

Customer Ref: Response Ref:

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On behalf of:

Supporting Info

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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

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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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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

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Choice **1 H**

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

Short Response

Explanation

Choice **2 A**

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

Short Response

Explanation

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Choice **2 B**

We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this? - Yes / No

Short Response

Explanation THE BELOW IS AN EXTRACT FROM THE SUBMITTED SUPPORTING REPRESENTATION DOCUMENTS. THESE SHOULD BE READ IN CONJUNCTION WITH THE BELOW EXTRACT.3.5Choice 2 proposes a revision to the Council’s density policies to make best use of the limited space in our city and to ensure that sites are not under-developed. Whilst our client recognises the importance of an increased density, this should only be undertaken in appropriate locations. The development of East Foxhall is not considered appropriate for a density of at least 65 dwellings per hectare. 3.6As part of the planning application for the neighbouring Factory Field site, within the Design Statement a review of densities elsewhere within Kirkliston was prepared. This demonstrated, that within Kirkliston, a density of between 23 and 34 units per hectare was more common, and therefore new development should be of a similar density, particularly at edge of settlement locations3.7As such, we object to a blanket approach of a minimum of 65 dwellings per hectare and encourage CEC to introduce a policy aimed at maximising density, subject to site specific considerations, rather than a blanket approach which could lead to inappropriate densities particularly on edge of settlement sites.

Choice **2 C**

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

Short Response

Explanation

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On behalf of:

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Email

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 THE BELOW IS AN EXTRACT FROM THE SUBMITTED SUPPORTING REPRESENTATION DOCUMENTS. THESE SHOULD BE READ IN CONJUNCTION WITH THE BELOW EXTRACT3.8Under Choice 4, the Council advises they want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 to highlight the key elements that design, layout, open space, biodiversity net gain and community infrastructure development should deliver.3.9Our client supports the preparation of such a Place Brief for their site at East Foxhall in the context of a wider release of land to the north of East Foxhall, however this should not be required should East Foxhall be allocated in isolation to this wider release. It is considered that a place brief should only be required where proposals are of a scale large enough to include other forms of development, such as a local centre or community facilities which a full release of land at Kirkliston could deliver.

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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Response Type

On behalf of:

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

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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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Response Type

On behalf of:

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

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

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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

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

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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? - 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

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

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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

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

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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

Choice **12 A**

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

Short Response

Explanation

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On behalf of:

Supporting Info

Email

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

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

Customer Ref: Response Ref:

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Response Type

On behalf of:

Supporting Info

Email

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

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

Customer Ref: Response Ref:

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On behalf of:

Supporting Info

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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

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

Customer Ref: 01726 Response Ref: ANON-KU2U-GP87-D

Name: Oliver Munden

Response Type: Agent / Consultant

On behalf of: Avison Young

Supporting Info:

Email: oliver.munden@avisonyoung.com

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: Not Answered

Explanation

Customer Ref: 01726 Response Ref: ANON-KU2U-GP87-D

Supporting Info

Name Oliver Munden

Email oliver.munden@avisonyoung.com

Response Type Agent / Consultant

On behalf of: Avison Young

Choice 12 BX

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

Short Response Not Answered

Explanation

THE BELOW IS AN EXTRACT FROM THE SUBMITTED SUPPORTING REPRESENTATION DOCUMENTS. THESE SHOULD BE READ IN CONJUNCTION WITH THE BELOW EXTRACT.

Identification of East Foxhall for residential development

2.1 Choices for City Plan 2030 identifies East Foxhall as a residential development opportunity site as part of site 36 Conifox West, within the Environmental Statement, and as part of Conifox within the Housing Study. We note that the East Foxhall landholding is separate to that of Conifox, but accept that CEC have adopted the name Conifox for their assessment.

2.2 Notably the two studies include East Foxhall within different allocations. The Environmental Study includes land to the north of East Foxhall, as shown in the below extract, whereas the Housing Study considers the site in the context of land to the south. For ease, we have added the red line boundary of East Foxhall to both map extracts: (please refer to attached representation document)

2.3 East Foxhall is identified within Choice 12 at Map 9 and map 15 as forming part of either option 2 or option 3 of Choice 12. To support its inclusion as a potential greenfield release site, map 12 identifies Kirkliston as area 3 of greenfield release, which is replicated below.

2.4 Alongside this map, a set of principles has been included for Area 3. Where appropriate these have been responded to in the proceeding sections of these representations, however it is considered that the majority of the points only impact upon East Foxhall if it were to come forward as part of the full greenfield release at Kirkliston and would not all be relevant should the site be brought forward as a residential development allocation in isolation within the City Plan.

2.5 Our client supports the identification of its land at East Foxhall as a housing development in Choices and encourages its continued identification and allocation for housing led development in the proposed City Plan 2030. Indeed, our client believes that East Foxhall would form a suitable site, either part of or separate to the wider land allocations at Kirkliston, as shown within Map 12. Assessment of site as being suitable for development

2.6 The supporting Housing Study assess the East Foxhall site as part of the wider 'Conifox' landholding, which is a different area to that of Site 36 used within the Environmental Statement. The Housing Study identifies that the site is partially suitable for development. However given the larger land area which this assessment covers, we have repeated this assessment specifically in relation to East Foxhall, and responded to the relevant criteria specific to the site below.

2.7 We also feel it important to note that the adjacent site at Factory Field has recently been granted planning permission for residential development. That application was assessed as meeting with a wide range of the below topic areas, otherwise the application would not have been approved. Given East Foxhall is directly adjacent, it is considered that overall the site would be an appropriate residential development allocation within the proposed City Plan.

A FULL ASSESSMENT OF THE SITE IS INCLUDED WITHIN THE SUBMITTED REPRESENTATION DOCUMENT.

Existing greenbelt designation and allocation of site for housing in City Plan 2030

2.10 In the current adopted Edinburgh Local Development Plan 2016, the East Foxhall site is identified as greenbelt land outwith the settlement boundary. The runway safeguard area crosses the south east corner of the site.

2.11 In the proposed City Plan 2030, the greenbelt allocation should be removed from the East Foxhall site and for it to be included within the settlement boundary of Kirkliston. The whole site should then be allocated for residential development

2.12 The removal of the site from the greenbelt is justified if the site is to be allocated for residential development, as it would conflict with the policy position for greenbelt, which is not intended to be significantly altered through Choices.

2.13 During the examination of the currently LDP, the adjacent Factory Field site was found by the reporter to be a suitable development

Customer Ref: 01726 Response Ref: ANON-KU2U-GP87-D

Supporting Info

Name Oliver Munden

Email oliver.munden@avisonyoung.com

Response Type Agent / Consultant

On behalf of: Avison Young

site and that it should be removed from the greenbelt, included within the settlement boundary, but not fully allocated for residential development. 2.14 Regarding the allocation of Factory Field as greenbelt, the reporter tested the site against Policy 12 of SESplan, overall finding that the objectives of greenbelt would not be significantly undermined by housing development at Factory Field, nor would it affect the landscape setting of the city. We have therefore assessed the East Foxhall site against the criteria set out within Policy 12 of SESplan, which is copied below for reference: “Local Development Plans will define and maintain Green Belts around Edinburgh and to the south west of Dunfermline for the following purpose to: a. Maintain the identity and character of Edinburgh and Dunfermline and their neighbouring towns, and prevent coalescence, unless otherwise justified by the Local Development Plan settlement strategy; b. Direct planned growth to the most appropriate locations and support regeneration; c. Maintain the landscape setting of these settlements; and d. Provide opportunities for access to open space and the countryside. Local Development Plans will define Green Belt boundaries to conform to these purposes, ensuring that the strategic growth requirements of the Strategic Development Plan can be accommodated. Local Development Plans should define the types of development appropriate within Green Belts. Opportunities for contributing to the Central Scotland Green Network proposals should also be identified in these areas.” 2.15 Taking each criteria in turn: • The purpose of criteria a) is to prevent coalescence between existing settlements. The development of the East Foxhall site would not significantly increase the settlement boundary to any other nearby settlement and therefore removing the site from the greenbelt and allocating it within the settlement boundary of Kirkliston is considered to comply with this criteria. • CEC have already recognised that East Foxhall could form a residential development site and therefore it is considered to be an appropriate location for development. As such, this criterion can be complied with. • The East Foxhall site is well contained visually, surrounded by high hedges and tree lined field boundaries. It forms part of the study area which is close to the centre of Kirkliston and as such would form a well-integrated and logical urban extension of the town. In accordance with the assessment the East Foxhall site is located to the northern part of the assessment area away from the setting of Foxhall House and gardens which will allow the setting to be protected. This therefore demonstrates compliance with criterion c). • At present the site is utilised as agricultural land and therefore has no easy access for the public. These proposals would introduce significant open space as part of the development, accessible to all. In addition, the site is well located to existing active travel networks, such as the National Cycle network, providing potential future residents good access to open space and the countryside of surrounding areas, complying with criteria d) of the policy. 2.16 Additionally, the Council have completed a Landscape and Visual Assessment of greenfield sites to support choices, with area 29 (Conifox) under sector 5 covering the East Foxhall Site, as per the below extract. The East Foxhall site boundary has been added for clarity: 2.17 East Foxhall has been assessed as lying within the Local Character Area 10 – Almond Farmland, where site 29 (Conifox) is assessed as having ‘some scope to accommodate housing providing that the setting to Foxhall House, Particularly its parkland and walled garden is protected’. Additionally, the assessment found that the site is ‘close to the core of Kirkliston and is visually contained by woodland and high hedges’. This position is supported by our own technical assessments, which demonstrates the site is well contained by mature planting. Key Development Principles for East Foxhall 2.18 The Development Strategy Document prepared by OPEN identifies an indicative development layout, which has taken account of the variety of site considerations for East Foxhall. In summary, of the total 3.8ha site area, a developable area of 2.7ha has been identified. This could accommodate up to 100 homes, which is appreciated to be below the minimum density which CEC have identified through choice 2 and the principles included for Area 3 of choice 12. However, as discussed further below, it is not considered that a density of 65 per hectare is appropriate in this location. 2.19 To enable the delivery of up to 100 homes, the OPEN development strategy identifies a number of key principles for development, which could be included as requirements for East Foxhall if it is allocated within the Proposed City Plan. These are: • The site could accommodate up to 100 homes, including up to 35 affordable homes (assuming an increase to 35% affordable). The appropriate capacity should be subject to a detailed masterplan exercise, in conjunction with a place brief if forming part of a wider residential allocation. • Vehicle access to be taken from

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the northern boundary, at an appropriate distance from the existing Conifox access. • Pedestrian access to be provided from a variety of locations, connecting to the existing pathway network and that proposed by the adjacent Factory Field proposals. • New woodland planting particularly to the north and east boundary should be included to bolster the existing planting in these locations and to further protect views into the site. • A new entrance space should be created at the north west corner of the site, for pedestrians entering the site from the west and vehicles from the proposed access road location. This would form the first of two areas of open space within the development. A second area of open space along the southern boundary should also be included, allowing open space and an area for SUDS. • The southern parkland area should provide stand off to the existing mature trees along this edge, and avoids development being located within the airport safeguard area, which covers the south east corner of the site. 2.20 Based on these principles, a development framework plan has been prepared, which is replicated below. For context, the masterplan approved as part of the Factory Field Planning Permission in Principle (17/04517/PPP) is also included.

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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01726

Response Ref:

ANON-KU2U-GP87-D

Supporting Info

Name

Oliver Munden

Email

oliver.munden@avisonyoung.com

Response Type

Agent / Consultant

On behalf of:

Avison Young

Choice 12 C

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

Short Response

No

Explanation

Choice 12 D

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

Short Response

No

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

Not Answered

Explanation

Not Answered

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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 THE BELOW IS AN EXTRACT FROM THE SUBMITTED SUPPORTING REPRESENTATION DOCUMENTS. THESE SHOULD BE READ IN CONJUNCTION WITH THE BELOW EXTRACT.3.1The Council recognises that West Edinburgh could deliver a substantial quantum of various types of development, given its location close to Edinburgh Airport, the existing allocations for the International Business Gateway and residential sites, as well as the city deal funding which seeks to maximise the use of the existing infrastructure in the area. This is also in the context of the current study which is being undertaken between the Council and partners (including Scottish Government) to consider the full potential of West Edinburgh.3.2We are aware that at tender stage for this study, the boundary was not set as to the land of which the study would consider, however we believe that the West Edinburgh area is similar to that included within SESPlan. In this regard, Kirkliston is located at the very edge of the West Edinburgh Area. Indeed, the Council within Choice 13 recognise that Kirkliston is a separate area to West Edinburgh, as identified by maps 15, 16, 17 and 18, all of which are areas within the ‘west Edinburgh’ search zone set out under Choice 14.3.3It is for this reason, that whilst our client supports the ‘area of search’ principle, they do not believe that it should extend as far north west as Kirkliston, as this has been demonstrated to be a separate location elsewhere in Choices. If the area of search does extend as far as Kirkliston, then our client considers that allocations should be made for some sites to ensure that they are properly tested through the development plan process and to provide a degree of certainty that a) the city’s housing numbers can be sufficiently met and that b) the development industry is considering the development of sites in the most appropriate location. Therefore, East Foxhall should be allocated, and Choice 14 should not prevent this from taking place.3.4It is however considered that the infrastructure which is proposed to West Edinburgh such as education facilities, can be of benefit to a wider area than just West Edinburgh and could, for example, provide the additional school capacity required for further greenfield release on sites such as East Foxhall if it is brought forward on its own, without the wider Kirkliston release, subject to appropriate developer contributions.

