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Choice 1 F

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

Short Response

Explanation

Choice 1 F

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

Short Response

Explanation

Choice 1 G

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

Short Response

Explanation

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Choice 1 H

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

Short Response

Explanation

Choice 2 A

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

Short Response

Explanation

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

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Choice **2 C**

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

Short Response

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

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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

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Choice **5 A**

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

Short Response

**Explanation** MLC supports the principle of developing Tramline 3 to Dalkeith. However, the Edinburgh Strategic Sustainable Transport Study (ESSTS) prepared in support of the MIR acknowledges the high level nature of both the study and of this phase of the Tram project and that further technical work still needed to identify route and establish feasibility. The current LDP and the ESSTS shows the tram extension following the A7 to and through Sheriffhall roundabout. Other options could and should, be considered as part of further feasibility work such as connecting from the Bioquarter through Shawfair (linking with Borders Rail and existing and proposed Park & Ride sites) and connecting to Dalkeith via A68 (and possibly Dalkeith Country Park). MLC would not support a route that would delay or potentially jeopardise the planned improvements at Sheriffhall.

Draft NPF4 may include guidance and direction on delivering essential infrastructure to support development however, MLC has concerns over the timescale to deliver Tramline 3 and how it will be funded. In a high travel demand corridor such as the South East (A7) there is a risk that development proceeds ahead of the transport solution with the result that the anticipated mode shift is not achieved, congestion does not reduce and likewise CO2 emissions don't reduce. If these factors are to be addressed there is a strong case for an "infrastructure first" approach to be adopted. In addition, given the cross boundary nature of Tram Line 3 an ongoing dialogue between MLC and CEC should be established to take this project forward.

MLC proposes to review its MLDP in line with NPF4, the draft Regional Spatial Framework (currently being prepared by SESplan in conjunction with

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the Edinburgh and South East Scotland City Region Deal Partnership) and with emerging regulations under the new planning legislation.

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



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Choice 5 D1

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

Short Response

Explanation

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

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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

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Choice **7 B**

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

Short Response

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

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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** MLC supports the principle of Park and Ride to encourage modal shift and promote public transport use and is currently undertaking a feasibility study into the provision of P&R facilities in north Midlothian. Given that Park & Ride sites along the radial routes into the city from Midlothian are limited to existing sites at Shawfair and Straiton and proposed sites at Lothianburn and Newton Farm (adjacent to A720/A68 junction), the proposed safeguarding of sites at Gilmerton Road and Lasswade Road may have some merit. The Council would support bus based transport improvements and modal shift solutions along the key arterial routes, particularly where tram and rail are not realistic or immediate options. However, the success of a P&R site is closely linked with predicted passenger demand and desirability of location and there is a risk that where P&R locations are located in close proximity or on similar routes that their viability could be compromised. The final decision on the merits of the proposals should be taken following further assessment as part of the ESSTS and consideration of the impact on existing facilities in neighbouring Council areas. Continuing dialogue between our councils will be necessary to ensure that cross boundary public transport is delivered in the most effective and sustainable manner.

The ESSTS refers to the Edinburgh Orbital Bus Route as a project likely to feature in the current STPR2 process. While that may be the case it is a current, and long standing strategic cross-boundary commitment in the South East Edinburgh Strategic Development Plan and Action Programme and is referenced in the Council's current LDP. It stretches from west Edinburgh to the A1, would intersect all the main radial routes into the city and could link existing (and proposed) P&R and key employment sites in Edinburgh, Midlothian and East Lothian. It is an obvious and important element of a transport network in a city which generates substantial cross city and cross boundary travel demands. It could potentially be upgraded to a tram based scheme and integrated into and prioritised as part of the tram delivery programme. Orbital public transport in some form should be one of the key transport interventions required to support the emerging City Plan development strategy.

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Choice **8 A**

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

Short Response

Explanation

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 MLC are supportive of the promotion and safeguarding of cross border links where these would encourage active and non-motorised travel. From MLCs perspective, more work could be done to ensure that the routes and connections along The Wisp/A7, the A701 and A702 are more suitable for such users and would urge CEC to provide support for this in any future LDP. Continuing dialogue between our Councils will likely be required to ensure that such links are delivered.

CEC's commitment to connecting existing green spaces is to be welcomed and is in the spirit of the Central Scotland Green Network;

- MLC would be supportive of making active travel links between our respective areas, particularly where proposals delivered attractive, longer distance recreational and commuting routes. Opportunities for new connections in the Niddrie Bing area and potentially from Shawfair to Newcraighall Station could be considered. However, promoting active travel will require the junctions on the A720 City Bypass to become more user-friendly for non-motorised transport. While the proposed grade separation of the Sheriffhall roundabout will greatly assist in this at the A7, the junction with the A701 is also of concern;
- MLC would welcome clarification on whether CEC intends to seek contributions towards off-site provision of green network links and how this would be achieved.