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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

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

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Choice 15 E

We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice 15 G

We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand. Do you agree with this approach? - Yes / No

Short Response

Explanation

Choice 16 A1

We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Do you agree? - Yes / No

Short Response

Explanation

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Choice 16 A2

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

Short Response

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

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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

On behalf of:

Supporting Info

Email

Choice **16 EX**

We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Explain why

Short Response

Explanation

Choice **16 F**

We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree? - Yes / No

Short Response

Explanation

Choice **16 G**

We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8). Do you agree? - Yes / No

Short Response

Explanation

Customer Ref: 01726 Response Ref: ANON-KU2U-GP87-D

Name Oliver Munden

Response Type Agent / Consultant

On behalf of: Avison Young

Supporting Info

Email oliver.munden@avisonyoung.com

Choice 16 H

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

Short Response Not Answered

Explanation Not Answered

Representations to 'Choices for City Plan 2030'

'East Foxhall', Kirkliston

April 2020

Contents

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Appendix 1 – City of Edinburgh Council Employment Clusters walkability plan

Appendix 2 – Location Plan

Prepared By: Oliver Munden

Status: FINAL

Draft Date: April 2020

1. Introduction

- 1.1 These representations to "Choices for City Plan 2030" are prepared by Avison Young on behalf of our client regarding their land ownership at East Foxhall, Kirkliston.
- 1.2 East Foxhall is located to the north west of Edinburgh, at Kirkliston. Within Kirkliston, the site lies to the south east of the village centre.
- 1.3 Extending to approximately 3.8ha, East Foxhall is currently utilised for agricultural purposes. Its topography varies but is generally level for the purposes of development. The site is bounded to the north by a minor road which further west becomes Kirkliston Main Street and provides a direct connection to the town centre and other routes from Kirkliston. To the west of the site the adjacent field has been removed from the Greenbelt and has subsequently been granted Planning Permission for residential development. The access road to Foxhall House and Conifox Adventure Park separates the two sites, with the development land to the west enclosed by woodland.
- 1.4 Surrounding the site is a mix of planting, with a high mixed hedgerow along the northern boundary, a tree lined field boundary to the east, a stone wall and mature trees to the south. The west boundary is currently relatively open, however a hedge has recently been planted here, which is expected to reach 10ft+ in the next three years. This new hedge and young trees have been planted along the west boundary, following the required felling of mature trees here due to disease.
- 1.5 A site location plan is provided below.



- 1.6 The site of East Foxhall is identified in Choices for City Plan 2030 as forming part of area 3 Kirkliston, which has been identified by City of Edinburgh Council (CEC) as a site which could be a greenfield release site for residential development through Choice 12, either as part of option 2 (Greenfield release) or option 3 (a blended approach).

Structure and scope of representations

- 1.7 Our detailed representations are set out in the subsequent sections of this report and are supported by the following technical reports:

- **East Foxhall Development Strategy**; prepared by Optimised Environments (OPEN).
- **Transport Technical Note**; prepared by SYSTRA
- **Flood Risk Technical Note**; prepared by Waterman Infrastructure and Environment Ltd

- 1.8 Our representations relate primarily to Choice 12 in respect of Building New Homes and Infrastructure. Other comments are also made in respect of Choice 14 regarding West Edinburgh, Choice 2 in relation to development densities and in respect of Choice 4 in relation to Place Briefs. In doing so, this report comprises the following sections:

- Section 3: Representations to Choice 12 – Building our new homes and Infrastructure ;
- Section 4: Representations to Choice 14 (West Edinburgh), Choice 2 (densities) and Choice 4 (Place Briefs);
- Section 5: Summary and Conclusions.

- 1.9 A summary of our representation is provided below insofar as these relate to each choice.

Choice 12 – Building our new homes and infrastructure

- Our client supports the identification of their land at East Foxhall as a greenfield release site suitable for residential development.
- As such, the greenbelt designation as per the adopted Edinburgh Local Development Plan 2016 should be removed from the site to allow its allocation as a residential development site.
- Thereafter, the settlement boundary of Kirkliston should be redrawn to include the East Foxhall site as a minimum, with East Foxhall being allocated as a residential development site.
- The submitted technical reports including the Development Strategy, Flooding and Transport identifies the suitability of the site for residential development and could be used to inform key development principles at proposed plan stage.

Choice 14 – West Edinburgh

- Our client supports the 'area of search' suggestion identified within West Edinburgh, however also believes that a variety of sites should be allocated for different uses within the area, with an additional allowance for further development as envisaged by the 'area of search' which has been suggested.

Choice 2 – Improving the quality, density and accessibility of development

- Whilst our client can see the benefits of increasing densities across the City, they do not believe that a minimum density of 65 per hectare is appropriate for East Foxhall, particularly in the context of Kirkliston.

Choice 4 – Creating Place Briefs and supporting the use of Local Place Plans in our Communities

- In principle, our client supports the principle of the preparation of a Place Brief for the wider Kirkliston area and would welcome the opportunity to engage in this process to inform and shape the proposals. Map 16 identifies areas of land to the north of Kirkliston which has been recognised as a residential led development opportunity, and where a place brief should be undertaken if the site is allocated. It is however considered that East Foxhall could be delivered in isolation to further release in Kirkliston and in this case, a place brief should not be required.

2. Choice 12 – Building our new homes and infrastructure

Identification of East Foxhall for residential development

- 2.1 Choices for City Plan 2030 identifies East Foxhall as a residential development opportunity site as part of site 36 Conifox West, within the Environmental Statement, and as part of Conifox within the Housing Study. We note that the East Foxhall landholding is separate to that of Conifox, but accept that CEC have adopted the name Conifox for their assessment.
- 2.2 Notably the two studies include East Foxhall within different allocations. The Environmental Study includes land to the north of East Foxhall, as shown in the below extract, whereas the Housing Study considers the site in the context of land to the south. For ease, we have added the red line boundary of East Foxhall to both map extracts:



Figure 1: CEC Environmental Assessment Extract

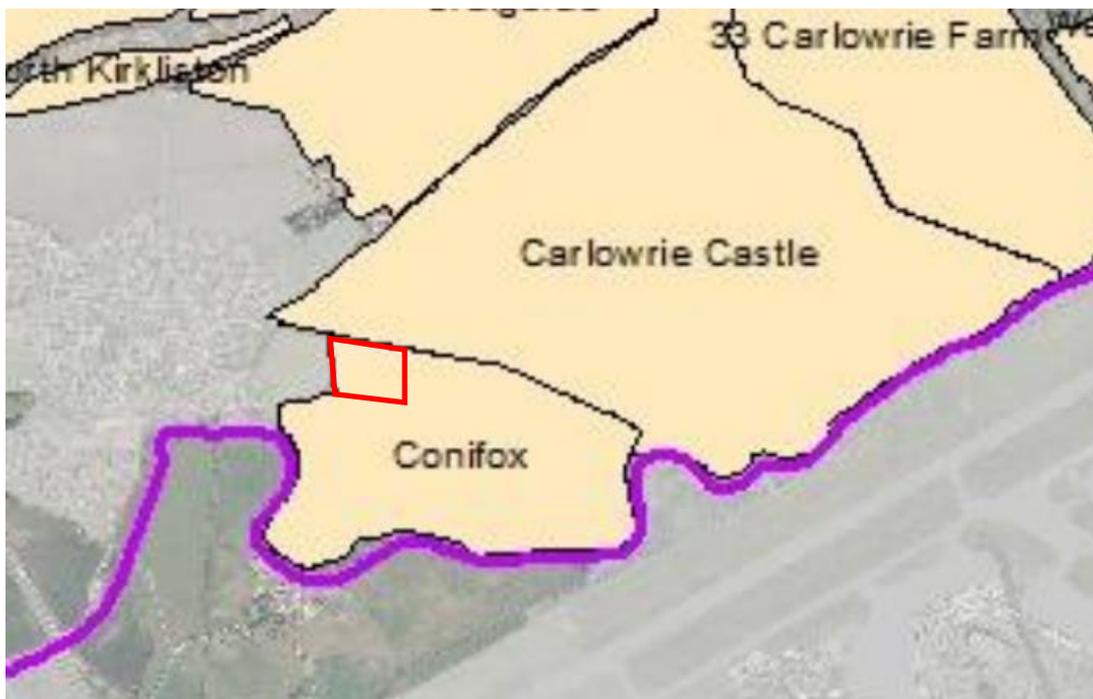


Figure 2: CEC Housing study extract

2.3 East Foxhall is identified within Choice 12 at Map 9 and map 15 as forming part of either option 2 or option 3 of Choice 12. To support its inclusion as a potential greenfield release site, map 12 identifies Kirkliston as area 3 of greenfield release, which is replicated below.

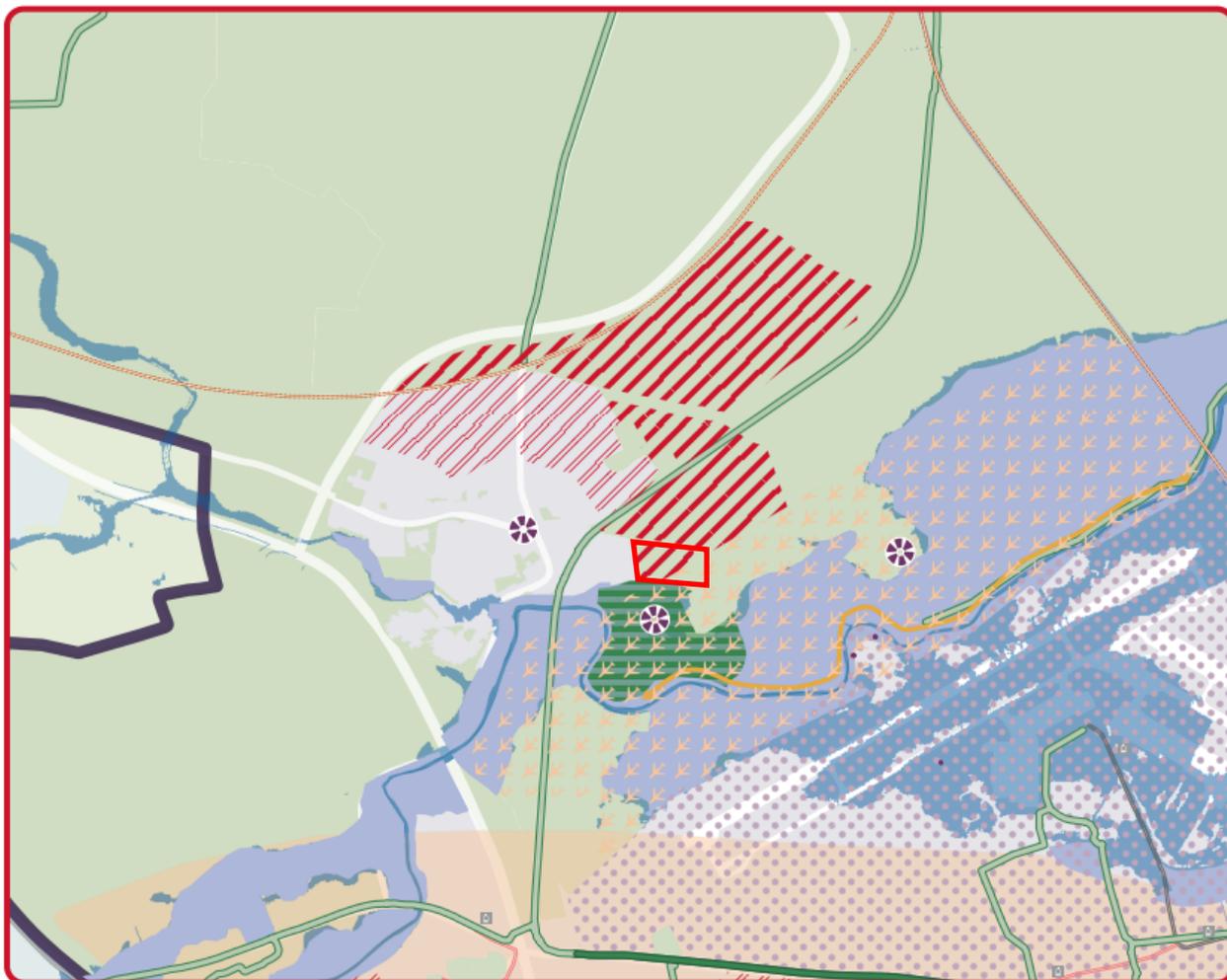


Figure 3: Choices Map 12

2.4 Alongside this map, a set of principles has been included for Area 3. Where appropriate these have been responded to in the proceeding sections of these representations, however it is considered that the majority of the points only impact upon East Foxhall if it were to come forward as part of the full greenfield release at Kirkliston and would not all be relevant should the site be brought forward as a residential development allocation in isolation within the City Plan.

2.5 **Our client supports the identification of its land at East Foxhall as a housing development in Choices and encourages its continued identification and allocation for housing led development in the proposed City Plan 2030. Indeed, our client believes that East Foxhall would form a suitable site, either part of or separate to the wider land allocations at Kirkliston, as shown within Map 12.**

Assessment of site as being suitable for development

- 2.6 The supporting Housing Study assess the East Foxhall site as part of the wider 'Conifox' landholding, which is a different area to that of Site 36 used within the Environmental Statement. The Housing Study identifies that the site is partially suitable for development. However given the larger land area which this assessment covers, we have repeated this assessment specifically in relation to East Foxhall, and responded to the relevant criteria specific to the site below.
- 2.7 We also feel it important to note that the adjacent site at Factory Field has recently been granted planning permission for residential development. That application was assessed as meeting with a wide range of the below topic areas, otherwise the application would not have been approved. Given East Foxhall is directly adjacent, it is considered that overall the site would be an appropriate residential development allocation within the proposed City Plan.

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
SDP1 SDA AREAS				
Does the site fit within an area identified as an SDA?		No – The site is not within an identified SDA.		No – as per CEC assessment, the site is not located in a SDA.
ACTIVE TRAVEL				
Does the site support travel by foot to identified convenience services?		Yes – The site is within walking distance of local convenience services.		Yes – the submitted Development Framework document prepared by OPEN identifies that the site lies within 800m of the majority of the facilities within Kirkliston. The only exception is the leisure centre, which is out with an 800m radius of the site. The centre comprises a variety of uses including a nearby convenience services; a co-op lies approximately 550 m to the west. All of these facilities are considered to be within an appropriate walking distance of East Foxhall.
Does the site support travel by foot to identified employment clusters?		No – The site is not within walking distance to employment clusters. It is unlikely that access can be improved and employment clusters are unlikely to be provided on the site due to lack of scope for development nearby.		Yes – CEC have produced a map identifying a 30 minute walk to employment centres (appendix 1), however this only considered an employment density of 100+ workers per ha. The closest employment location to East Foxhall is at Newbridge, which falls slightly below this threshold as it falls within the 50-100 workers per ha. However, the East Foxhall site lies a 30 minute walk to the north of Newbridge, or a 9 minute cycle. This utilises the core path CEC10 – Newbridge to Queensferry/Kirkliston. This is a position recognised in CEC's overall summary for the site as per the Housing Study. It is therefore located in an area which would support travel by foot to nearby employment locations.
Does the site have access to the wider cycle network?		No – The site does not have access to the wider cycle network and access is unlikely to		Yes – CEC's core paths plan identifies a core path CEC10 – Newbridge to Queensferry/Kirkliston a short distance (175m) from the

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
		be improved as no suitable potential cycle route interventions have been identified which could serve the site.		boundary of the site. This provides links to the wider NCR cycle network of NCR1 to the north and NCR 754 to the west.
Can the site support active travel overall through appropriate intervention?		No – The site would not support active travel overall, as the site is not within walking distance of employment clusters and these are unlikely to be provided through development due to lack of scope for development nearby. Access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention.		Yes – the core path network runs close to the site (Core path CEC10), providing connections to NCR 1 and NCR 754 and do not require any interventions to support their use. This position was noted within the committee report for the adjacent Factory Field site where it was also stated that it “is accessible by a range of non-vehicular transport modes.”
PUBLIC TRANSPORT				
Does the site support travel by public transport through existing public transport network accessibility and capacity?		No – The site does not support travel by public transport based on existing or incrementally improved provision.		<p>No – as per the Council PTAL assessment identifies, the site is not considered to be directly supported by public transport. However, there are a number of bus services which run through Kirkliston, and are within a suitable walk distance to the east. This is identified in the submitted Transport Statement to these representations.</p> <p>Indeed, this position has not changed from when the Factory Field site was determined, with the Council's transport response to that application stating they had no objection, therefore accepting the site is accessible. By extension, the East Foxhall site is not materially distant from the Factory Field site and is therefore accessible.</p> <p>Returning to the PTAL assessment, it is notable that Kirkliston scored a similar value to large parts of urban Edinburgh. The map on page 41 of the Councils transport study shows this, with large areas located close to the bypass having a lower or similar PTAL level to Kirkliston. This is particularly notable towards the south east of the city, where Choices identifies large areas of land which could be suitable for greenfield release, and also on allocated residential sites in the adopted development plan.</p> <p>Similar findings are also true as per the accessibility (journey time) map on page 43 of the study and bus trips along key routes, as shown on page 48 of the study. It is meaningful to note that buses which serve the East Foxhall site provide connections to key destinations in Queensferry to the north and more notably, Gyle, Corstorphine and Edinburgh city centre to the east. These destinations are where many trips will be made for employment, retail and leisure purposes, making clear that for a great many residents, bus services provide a credible and realistic means of</p>

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
				<p>transport.</p> <p>It is therefore clear, that whilst the site may have a low PTAL study in the context of Edinburgh as a whole, the level of provision has been considered acceptable elsewhere within the city. Comparisons with other parts of the city, which are exceptionally well-served by local services buses should not lead to the conclusion that Kirkliston is poorly catered for. Indeed, within Kirkliston itself, large established residential catchments to the north are in locations which are served by a lower public transport provision than the East Foxhall site, so in a local context, East Foxhall is also better served than elsewhere in Kirkliston</p>
<p>Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?</p>		<p>No – The site does not support travel by public transport based on an identified intervention.</p>		<p>No – Although there are no identified interventions currently proposed, there are opportunities for future improvements to be considered through the wider development of Kirkliston. Indeed, an increase in population could support improved public transport provision through Kirkliston.</p>
<p>COMMUNITY INFRASTRUCTURE</p>				
<p>Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?</p>		<p>No – The site does not have sufficient primary school infrastructure capacity.</p>		<p>No – as per the monitoring statement there will be no capacity at primary school level to accommodate East Foxhall by 2032, with no capacity at any other nearby schools by 2032. Given the work which is being undertaken regarding the delivery of new schools within West Edinburgh, this would free up capacity for residential development at East Foxhall. This is a position reflected within Choice 12, Area 2 – West Edinburgh and the current LDP Action Plan which identifies a requirement for 3 new primary and 1 new secondary schools within West Edinburgh. Furthermore, the action plan identified that for Factory Field (to the immediate west of East Foxhall) one Primary School classroom was required and that developer contributions were required to allow the deliverability of this.</p> <p>Notably, the site is located within an 800m distance (10 minute walk) of the site, which is well within the 'safe routes to school' requirement of under 2 miles for children aged under 8.</p>
<p>Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?</p>		<p>No – The site does not have sufficient secondary school infrastructure capacity.</p>		<p>No – as per the monitoring statement there will be no capacity at secondary school level to accommodate East Foxhall by 2032. However, given the work which is being undertaken regarding the delivery of new schools within West Edinburgh, this would free up capacity for residential development at East Foxhall. This is a position</p>

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
				reflected within Choice 12, Area 2 – West Edinburgh and the current LDP Action Plan which identifies a requirement for 3 new primary and 1 new secondary schools within West Edinburgh.
<p><i>If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?</i></p>		<p>Partially – The site does not have sufficient community infrastructure capacity to support development and no appropriate intervention has been identified to address this. A new primary school would be required. A new secondary school would be required. The Council's preference is to deliver new secondary schools with a capacity for 1200 pupils. If a new 1200 secondary school was delivered it could accommodate pupils from Kirkliston but also support a significant amount of additional housing development. Good active travel and transport links would be important. The level of development proposed here would require at least a new primary and a new secondary school which would also serve the existing population of Kirkliston which does not yet have a secondary school.</p>		<p>Partially – Based on the above position on Primary and Secondary Education, we consider that through proposed interventions (namely at West Edinburgh) and/or appropriate developer contributions, education could be resolved to accommodate any children from a development at East Foxhall.</p> <p>Indeed, the Councils housing study and Choice 12, Area 2 identifies the need for three new primary schools and one new secondary school in West Edinburgh.</p> <p>On the basis of the above, it is considered that primary school capacity issues could be mitigated through appropriate intervention, including contributions from residential development to enable the release of the site for development. Regarding Secondary, this can be addressed through other identified interventions, namely at West Edinburgh.</p>
LANDSCAPE CHARACTER				
<p><i>Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?</i></p>		<p>Partially – Some scope is identified for development on parts of this site as it is visually contained by woodland and high hedges and is close to the core of Kirkliston. Development should be limited to locations away from the areas of flood risk and importance for flood management, and respect the setting of Foxhall House, its parkland and walled garden.</p>		<p>Yes – the East Foxhall site is well contained visually, surrounded by high hedges and tree lined field boundaries. It forms part of the study area which is close to the centre of Kirkliston and as such would form a well-integrated and logical urban extension of the town. In accordance with the assessment the East Foxhall site is located to the northern part of the assessment area away from the setting of Foxhall House and gardens which will allow the setting to be protected. Further detail is contained within the Development Strategy prepared by Open.</p> <p>With the exception of a small strip of land along the southern boundary, the majority of the site sits out with the SEPA 1/200 flood zone, and is therefore capable of delivering residential development across the site.</p>
GREEN NETWORK				
<p><i>Would development of the site avoid significant loss of</i></p>		<p>Partially – The site may be considered of value for the strategic green network, due to</p>		<p>Partially – whilst Map 1 of Choices identifies East Foxhall as part of the green network, as it currently stands the site is not accessible to</p>

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
<p>landscape-scale land identified as being of existing or potential value for the strategic green network?</p>		<p>lying within an area identified as a green network opportunity adjacent to the River Almond, Kirkliston and West Edinburgh. Potential has been identified to protect the setting and parkland of Foxhall House as well as provide an attractive riverside park and recreational routes to enhance the landscape setting of Kirkliston alongside any potential development on this site.</p>		<p>public use, nor does it support any public footpaths through the site and therefore offers little of benefit to the Green Network</p> <p>The site is located to the north of the wider study area so would have minimal effect on the setting of Foxhall House. New areas of woodland planting and open space within the site area can be identified to help ensure the protection of existing trees and the setting of Foxhall House. Further the areas of open space and path links can also be designed to contribute to the wider aims for a well-connected green network along the River Almond and setting of Kirkliston.</p>
FLOOD RISK				
<p>Would development of the site avoid identified areas of 'medium-high flood risk' (fluvial) or areas of importance for flood management?</p>		<p>Partially – A large area of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, covering a wide area to the south along the River Almond floodplain, but not covering a small area to the north-west of the site where potential scope for development is identified.</p>		<p>Yes – we have commissioned Waterman to undertake a flood risk assessment for East Foxhall which demonstrates the majority of the site, other than a very small strip along the southern boundary of the site, is out with the 1/200 floodplain and therefore residential development can be delivered across the majority of the site. Full detail of this is included within the Flood Risk Assessment submitted as part of this representation..</p>
SUMMARY COMMENTS				
<p>Is the site suitable for development? Yes</p> <p>The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy and poor accessibility. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Burnshot Road for active travel and public transport, upgrading the adjacent railway path as a suitable active travel route, the need for a new secondary school in Kirkliston and the lack of existing settlement boundary east of the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas. Only a small part of the site is considered developable and this should be considered alongside adjacent sites at Carlowrie Castle and Craigbrae. Development of the site will result in a new settlement boundary east of the existing village and opportunities to enhance screening by tree planting in relevant areas should be considered. Accessibility improvements are required to enable development, and improvements to the railway path adjacent to the site to make it suitable as an active travel route should be delivered as well as improvements to Burnshot Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. As part of the development of a wider strategic green</p>			<p>Is the site suitable for development? Yes</p> <p>The above assessment has been carried out based on East Foxhall only, rather than in the context of the wider Conifox area. This has demonstrated that the site is suitable for development either as a standalone site, or as part of a larger urban release of green field land. Whilst there are some infrastructure issues which require being resolved, it is considered that these can be dealt with through appropriate mitigation, interventions or developer contributions. A number of these have already been identified elsewhere within Choices.</p> <p>The majority of the site could be delivered for residential development, taking cognisance of areas which may be prone to flooding (a small parcel of land along the southern boundary) or located within the airport safeguard at the south east corner of the site.</p> <p>Our assessment has also demonstrated that the site of East Foxhall could come forward on its own without requiring the allocation of adjacent sites at Carlowrie Caste and Craigbrae.</p> <p>Therefore it is not considered that a place brief would be required to allow</p>	

CEC Housing Study Criteria	CEC +/-	CEC Assessment	AY +/-	Avison Young Assessment – East Foxhall
		network, connections should be made to the adjacent railway path which could form a potential corridor forming part the network, as well as nearby Foxhall House and the River Almond which are considered as potential landscape-scale component forming part of the network. The level of development proposed here and in adjacent sites would require at least one new non-denominational primary school. There would be a partial requirement for one new roman catholic primary school, one new non-denominational secondary school and one new roman catholic secondary school to address growth here and citywide. These requirements should be co-ordinated through a brief for this and other sites identified in Kirkliston.		East Foxhall to come forward in isolation of other sites , however our client would be willing to work with surrounding landowners/interested parties and the Council to produce a place brief as part of a larger expansion to Kirkliston.

2.8 Based on the above assessment we have produced a comparison table between CEC’s assessment of the whole Conifox site and our own assessment of the East Foxhall site.

TOPIC	SDP1 SDA AREAS	ACTIVE TRAVEL			PUBLIC TRANSPORT		COMMUNITY INFRASTRUCTURE			LANDSCAPE CHARACTER	GREEN NETWORK	FLOOD RISK	SUMMARY	
		Does the site support travel by foot to identified convenience services?	Does the site support travel by foot to identified employment clusters?	Does the site have access to the wider cycle network?	Can the site support active travel overall through appropriate intervention?	Does the site support travel by public transport through existing public transport network accessibility and capacity?	Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?	Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?	Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?					If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?
CRITERIA	Does the site fit within an area identified as a strategic development area?	Does the site support travel by foot to identified convenience services?	Does the site support travel by foot to identified employment clusters?	Does the site have access to the wider cycle network?	Can the site support active travel overall through appropriate intervention?	Does the site support travel by public transport through existing public transport network accessibility and capacity?	Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?	Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?	Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?	If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?	Would development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?	Would development of the site avoid significant loss of landscape-scale land identified as being of existing or potential value for the strategic green network?	Would development of the site avoid identified areas of 'medium-high flood risk' (fluvial) or areas of importance for flood management?	Is the site suitable for development?
CEC														
AY														

2.9 As the above assessment which has been undertaken specifically based on the East Foxhall site demonstrates, it is considered that the site would be a suitable greenfield release site, and any infrastructure issues can be addressed through appropriate developer contributions.