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Choice **8 C**

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

Short Response

Explanation

Choice **8 C**

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

Short Response

Explanation

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

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Choice 9 B

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

Short Response

Explanation

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

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

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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

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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On behalf of: Midlothian Council

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Choice 12 A

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

Short Response: Option 1 (Council/

**Explanation**

MLC understand that it is difficult to identify the necessary scale of market and affordable housing need and demand following the rejection of SDP2 and the lack of clarity from the Scottish Government on how to proceed. While it is noted that CEC now wishes to try and accommodate more of Edinburgh's need and demand within its boundaries, it is unfortunate that it hasn't been possible to proceed on the basis of discussion with SESplan partners, particularly given the early work done with regard to developing a Regional Spatial Strategy and ongoing uncertainty (until Q3 2020) as to how NPF4 will set Housing Supply Targets, what those targets might be, if they will be aggregated by sector and what scale/type of infrastructure will be required to support proposed growth.

☐ It is noted that there are difficulties in delivering all of the options put forward in the Choices for City Plan 2030 document. MLC agrees that if it proves possible to deliver, Option 1 would be preferable as it would minimise the impact on the strategic transport network.

☐ While Option 2 would involve less direct intervention in bringing sites forward by CEC and its partners than the other options, the scale of development on the edge of the City would be considerable. While MLC has particular concerns regarding the potential allocation at South East Edinburgh (see below), it seems likely that this option would have the greatest impact on the strategic road network. This option would also involve allocating more land than the required need and demand for the area for the purposes of making provision for affordable housing. SPP is unclear whether such an approach would be supported.

☐ There is a lack of clarity as to what Option 3 would entail as it identifies the need to allocate a green field sites at a reduced level in comparison to Option 2 without distinguishing which sites identified are those favoured by CEC. For instance, MLC considers that this option could be delivered with or without

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allocating SE Edinburgh, which would have the most significant effects upon the A720 City Bypass and Midlothian. This lack of certainty makes it difficult to assess the deliverability and effects of Option 3.

Choice **12 B1**

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

Short Response

Explanation

Choice **12 B2**

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

Short Response

Explanation

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Choice **12 B3**

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

Short Response

Explanation

Choice **12 B4**

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

Short Response

Explanation

Choice **12 B5**

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

Short Response

Explanation

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Choice **12 B6**

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

Short Response

Explanation

Choice **12 B7**

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

Short Response

Explanation

Choice **12 B8**

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

Short Response

Explanation

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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

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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**

MLC has concerns regarding the potential allocation of the South East Edinburgh site under Options 2 and 3:

- o Transport: Given that this site has the potential to deliver in excess of 14,000 houses at the proposed densities, MLC has concerns in relation to the impact on the road network and the junctions along the A720 City Bypass. It is noted that there are proposals for P&R facilities at the Lasswade Road and Gilmerton Road junctions elsewhere in the document and that reference is made to the provision of public transport within the site including a public transport hub. Should CEC choose to proceed with this site, MLC would want clarity over the Place Brief and the phasing to ensure that public transport interventions are delivered at an early stage. The potential to deliver orbital public transport routes should also be considered;
- o Green Belt and City setting: The scale of Green Belt release resulting from this site would be a matter of concern for MLC. This has the potential to greatly diminish the physical and visual distinction between the City and the towns within Midlothian, particularly in the Loanhead area. While the North Esk Valley and the Green Belt around it provides a rural fringe for the City and separation for Dalkeith and Bonnyrigg, CEC would in effect be accepting that the setting of the City at the southern boundary is entirely within the MLC area. Should a Place Brief be produced for this site, very careful consideration will have to be given to designing the Green Belt edge.
- o Infrastructure: the impact of the new grade separated Sheriffhall roundabout and high voltage electricity power lines could sterilise parts of the proposed housing allocation at The Drum (south). The proposal to underground the power lines will be a significant additional cost, presumably to be borne by the developer(s) and one that may affect the viability and effectiveness of the site and potentially its contribution to meeting the Council's housing supply target.

While the use of higher density is understandable to make best use of public transport and active travel routes, MLC is concerned about the number of units that could be developed at South East Edinburgh given the suggested density and extent of land potentially identified for housing (65 units per ha or more between The Drum and Burdiehouse Loan)

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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

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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



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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

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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

In respect of the proposed changes referred to in paragraph C, MLC considers that development of any new retail centres should be small scale, focussed on convenience shopping, and restricted to cases where new or existing communities are poorly served by convenience shopping within walking distance. Any such development would have to be fully justified, and the effect on the vitality and viability of any existing centre would have to be considered.

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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

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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

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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

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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

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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

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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:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

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