Existing greenbelt designation and allocation of site for housing in City Plan 2030

- 2.10 In the current adopted Edinburgh Local Development Plan 2016, the East Foxhall site is identified as greenbelt land outwith the settlement boundary. The runway safeguard area crosses the south east corner of the site.
- 2.11 **In the proposed City Plan 2030, the greenbelt allocation should be removed from the East Foxhall site and for it to be included within the settlement boundary of Kirkliston. The whole site should then be allocated for residential development**
- 2.12 The removal of the site from the greenbelt is justified if the site is to be allocated for residential development, as it would conflict with the policy position for greenbelt, which is not intended to be significantly altered through Choices.
- 2.13 During the examination of the currently LDP, the adjacent Factory Field site was found by the reporter to be a suitable development site and that it should be removed from the greenbelt, included within the settlement boundary, but not fully allocated for residential development.
- 2.14 Regarding the allocation of Factory Field as greenbelt, the reporter tested the site against Policy 12 of SESplan, overall finding that the objectives of greenbelt would not be significantly undermined by housing development at Factory Field, nor would it affect the landscape setting of the city. We have therefore assessed the East Foxhall site against the criteria set out within Policy 12 of SESplan, which is copied below for reference:

"Local Development Plans will define and maintain Green Belts around Edinburgh and to the south west of Dunfermline for the following purpose to:

- a. *Maintain the identity and character of Edinburgh and Dunfermline and their neighbouring towns, and prevent coalescence, unless otherwise justified by the Local Development Plan settlement strategy;*
- b. *Direct planned growth to the most appropriate locations and support regeneration;*
- c. *Maintain the landscape setting of these settlements; and*
- d. *Provide opportunities for access to open space and the countryside.*

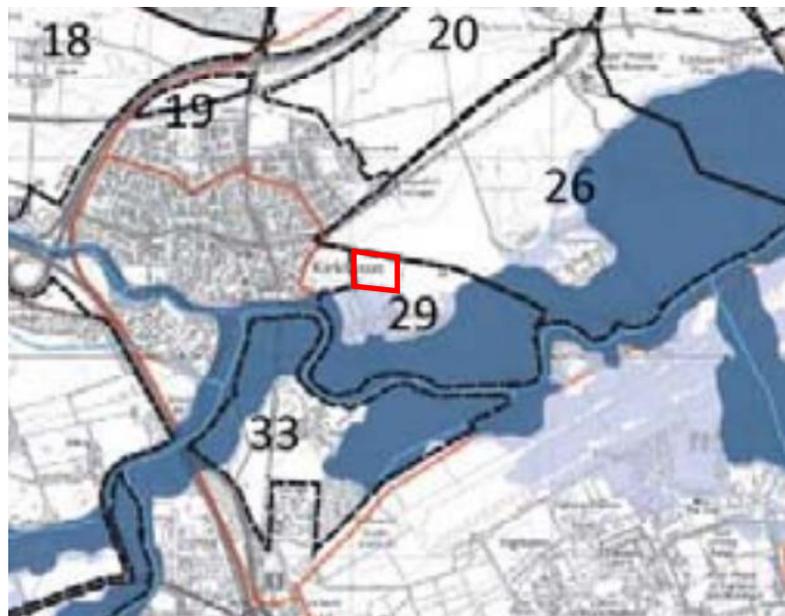
Local Development Plans will define Green Belt boundaries to conform to these purposes, ensuring that the strategic growth requirements of the Strategic Development Plan can be accommodated. Local Development Plans should define the types of development appropriate within Green Belts. Opportunities for contributing to the Central Scotland Green Network proposals should also be identified in these areas."

- 2.15 Taking each criteria in turn:
- The purpose of criteria a) is to prevent coalescence between existing settlements. The development of the East Foxhall site would not significantly increase the settlement boundary to any other nearby

settlement and therefore removing the site from the greenbelt and allocating it within the settlement boundary of Kirkliston is considered to comply with this criteria.

- CEC have already recognised that East Foxhall could form a residential development site and therefore it is considered to be an appropriate location for development. As such, this criterion can be complied with.
- The East Foxhall site is well contained visually, surrounded by high hedges and tree lined field boundaries. It forms part of the study area which is close to the centre of Kirkliston and as such would form a well-integrated and logical urban extension of the town. In accordance with the assessment the East Foxhall site is located to the northern part of the assessment area away from the setting of Foxhall House and gardens which will allow the setting to be protected. This therefore demonstrates compliance with criterion c).
- At present the site is utilised as agricultural land and therefore has no easy access for the public. These proposals would introduce significant open space as part of the development, accessible to all. In addition, the site is well located to existing active travel networks, such as the National Cycle network, providing potential future residents good access to open space and the countryside of surrounding areas, complying with criteria d) of the policy.

2.16 Additionally, the Council have completed a Landscape and Visual Assessment of greenfield sites to support choices, with area 29 (Conifox) under sector 5 covering the East Foxhall Site, as per the below extract. The East Foxhall site boundary has been added for clarity:



2.17 East Foxhall has been assessed as lying within the Local Character Area 10 – Almond Farmland, where site 29 (Conifox) is assessed as having *'some scope to accommodate housing providing that the setting to Foxhall House, Particularly its parkland and walled garden is protected'*. Additionally, the assessment found that the site is *'close to the core of Kirkliston and is visually contained by woodland and high hedges'*. This position is supported by our own technical assessments, which demonstrates the site is well contained by mature planting.

Key Development Principles for East Foxhall

- 2.18 The Development Strategy Document prepared by OPEN identifies an indicative development layout, which has taken account of the variety of site considerations for East Foxhall. In summary, of the total 3.8ha site area, a developable area of 2.7ha has been identified. This could accommodate up to 100 homes, which is appreciated to be below the minimum density which CEC have identified through choice 2 and the principles included for Area 3 of choice 12. However, as discussed further below, it is not considered that a density of 65 per hectare is appropriate in this location.
- 2.19 To enable the delivery of up to 100 homes, the OPEN development strategy identifies a number of key principles for development, which could be included as requirements for East Foxhall if it is allocated within the Proposed City Plan. These are:
- The site could accommodate up to 100 homes, including up to 35 affordable homes (assuming an increase to 35% affordable). The appropriate capacity should be subject to a detailed masterplan exercise, in conjunction with a place brief if forming part of a wider residential allocation.
 - Vehicle access to be taken from the northern boundary, at an appropriate distance from the existing Conifox access.
 - Pedestrian access to be provided from a variety of locations, connecting to the existing pathway network and that proposed by the adjacent Factory Field proposals.
 - New woodland planting particularly to the north and east boundary should be included to bolster the existing planting in these locations and to further protect views into the site.
 - A new entrance space should be created at the north west corner of the site, for pedestrians entering the site from the west and vehicles from the proposed access road location. This would form the first of two areas of open space within the development. A second area of open space along the southern boundary should also be included, allowing open space and an area for SUDS.
 - The southern parkland area should provide stand off to the existing mature trees along this edge, and avoids development being located within the airport safeguard area, which covers the south east corner of the site.
- 2.20 Based on these principles, a development framework plan has been prepared, which is replicated below. For context, the masterplan approved as part of the Factory Field Planning Permission in Principle (17/04517/PPP) is also included.



3. Choice 14 (West Edinburgh), Choice 2 (Densities) and Choice 4 (Place Brief)

Choice 14 – West Edinburgh

- 3.1 The Council recognises that West Edinburgh could deliver a substantial quantum of various types of development, given its location close to Edinburgh Airport, the existing allocations for the International Business Gateway and residential sites, as well as the city deal funding which seeks to maximise the use of the existing infrastructure in the area. This is also in the context of the current study which is being undertaken between the Council and partners (including Scottish Government) to consider the full potential of West Edinburgh.
- 3.2 We are aware that at tender stage for this study, the boundary was not set as to the land of which the study would consider, however we believe that the West Edinburgh area is similar to that included within SESPlan. In this regard, Kirkliston is located at the very edge of the West Edinburgh Area. Indeed, the Council within Choice 13 recognise that Kirkliston is a separate area to West Edinburgh, as identified by maps 15, 16, 17 and 18, all of which are areas within the 'west Edinburgh' search zone set out under Choice 14.
- 3.3 It is for this reason, that whilst our client supports the 'area of search' principle, they do not believe that it should extend as far north west as Kirkliston, as this has been demonstrated to be a separate location elsewhere in Choices. If the area of search does extend as far as Kirkliston, then our client considers that allocations should be made for some sites to ensure that they are properly tested through the development plan process and to provide a degree of certainty that a) the city's housing numbers can be sufficiently met and that b) the development industry is considering the development of sites in the most appropriate location. Therefore, East Foxhall should be allocated, and Choice 14 should not prevent this from taking place.
- 3.4 It is however considered that the infrastructure which is proposed to West Edinburgh such as education facilities, can be of benefit to a wider area than just West Edinburgh and could, for example, provide the additional school capacity required for further greenfield release on sites such as East Foxhall if it is brought forward on its own, without the wider Kirkliston release, subject to appropriate developer contributions.

Choice 2 – Improving the Quality, density and accessibility of Development

- 3.5 Choice 2 proposes a revision to the Council's density policies to make best use of the limited space in our city and to ensure that sites are not under-developed. Whilst our client recognises the importance of an increased density, this should only be undertaken in appropriate locations. The development of East Foxhall is not considered appropriate for a density of at least 65 dwellings per hectare.
- 3.6 As part of the planning application for the neighbouring Factory Field site, within the Design Statement a review of densities elsewhere within Kirkliston was prepared. This demonstrated, that within Kirkliston, a density

of between 23 and 34 units per hectare was more common, and therefore new development should be of a similar density, particularly at edge of settlement locations

- 3.7 As such, we object to a blanket approach of a minimum of 65 dwellings per hectare and encourage CEC to introduce a policy aimed at maximising density, subject to site specific considerations, rather than a blanket approach which could lead to inappropriate densities particularly on edge of settlement sites.

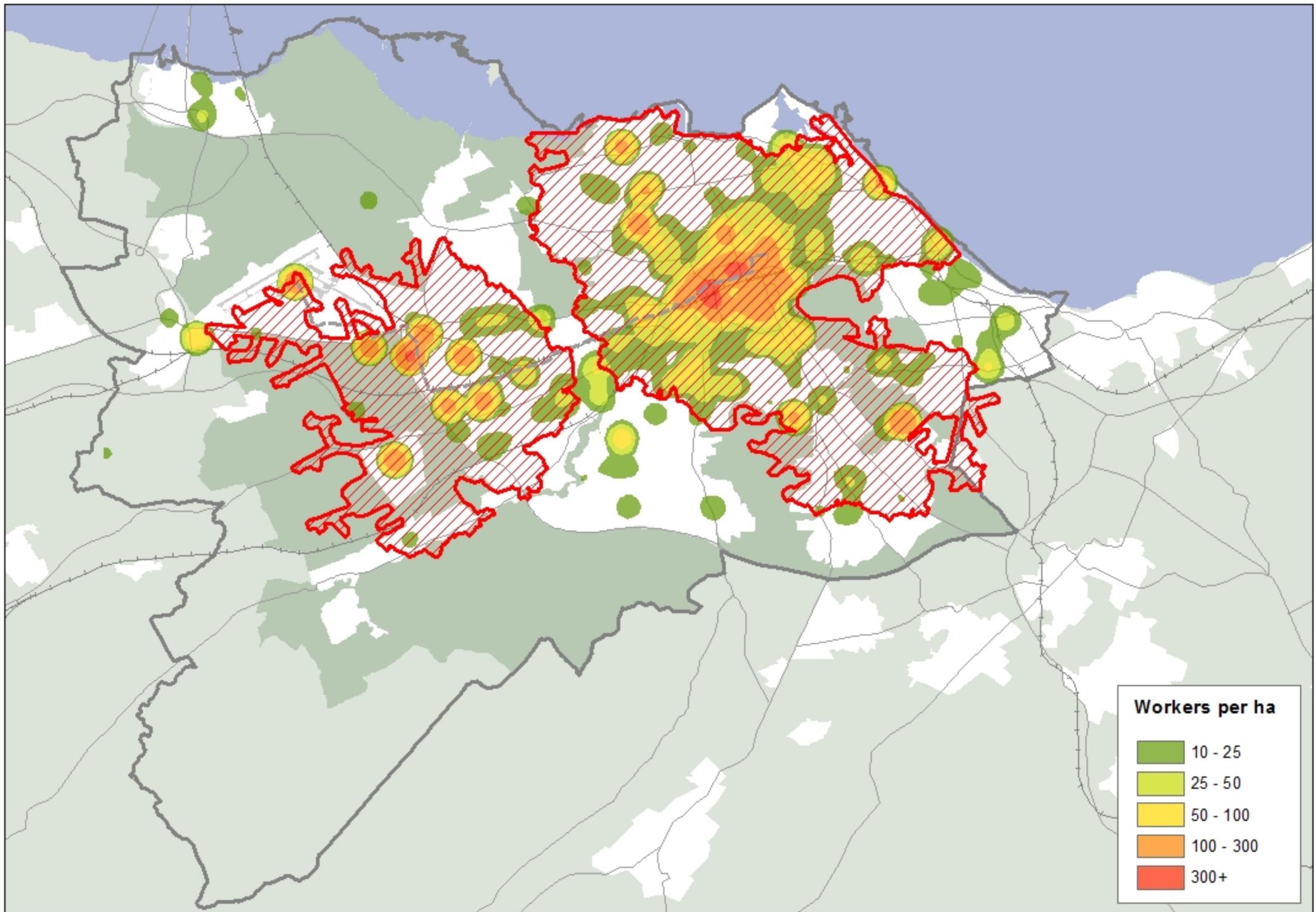
Choice 4 – Creating Place Briefs and supporting the use of Local Place Plans in our communities

- 3.8 Under Choice 4, the Council advises they want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 to highlight the key elements that design, layout, open space, biodiversity net gain and community infrastructure development should deliver.
- 3.9 Our client supports the preparation of such a Place Brief for their site at East Foxhall in the context of a wider release of land to the north of East Foxhall, however this should not be required should East Foxhall be allocated in isolation to this wider release. It is considered that a place brief should only be required where proposals are of a scale large enough to include other forms of development, such as a local centre or community facilities which a full release of land at Kirkliston could deliver.

4. Summary and Conclusions

- 4.1 On behalf of our client, we welcome this opportunity to submit representations to Choices for City Plan 2030.
- 4.2 These representations support the identification of East Foxhall as a residential development opportunity for inclusion within City Plan 2030. The assessment contained within these representations and the supporting technical information have demonstrated that East Foxhall has the potential to deliver residential development either on its own, or as part of a wider greenfield release, alongside land to the north of our site. The development of the site could also deliver new housing to help meet the city's housing needs and provides the opportunity to realise a high quality site-responsive placemaking solution which will contribute positively to the local area.

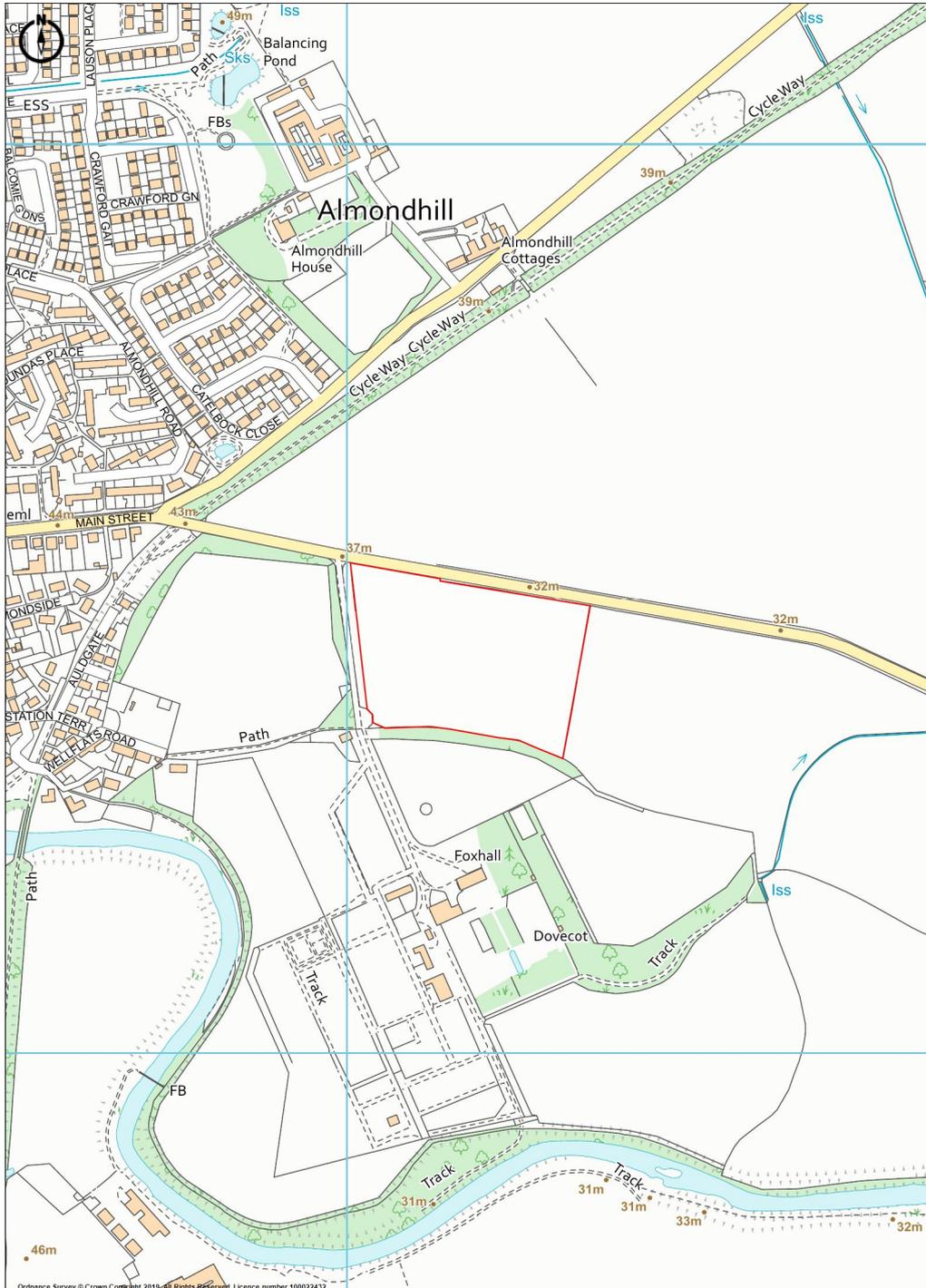
Appendix 1
City of Edinburgh Council
Employment Clusters Walkability
Plan



Appendix 2

Location Plan

East Foxhall - Location Plan



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Representations to 'Choices for City Plan 2030' 'East Foxhall', Kirkliston

Technical supporting information

April 2020

- 1. DEVELOPMENT PRINCIPLES**
- 2. FLOOD RISK TECHNICAL NOTE**
- 3. TRANSPORT TECHNICAL NOTE**

DEVELOPMENT PRINCIPLES



East Foxhall, Development Strategy

Information to support representation to the Main Issues Report
Choices for City Plan 2030

Revision: A
Date: April 2020

1. Introduction

1.1 Purpose of this document

This response to the Choices for City Plan 2030 has been prepared by Optimised Environments Limited, 'OPEN' on behalf of Avison Young. The document forms a supporting study to accompany the representation prepared by Avison Young on behalf of the client and promotes the allocation of land at East Foxhall, Kirkliston for the purpose of residential development within Kirkliston.

The East Foxhall site area, is located on the eastern edge of Kirkliston and extends to approximately 3.8 hectares, see figure 2. Its topography varies but is generally considered to be level for the purposes of development and is currently used for agricultural purposes. The boundaries to the north, south and east are well defined by established high hedges and tree planting. The western boundary is defined by a hedge separating the site from the access drive to Conifox Adventure Park and Foxhall House.

OPEN believes that the site has the capacity to accommodate up to 100 family homes either as a standalone residential development or as a part of a strategic growth option at Kirkliston for the delivery of the new housing requirement through Greenfield release set out in the Choices for City Plan 2030.

This study has been prepared to demonstrate how appropriate development on the site can complement the objectives the Choices for City Plan, such as the green network, provide a robust Greenbelt edge and connect to and integrate as part of the planned growth of Kirkliston.

The document will through analysis and development of a strategy illustrate how the site at East Foxhall could provide a logical and well considered site for the sustainable growth of Kirkliston. OPEN's findings underpin the view that the site should be removed from the Greenbelt and allocated for residential development.

1.2 Planning context

A separate Planning Statement has been prepared by Avison Young to support the representation to the Choices City Plan 2030, which sets out the full planning context for the site and reviews the relevant policy context. The following section provides a brief summary of the Key Policy Context which has influenced the proposals for the site.

The Edinburgh Local Development Plan (LDP) was adopted in November 2016. Figure 1 opposite is an extract of the Local Development Plan 2016 with the site area identified. The site is allocated as Greenbelt as is the land to the north, east and south.

To the west the adjacent land has been removed from the Greenbelt, included within the settlement boundary and has subsequently been granted Planning Permission for residential development. The historic core of Kirkliston is covered by a Conservation Area and includes a number of A and B listed buildings. The proposed development site is not covered by the Conservation Area.

To the south east of the site there are a number of B listed buildings within the Foxhall Estate. The Foxhall Estate and Adventure Play area, including the listed buildings and access drive will remain separate to the site area.

The River Almond to the south of the site area and the disused railway corridor which encompasses Core Path 10 to the west of the site are both designated as Local Nature Conservation Sites (LNCS).

The land surrounding the River Almond up to the southern boundary of the site is defined as Areas of Importance to Flood Management.

The LDP also identifies the south eastern corner of the site as land Safeguarded for Potential Additional Runway. This allocation does not allow for built development in the area identified.

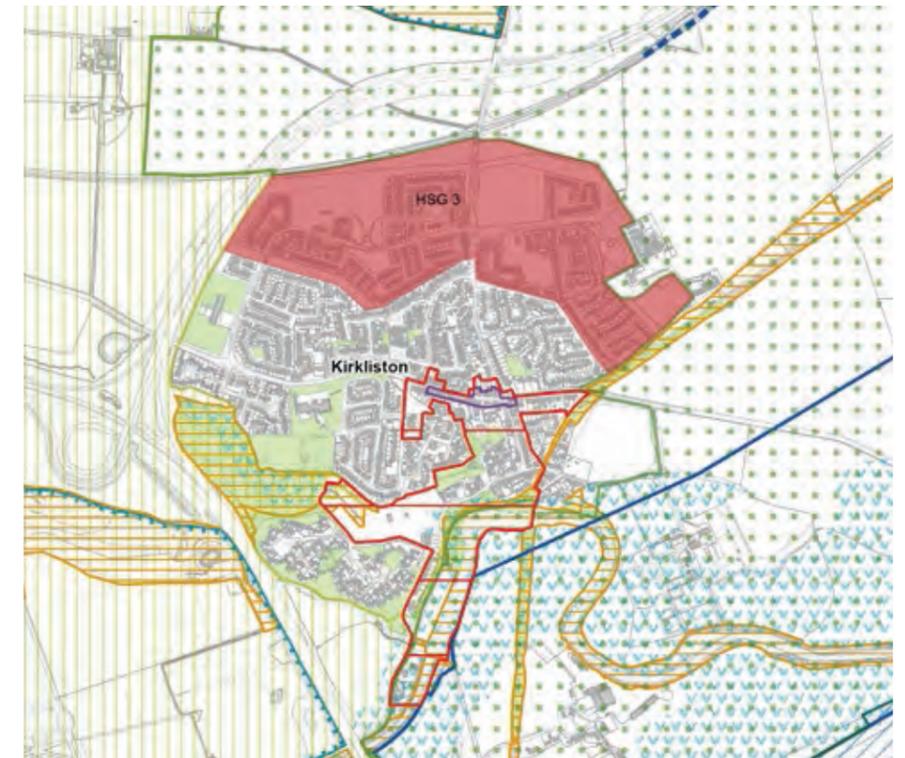


fig. 1: Site location and Local Development Plan context, ELDP 2016 Extract

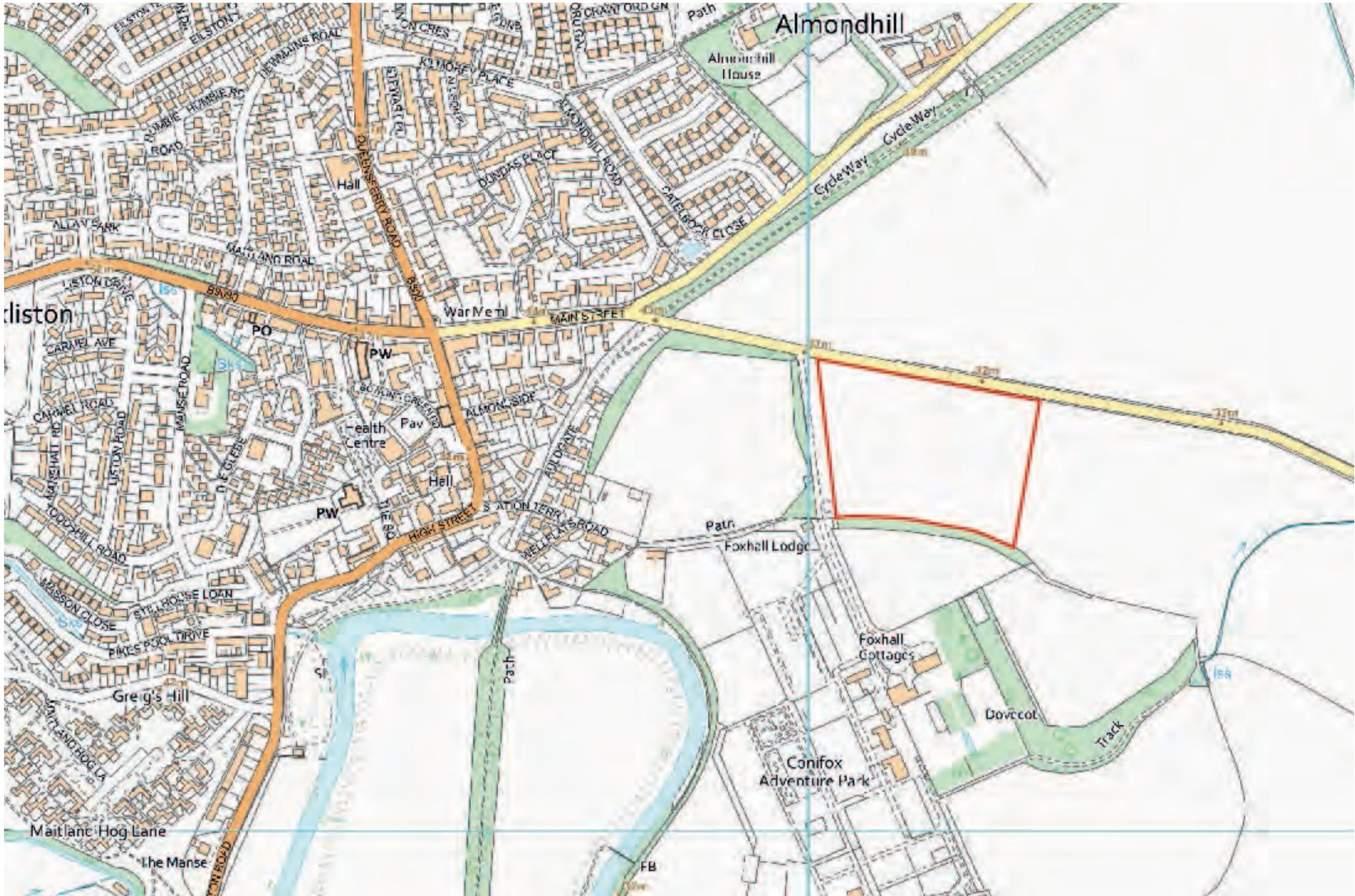


fig. 2: The site location

2. Site context

2.1 Site location

The site area, as shown adjacent figure 3, encompasses 3.8Ha located on the eastern edge of Kirkliston approximately 500m from the town centre.

The site area is located to the south of the minor road which further west becomes Kirkliston Main Street and provides a direct connection to the town centre and other routes from Kirkliston.

To the west of the site area, the adjacent field has been removed from the Greenbelt and has subsequently been granted Planning Permission for residential development. The access road to Foxhall House and Conifox Adventure Park separates the allocated development site from the East Foxhall site subject of this study.

2.2 Local Amenities

The following section looks at the site area context, considering the existing context and historical context, and the setting of the study area before looking at the context for change.

Local amenities

A key asset of the site area is the proximity to the centre of Kirkliston, the primary school, public transport links and many other local amenities.

Kirkliston has grown from the centre located at the cross roads of the Main Street (B9080) and Station Road (B800) where the majority of local shops and amenities are located.

It can be seen from figure 3 that the majority of local amenities and facilities located within Kirkliston fall within 800m (approximately 10min walk) of the site area including local shops, community centre, health centre and church. Only the leisure centre is out with the 800m radius of the site, with the Primary School just over 1km from the site. The proximity of these facilities to the site, within comfortable walking distance, will make the use of local facilities attractive to residents of the site area and support good integration with the community.

The focus of commercial activity is along Main Street where there are a number of local shops, a post office, a local pharmacy, pub, cafes as well as some community facilities such as a nursery.

Conifox Adventure Park and Conifox Restaurant are located immediately to the south a short walk from the site area.

Also located within the centre are a number of other amenities such as the library, Health Centre, Parish Church and church hall (former Free Church). Station Road is a focus of activity with the library, its associated car park and the Council's local office. The bowling green and its club is an important leisure use.

Conservation area

Much of the centre of Kirkliston is designated as a Conservation Area. The Conservation Area lies south of the main crossroads and Main Street. Although large parts of Main Street are not included, the Conservation Area Character Appraisal recognises that boundary changes to include parts of Main Street would help to preserve the townscape. The identified area is focused on the Parish Church, The Square and the High Street but also stretches south down to encompass the remote manse and the group of buildings at Breastmill. The boundary encompasses the River Almond as it passes the town resulting in a significant proportion of the Conservation Area comprising open space rather than buildings.

The boundary of the Conservation Area recognises the importance of this area of the town and how the urban character, although evolving, extends to the south along the approach roads and river, recognising that different identities are evident across the core of the settlement. The Conservation Area does not extend, or is adjacent to, the site and any development would not impact upon it but should be acknowledged in the design.

Schools

The site falls within the catchment areas of the non denominational Kirkliston Primary and Queensferry High schools in the City of Edinburgh Council.

The nearest school is Kirkliston primary school, located to the west off the Main Street just over 1km from the site area.

Open space and play areas

The CEC North West Open Space Action Plan 2017 identifies the majority of Kirkliston as having access to good quality local greenspace. There are some small areas around the edge of the settlement, including on the eastern edge adjacent to the site which do not have access to good quality Local greenspace.

Allison Park and Pikes Pool provide the main area of public open space within the towns. Located to the west of the town centre next to the school it is approximately 1km from the site.

More formal areas of open space including sports pitches are located as part of the sports centre development to the west of the town.

The Open Space Audit (2016) identified a number of local green spaces which have been created through the new housing development to the north of Kirkliston including some new allotments. New publicly accessible parkland and play facilities have been created to serve the expanding community of Kirkliston. The new play facilities at Kirklands Park and Almondhill Park will help address the limited access to good play areas within Kirkliston.

We believe that the envelopment of Factory Field to the west will improve the accessibility to open space as the proposal include significant open space along the southern boundary with good connections to the Core Path network and open space along the River Almond to the south.

To the south of the site area Conifox Adventure play has recently opened and whilst privately run provides a popular amenity within the community, with cafe and large areas of outdoor play.

2.3 Access and connectivity

Pedestrian and cycle access

There currently exists a well-established network of footways and footpaths within the local area, allowing easy access from the centre of Kirkliston and local facilities to the wider path network.

CEC Core Path 10 passes along the disused railway to the west of the site providing good connections for pedestrians and cyclists. CEC Core Path 11 to the south and other informal paths adjacent to the site make it both a easily accessible site and an area with good links to the town centre.

Public transport

There are a number of bus stops on both Queensferry Road and Main Street within 800m of the site area providing good public transport links to the City of Edinburgh and West Lothian.

Existing roads

The site is easily accessible both on foot and by car via the road that forms the site boundary to the north. This road includes a footpath on the northern side of the road.



fig. 3: Site context

Scale 1:4000 @ A3



2.4 Historic growth of the town

A series of historic maps on the following pages show the proposed development site in the context of the growth of Kirkliston since 1900. There are a few key points to consider when assessing the sites suitability for development. The plans show how Kirkliston has grown from a small community centred around the cross roads of Queensferry Road and Main Street. This area still forms the core of the town, which the site area is in close proximity to and easily accessible on foot.

The railway (which was closed in 1966) historically defined an eastern edge to the town, however, since it has closed and now forms part of the Core Path network, new housing has had planning permission approved (Factory Field) on the field between the Core Path and the East Foxhall site area.

In recent years the town has expanded rapidly to the west and north away from the historic centre of the town. As the town has expanded and changed, so too has the character of the approaches to the town along the B9080 and Queensferry Road transitioning from rural to a urban edge character. The new housing areas to the north have provided a wide range of family homes and are typically developed by standard house types by mass housebuilders. Whilst popular the scale, design and materials of the modern developments have often failed to reinforce the historic character of Kirkliston. Further, much of the new housing areas are located to the north of the town, remote from the centre and with no local amenities. The East Foxhall site is closer to the town centre than some new areas to the north and could help support local shops and businesses.

The site area has been retained in agricultural use throughout the period shown on the maps opposite.



fig. 4: Historical Development Map 1900



fig. 5: Historical Development Map 1920



fig. 6: Historical Development Map 1950



fig. 7: Historical Development Map 1960



fig. 8: Historical Development Map 1970

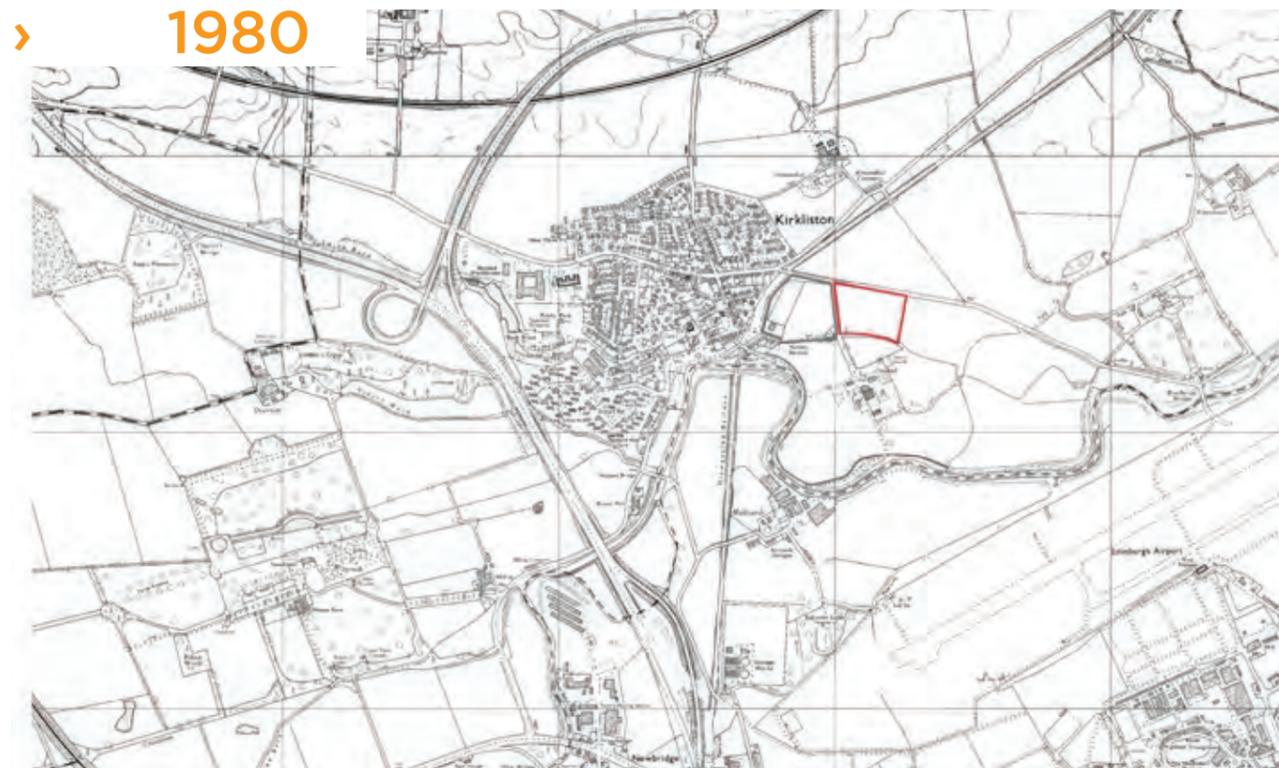


fig. 9: Historical Development Map 1980



fig. 10: Historical Development Map 2012

2.5 Planned growth of Kirkliston

The Choices for City Plan 2030 presents a number of strategic growth options for the delivery of the new housing requirement through a large Greenfield releases. One of the areas being considered for strategic Greenfield release is Kirkliston, see figure 11, where the proposed site is located within the land identified for housing led development.

City Plan 2030 Housing Study Greenfield Site Assessment

To inform the City Plan Development Options a comprehensive assessment of greenfield land was undertaken to assess what land has development potential while still contributing to the SDP1 spatial strategy, minimising effect on landscape character and making best use of existing infrastructure in line with Scottish Planning Policy.

The proposed site at East Foxhall was assessed as part of this study, it falls under the title of Conifox, which relates to a slightly wider area including the site but also additional land to the south.

Greenfield Site Assessment – Conifox

The study includes an assessment of the Greenfield sites under the following headings

- Active travel
- Public Transport
- Community Infrastructure
- Landscape character
- Green network
- Flood risk

In the following section a response is provided to the findings of the Greenfield Site Assessment relating to Landscape character, Green network as well as the overall summary. A response to the transport and flooding issues is included in the Planning Statement and other supporting documents.

Landscape Character

Some scope is identified for development on parts of this site as it is visually contained by woodland and high hedges and is close to the core of Kirkliston. Development should be limited to locations away from the areas of flood risk and importance for flood management, and respect the setting of Foxhall House, its parkland and walled garden.

Response - The east Foxhall site is well contained visually, surrounded by high hedges and tree lined field boundaries. It forms part of the study area which is close to the centre of Kirkliston and as such would form a well-integrated and logical urban extension of the town. In accordance with the assessment the East Foxhall site is located to the northern part of the assessment area away from the setting of Foxhall House and gardens which will allow the setting to be protected.

Green network

The site may be considered of value for the strategic green network, due to lying within an area identified as a green network opportunity adjacent to the River Almond, Kirkliston and West Edinburgh. Potential has been identified to protect the setting and parkland of Foxhall House as well as provide an attractive riverside park and recreational routes to enhance the landscape setting of Kirkliston alongside any potential development on this site.

Response - The site at East Foxhall is located to the north of the wider study area so would have minimal effect on the setting of Foxhall House. New areas of woodland planting and open space within the site area can be identified to help ensure the protection of existing trees and the setting of Foxhall House. Further the areas of open space and path links can also be designed to contribute to the wider aims for a well-connected green network along the River Almond and setting of Kirkliston.

Flood Risk

A large area of the site has SEPA-identified areas of medium-high flood risk and areas of importance for flood management, covering a wide area to the south along the River Almond floodplain, but not covering a small area to the north-west of the site where potential scope for development is identified.

Response - The site area does not fall within the SEPA 1 -200year flood risk area. A Flood Risk Assessment has been undertaken and informed the proposals contained in this document. Areas at risk of flooding or required for flood management will be protected as an open space and not identified for built development.

Summary Comments

Is the site suitable for development? Yes

The site is considered suitable for development, despite not being within the SESplan Strategic Development Areas as set out in its spatial strategy and poor accessibility. The site should be considered as an urban extension of Kirkliston. Any development should have regard to improving Burnshot Road for active travel and public transport, upgrading the adjacent railway path as a suitable active travel route, the need for a new secondary school in Kirkliston and the lack of existing settlement boundary east of the existing urban area. Although public transport access remains poor and no intervention is identified to address this, measures to mitigate this through minor intervention should be investigated. As the site is not within the SESplan spatial strategy it should be considered as a reasonable alternative to other sites within the Strategic Development Areas.

Only a small part of the site is considered developable and this should be considered alongside adjacent sites at Carlowrie Castle and Craigbrae.

Development of the site will result in a new settlement boundary east of the existing village and opportunities to enhance screening by tree planting in relevant areas should be considered. Accessibility improvements are required to enable development, and improvements to the railway path adjacent to the site to make it suitable as an active travel route should be delivered as well as improvements to Burnshot Road to improve walking and public transport. A strategy for improving public transport access to this area should be considered. As part of the development of a wider strategic green network, connections should be made to the adjacent railway path which could form a potential corridor forming part the network, as well as nearby Foxhall House and the River Almond which are considered as potential landscape-scale component forming part of the network.

OPEN agree with the findings of the site assessment and support the inclusion of part of the East Foxhall site as part of a wider strategic housing development. The site benefits from its proximity to the existing centre and attractive setting as a such could form an important part of the sustainable growth of the town.

The site analysis and site proposals contained in sections 5 and 6 of this document will demonstrate how the East Foxhall site could be developed in a manner to meet the principles set out in the City Plan 2030 for the strategic growth of Kirkliston.



fig. 11: City Plan 2030 greenfield release plan over layered on aerial with East Foxhall site identified

3. The site

3.1 Site description

Due to the current agricultural use of the site, features within the site are limited and the site character is defined by its boundaries, landscape setting and topography. The photos opposite and Figure 14 on the facing page have been included to help describe the site.

The site is 3.8ha and is currently used for agricultural purposes. The sites topography varies but is generally considered to be level for the purposes of development. There is a small level change across the site, falling from a high point of 33.8m AOD in the north west corner to a low point in the south east of 31.8m AOD.

The site area does not fall within the SEPA 1 -200year flood risk area which abuts the southern boundary of the site. A separate Flood Assessment has been prepared which identifies parts of the site that are at risk of flooding (1-200year + 40% for climate change), these are identified on figure 26 of this document and cover parts to the south east of the site.

The northern boundary, see figures 20 and 21 , of the site is defined by a high mixed hedgerow which separates the site from the minor road to the north.

The western boundary, see figure 12, addresses the drive which provides access to Foxhall House and Conifox Adventure Park to the south, the access drive will remain separate to the site area. A hedge has been planted along the fence line as well as some new trees although these are young and do not currently enclose the site. The new hedge has replaced a number of mature trees which have recently been felled due to disease and danger of uprooting. The new hedge which has recently been planted is expected to reach 10ft+ in the next three years, this is demonstrated by the hedge at the other side of the driveway. A footpath is located parallel to the track to provide pedestrian access to Conifox Adventure Park.

The southern boundary, see figure 13, is clearly defined by a stone wall with mature trees to the south outside the site area. The mature woodland acts to enclose the site and protect the setting of Foxhall House and Parkland to the south.

The eastern boundary, see figure 19, is defined by a tree lined field boundary. The mixed planting is not mature, however, planted densely it does offer a sense of enclosure to the sites area. Views through the eastern boundary are possible to the south east.

The following section of the document contains photos of the site and the site context to better describe the site and understand the site character.



fig. 12: View of site from north west.



fig. 13: View of site from south west.



fig. 14: Site area on aerial photo

4. Landscape appraisal

4.1 Designations

The site and its surroundings are not covered by any known international or national landscape-related planning designations. The site is allocated as Greenbelt.

To the west of the site the historic core of Kirkliston is covered by a Conservation Area and includes a number of A and B listed buildings. The proposed development site is not covered by the Conservation Area.

To the south east of the site there are a number of B listed buildings within the Foxhall Estate including Foxhall House. The Foxhall Estate and Conifox Adventure Play, including the listed buildings and access drive will remain separate and unconnected to the site area. The woodland which defines the southern boundary of the site is defined as ancient woodland as is much of the woodland within the Foxhall Estate to the south.

The River Almond to the south of the site area and the disused railway corridor which encompasses Core Path 10 to the west of the site are both designated as Local Nature Conservation Sites (LNCS).

4.2 Landscape character

The site lies within a landscape type identified as Lowland Farmland within the Edinburgh Landscape Character Assessment (2010). This landscape type is common to north-west Edinburgh interspersed with Settled Farmland and Policy Landscapes. The site lies within the landscape character area named 'Almond Farmland'.

Scenic qualities of the character area are noted in the Edinburgh Landscape Character Assessment to relate to the 'undulating landscape with areas of woodland, and forming the lowland catchment for the River Almond', noting that only parts of this landscape are visible from main road and rail corridors.

In relation to the proposed site, parts of the 'Almond Farmland' character area to the north east of Kirkliston are visible from eastern edges of Kirkliston, elevated sections of the M90 and the minor roads that cross the landscape. This is due to a more open field pattern, less field boundary trees and more elevated topography. This is in contrast to the site area which is not as visible due to enclosing field boundary vegetation and it being a lower elevated part of the character area.

The Edinburgh Local Development Plan (LDP) was adopted in November 2016. Within the plan, the site is not subject to any landscape designations, which would contribute to or denote a higher valued landscape context either in relation to scenic, cultural or landscape quality. The site as well as the land immediately to the north, east and south of the proposed development site is identified as Greenbelt land.

4.3 City Plan 2030 Landscape and Visual Assessment of Greenfield sites

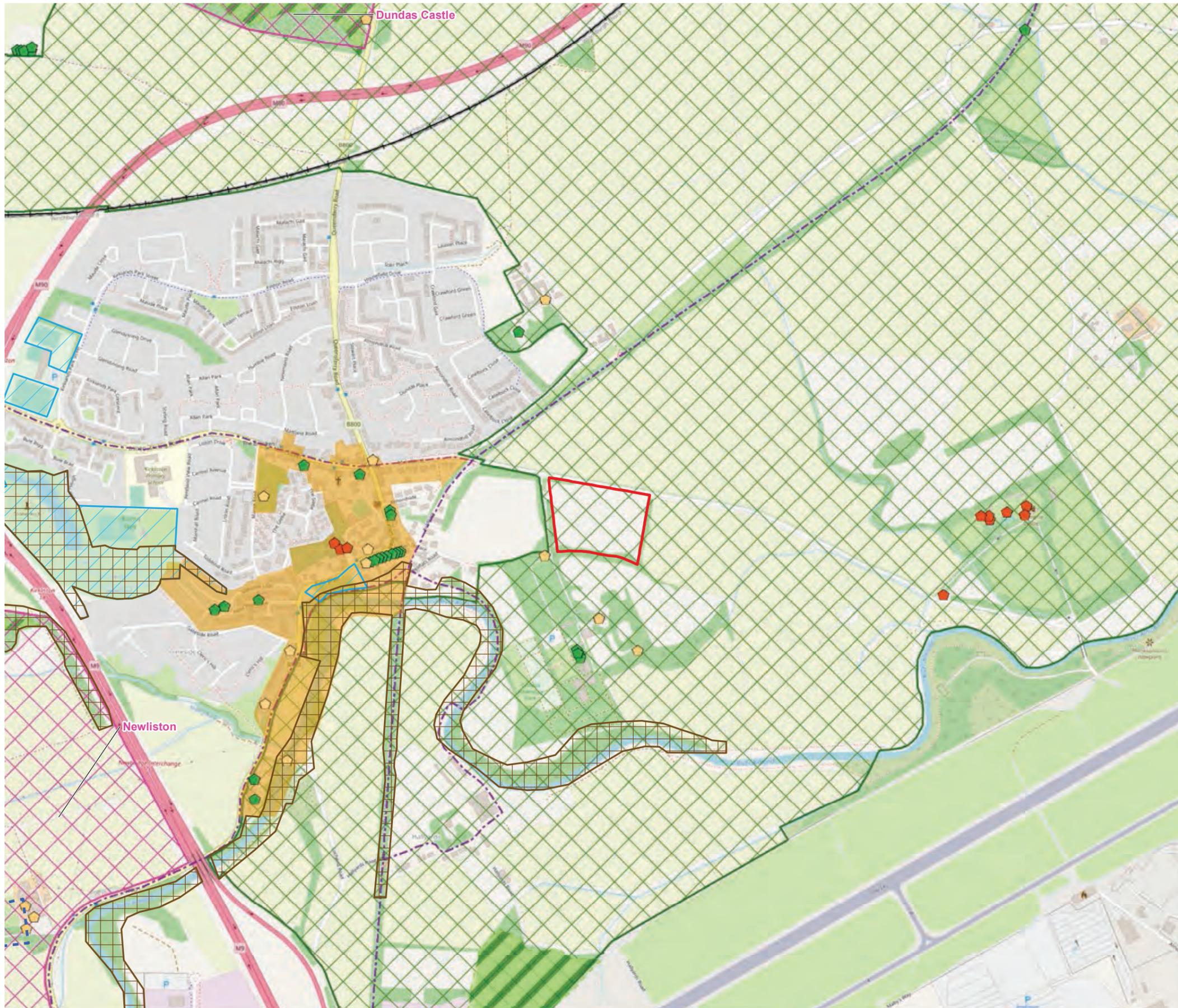
A Landscape and Visual Assessment of Greenfield sites was prepared in April 2019 to support the preparation of the Edinburgh City Plan 2030. This study considered opportunities and constraints for housing development on greenfield areas across Edinburgh. The study focused on landscape and visual issues and will form part of the suite of environmental, social and sustainability information evaluated by the Council in the emerging City Plan 2030.

The site at Foxhall East was considered as part of the wider Conifox study area which encompasses land to the south and east of the site area. The Assessment and conclusions on scope for development concludes;

'CAA 29 comprises the former plant nursery of Conifox which was closed in late 2018. While much of this area lies within the floodplain of the Almond, it is close to the core of Kirkliston and is visually contained by woodland and high hedges. There is some scope to accommodate housing in this area, provided that the setting to Foxhall House, its parkland and walled garden is protected. There may also be opportunities to create an attractive riverside park and recreational routes in this area to enhance the landscape setting of Kirkliston'

OPEN support the findings of the Landscape and Visual Assessment which concludes that the East Foxhall site does have scope to accommodate residential development. The East Foxhall site is not located within the floodplain and will have minimal impact upon the setting of Foxhall House, its parkland and walled garden which are located to the south of the site area.

Through analysis and development of a strategy, this document will illustrate how the site at East Foxhall could provide a logical and well considered site for residential development as part of Kirkliston. OPEN's findings underpin the view that the site should be identified as an area for residential development, either as a stand-alone development site or as part of a wider strategic growth opportunity as set out in the City Plan 2030.



- Legend**
- Site Boundary
 - Listed Building (Category)**
 - ◆ A
 - ◆ B
 - ◆ C
 - Area of Outstanding Landscape Quality
 - Protection of Open Spaces
 - Site of Importance for Nature Conservation
 - Core Path
 - Railway
 - Ancient Woodland Inventory
 - Conservation Areas
 - Garden and Designed Landscape
 - Greenbelt

fig. 15: Landscape designations

4.4 Photos of the site and context

The photos on the following pages are intended to illustrate some of the key characteristics of the site area and its immediate context. A description and summary of the landscape setting is contained in section 4.5 of this document.



fig. 17: Viewpoint 1 - View of the site from the south west corner. This view shows the boundary of the site to the Conifox access drive and footpath with newly planted hedge and tree planting. The southern boundary of the site is well defined by a stone wall with mature woodland separating the site from the Foxhall estate to the south.



fig. 18: Viewpoint 2 - View of the site from the access gate on the northern boundary. This view clearly shows the mature woodland to the south of the site which does not allow views through to Foxhall estate. The tree planting on the eastern boundary is less mature and should be reinforced to better enclose the site area.



fig. 19: Viewpoint 3 - View of the site from the minor road. The northern boundary of the site is well defined by a high hedge.



fig. 20: Viewpoint 4 - View of the hedge which defines the northern boundary of the site.



fig. 21: Viewpoint 5 - View of the hedge which defines the northern boundary of the site and access gate.



fig. 22: Viewpoint 6 - This view looking east along the B980 (Bridge over Newbridge - Queensferry Footpath).



fig. 23: Viewpoint 7 - This view is looking south from the Queensferry Footpath (Burnshot Rd Access). This view shows how well contained the site is by surrounding high hedges and areas of woodland. It also highlights the woodland character of the area surrounding the site.



fig. 24: Viewpoint 8 - Newbridge - Queensferry Footpath (Bridge over Almond)



fig. 25: Viewpoint 9 - Lochend Road

4.5 Views within the site

The site is bounded by existing vegetation on three sides, views into the site are restricted to close up views through this existing vegetation or from the Conifox access drive which defines the western edge and as such the surrounding landscape is not often evident. From the existing access gate into the site on the northern edge views into the site can be appreciated.

Viewpoints 1 and 2 show that the main area of the site, an open agricultural field, gently slopes from north to south. Viewpoint 1 was taken from the south west corner of the site, and shows the western boundary to the Conifox access drive and footpath. A new hedge and tree planting follows the boundary of the site. This does not currently provide any containment or enclosure to the site area, however the woodland to the west does. Additional planting should be considered along this boundary to help further contain the site in due course and reinforce the woodland character of the Foxhall estate. This view also shows the mature woodland within Foxhall estate to the south that follows the stone wall which defines the southern boundary. This woodland acts to separate the site from the wider estate landscape to the south.

Viewpoint 2 is from the access gate on the northern boundary. This view shows how all sides of the site appear to be tree lined with more densely wooded areas to the south. The western edge is currently open to the access drive, however, the woodland beyond this acts to enclose the site from the surrounding area. The trees and hedges vary in age, height and species but as a boundary treatment, the strips of woodland and hedges, combine to enclose the field from the surrounding landscape.

As a result, views within the site are largely internal in nature due to the tree planting that bounds the site which restrict views out to the surrounding countryside. The exception to this is from and to the western part of the site where views to the Conifox access drive and footpath are possible. Long distance views to the east (The Pentland Hills) are also possible through parts of the eastern boundary where the tree are less dense.

4.6 Views to the site

Views from the east are limited to views from the B980, see view point 3, 4 and 5. Distant views from the east are limited to the section of B980 between the site and a bend in the road on the way to Carlowrie Estate. From the B9080 the site appears well contained by surrounding woodland and high hedges. The field boundaries are set against the backdrop of the estate woodland and as such add to the character of the area.

View point 3, which has been taken on the B9080 at the north east corner of the site shows the high hedge which defines the northern boundary and woodland planting which defines the eastern boundary. It is proposed that the woodland edge along the eastern edge of the site and the northern edge would be reinforced with additional tree planting to create a more substantial woodland structure surrounding the site. This planting would obscure the proposed development from more distant views from the east along the B9080.

Closer to the site, View point 4 and 5, where views of the northern edge of the proposed development are available, the high hedge which defines the boundary is clear. The intention is to retain the hedge and bolster this edge with further woodland planting to better contain the site and protect the 'wooded' character of the area surrounding Foxhall estate.

Views of the site from the north are currently restricted by the existing high hedge that follow the northern edges of the site and the mixed woodland and trees to the west. View point 6 is taken from the footpath on the B9080 on the bridge that crosses the Newbridge to Queensferry footpath, where views of the northern edge of the proposed development are available. The photo (taken in summer) highlights the woodland character of the area and reinforces the importance to bolster the planting along the northern and eastern edges of the site to retain this character. Whilst the proposals for the allocated site to the west suggest a more permeable landscape edge to the road, the location of the Foxhall East site on the edge of the settlement suggest the site should be contained by planting to provide a transition to the rural landscape beyond and define a robust Greenbelt boundary.

Further to the north, along the Newbridge to Queensferry footpath, there is an opportunity to look south towards the northern edge of the development from where steps access the footpath from Burnshot Road (View point 7). Views of the high hedge along the B9080 is possible along with the mature trees to the south. Without any additional planting along the northern boundary the upper floors and roof tops of buildings would be visible against the backdrop of the mature trees within the Foxhall estate.

Views from the south, Viewpoints 8 and 9, are restricted by the existing mature trees that follow the southern edges of the site and the riparian vegetation and mature trees that follow the corridor of the River Almond. Foxhall estate and Conifox adventure park lies immediately to the south of the site and the trees within these areas are relatively large in size, which adds to the visual screening of the site area from locations to the south including those immediately south of the site.

Overall, it is considered that the change to the visual context of Kirkliston from these views is minimal and that views from the south are, on the whole, protected from notable visual effects by the substantial amount of buildings and mature tree planting within and surrounding the southern edges of the Kirkliston settlement.

4.7 Summary of Views

Views into the site are restricted to close up views through the existing vegetation or from the access drive to Conifox and as such other landscape features or distant landscape elements are not often evident.

As the majority of the existing field boundary trees and vegetation along the north, south and east boundaries of the site would remain unchanged or otherwise enhanced, it is considered that the proposed development would only introduce minor changes to views experienced in the immediate area of the site. The development proposed on this site would not be visible from the majority of the surrounding landscape and visual resource apart from views immediately to the north where additional woodland planting will help enclose the site and retain the wooded character of the area to the south. Retention and enhancement of this existing landscape structure will also limit the degree of development potentially visible from farther afield such as from more elevated positions to the north and south where the roofline of the proposed development may potentially be viewed above the existing trees or through the canopy during winter months.

Overall however, and given the limited extent of changes to existing views, the introduction of the proposed development is not considered to substantially alter the visual amenity or suburban/rural fringe character of the area already present within the context of the settlement fringes of east Kirkliston. There will be an impression of the land changed from an open field bounded by woodland to an area of housing bounded by woodland.

5. Site assessment

5.1 Site assessment

The plan opposite, figure 26, illustrates the key aspects of the East Foxhall site that will shape and inform the layout of any development on the site to ensure it is technically viable and does not negatively impact upon the landscape setting.

The key aspects of the site that should be considered are;

- The site is well generally well defined and visually contained by surrounding woodland and high hedges. This is recognised in the City Plan 2030 Greenfield Site assessment and the areas of planting should be retained and enhanced as part of the development character.
 - Development should be kept away from the southern boundary to ensure the existing mature trees are protected. An area of open space along the southern boundary will help protect the trees and also help with flood management.
 - There are no proposals to remove any of the existing trees to the west, south or east of the site area. These woodland areas should be managed, including new planting to maintain robust boundaries to the site. Further no dwellings will be located within the recommended dwelling standoff distance and the proposals will take account of the root protection zone (RPZ) in establishing a layout.
 - Limited trees and hedges planting will be lost on the northern boundary to allow the construction of a new access junction.
 - The high hedges and field boundary tree planting which define the eastern and northern edges should be bolstered to further visually contain the site area.
 - Along the western boundary new woodland planting should be considered to supplement the existing hedge and to better define the driveway and enclose the site area.
 - The site is relatively flat, sloping gently to the south, the southerly aspect provides the opportunity for good solar gain and well sheltered south facing public spaces.
 - A Flood Study has been carried out and has informed the layout. The land to the south of the site area falls within the 1 in 200 year flood extents of the River Almond. No development is located within this area and sufficient landscape areas are allowed for offset from this area.
 - Part of the site area falls within the 1 In 200 Year + 40% Climate Change Flood Extents. This area will require land raising to achieve development platform level.
- The LDP also identifies the south eastern corner of the site as land Safeguarded for Potential Additional Runway. This allocation does not allow for built development in the area identified and as such the area will be retained as open space.
 - A new junction from the road to the north will provide vehicle access to the site. This should be located an appropriate distance from the existing access junction to Conifox. The suggested location is identified on the plan opposite.
 - There are a number of footpaths adjacent to the site area, including Core Path 10 and Core Path 11 to the south. Connections to these paths should be made where possible to ensure good pedestrian connectivity.
 - Views from the site to the south east, should also be allowed for where possible.

The site is physically close to the centre of Kirkliston and has good links to the local amenities, shops, school and public transport connections and as such there is an opportunity to create a sustainable residential development which can take advantage of existing services and resources. The design approach should be to carefully balance the opportunity for residential development close to the town centre with a development form that is sensitive to the rural edge location and appropriate to the wooded estate character of the surrounding area.





fig. 26: Site access and constraints

6. Site layout

6.1 Development strategy

The plan opposite presents a simple framework layout as to how the site might be developed following the opportunities and constraints identified in the site assessment. The strategy aims to create an attractive rural edge residential area set within the woodland character of Foxhall estate with safe and easy connections back to the centre of Kirkliston. Development at east Foxhall would be very much in keeping with the character of the proposed development site to the west.

The diagram opposite sets out the key principles which have been adopted when progressing the design approach for the site. The principles set out below align with the aims of the City Plan strategic option for Kirkliston but would not preclude the site being developed as a standalone residential development in the absence of a strategic allocation.

Key Principles

Development area

Within the overall site area of 3.8ha, a developable area has been identified which measures around 2.7ha. OPEN believes the site has capacity to accommodate up to 100 residential homes in a form and character that would reflect the location on the edge of Kirkliston. This suggested capacity considers site constraints, open space requirements, appropriate densities and housing types; as well as protection of the landscape setting and residential character of the site to the west.

If the site were to be developed as part of a strategic Greenfield release surrounding Kirkliston and the target density of 65 units/ha was applied the site would require to provide around 175units. Whilst OPEN support the inclusion of the site as part of a wider Greenfield release we do not feel the target density of 65units/ha is appropriate for this location.

The final mix and number of properties provided within the site area will need to be developed and tested in more detail at the appropriate stage.

Vehicle access

A vehicle access point has been identified on the plan opposite. The access would take the form of a new junction and has been located as far west as possible on the northern boundary, so not to clash with the Conifox access drive and also provide the best opportunity possible for easy access and integration.

Pedestrian connections

The layout seeks to provide a number of pedestrian links to allow safe and easy connections to Kirkliston and the existing path network. Path links should be provided on the northern boundary to connect to the existing path next to the B9080. A further link should be provided on the western edge to connect to the existing path network.

New woodland planting

The surrounding woodland and high hedges are a recognised feature of the site and surrounding landscape. It is the intention that the planting along the northern and eastern edges is retained and bolstered to create a robust Greenbelt edge.

The layout also allows open space to the south for the protection of the existing mature trees along the southern boundary. Additional planting could be included in here to bolster the boundary and help deliver the aims of the green network for the area.

New woodland planting is proposed along part of the western boundary to ensure the site is well contained and protect the character of the Conifox access drive. The layout does not seek to hide development within surrounding woodland, rather it seeks to provide areas of open space on the western edge which allow views and path connections into the site.

Entrance space

The site should provide two key areas of public open space in the locations identified, an entrance space to the north west and the southern parkland space.

These spaces must both be overlooked by surrounding properties to ensure passive surveillance and ensure connections with the surrounding landscape. Both spaces are located to connect with the existing path network and encourage pedestrian movement into and through the site helping the development integrate as part of Kirkliston.

To the north west an area of public open space should provide at the entrance to the site for pedestrians entering off the path network and vehicles from the road to the north. This space will help integrate the site with surrounding development and add character to the development.

Southern parkland space

The southern parkland area will provide sufficient stand off for the protection of the existing mature trees, allow space for land safeguarded for a Potential Additional Runway and provide open space to help with flood management.

Further the area of open space is sufficient to meet the requirements of the Council's strategy for public open space. It should be developed to allow views to the south east, provide a location for SUDs, play facilities and a path network. This space will provide a connection to the wider green network.

Development framework

The layout shown opposite is indicative only at this stage and illustrates one option as to how the site could be developed following the key principles and ensure built form achieves a strong sense of place that reflects the special visual and spatial character of the area.

This framework sets out design principles which are appropriate at this point in the design process. This level of detail has been developed to ensure the opportunity this site presents as a sustainable growth option is made clear. The site does not only benefit from close proximity to the town centre, if developed appropriately it could provide new public areas of open space and a residential area that fits the rural edge location.





fig. 27: Site proposals plan

7. Summary

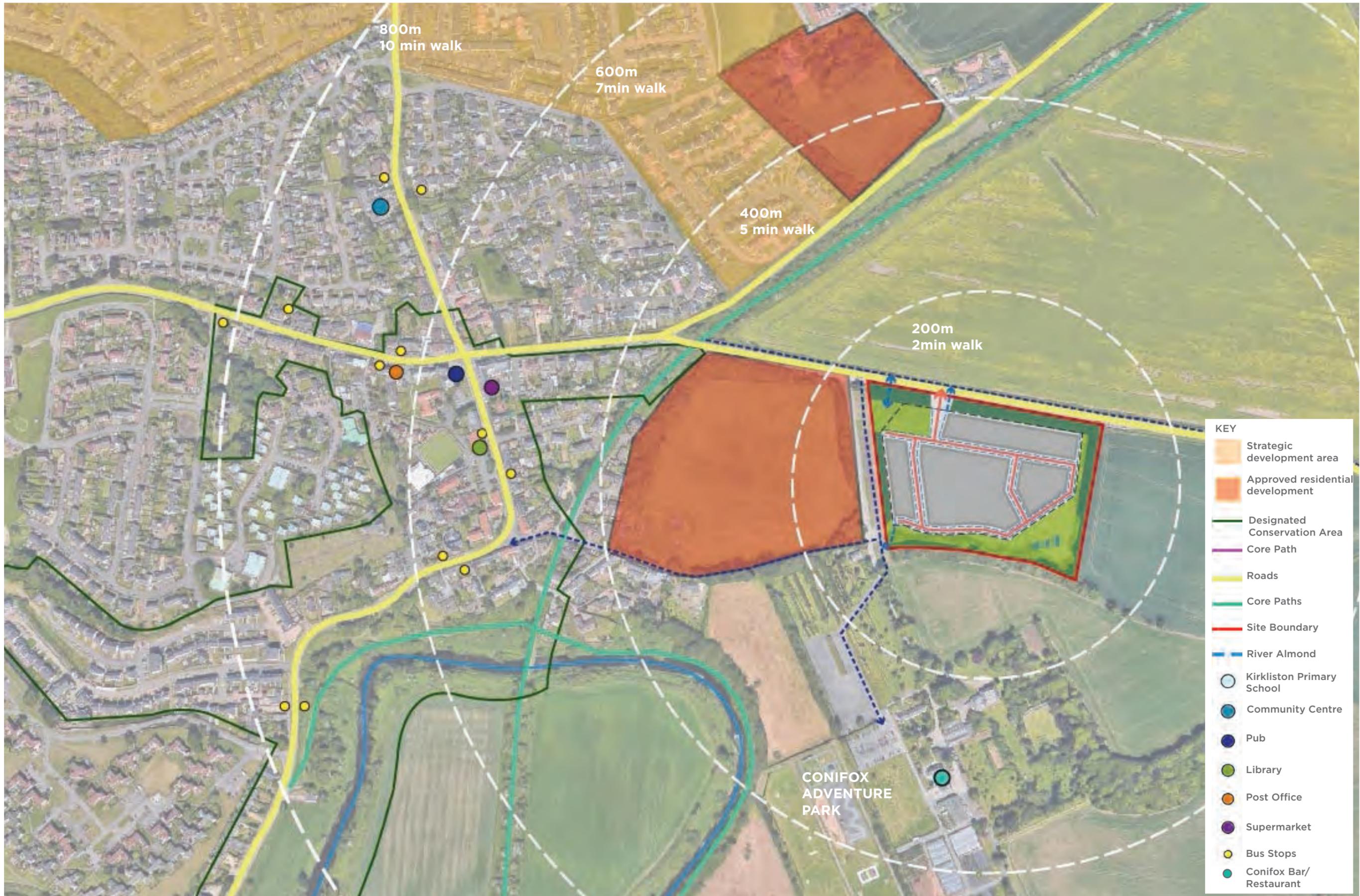
The analysis and indicative proposals presented in this document illustrate how the site at East Foxhall could be developed to provide a logical and well considered residential development site for the sustainable growth of Kirkliston.

In summary OPEN believes that the site area of 3.8ha has the capacity to accommodate up to 100 homes as a residential allocation or potentially more as part of wider strategic growth option in alignment with the aims of the City Plan Greenfield release for Kirkliston.

OPENs analysis supports the City Plan Greenfield Site Assessment which notes that the site as it is visually well contained by woodland and high hedges and is close to the core of Kirkliston. These factors suggest the site would allow for a well-connected residential development within a robust landscape that could create an attractive new extension to Kirkliston. The woodland setting would not only provide a strong sense of place and reflect the special landscape character of the area it would help define a new eastern boundary to Kirkliston and robust Greenbelt edge.

OPEN believe the site would not negatively impact upon the setting of Foxhall House, walled garden and parkland if the landscape structure proposed is implemented. Through retaining and enhancing the existing woodland with new woodland planting the landscape setting of the House to the south could be protected, further the landscape proposals could add to the aims of strategic green network to create a parkland along the River Almond. Lying within an area identified as a green network opportunity adjacent to the River Almond, the landscape proposals could contribute to the recreational routes to enhance the landscape setting of Kirkliston alongside any potential development on this site.

In summary, OPEN consider the site at East Foxhall will offer the a high quality residential development with a mix of house types and sizes with good open space provision if allocated. The document has presented a strategy to illustrate how the site could provide a logical and well considered location for the expansion of Kirkliston. OPEN's findings presented in this document underpin the view that the site should be removed from the green belt and allocated for residential development.



KEY

	Strategic development area
	Approved residential development
	Designated Conservation Area
	Core Path
	Roads
	Core Paths
	Site Boundary
	River Almond
	Kirkliston Primary School
	Community Centre
	Pub
	Library
	Post Office
	Supermarket
	Bus Stops
	Conifox Bar/Restaurant

fig. 28: Site proposals plan

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FLOOD RISK TECHNICAL NOTE

Site at East Foxhall, Kirkliston

Flood Risk Technical Note

Date: 26/03/20
Client Name: Avison Young
Document Reference: WIE16685-100-R-1-1-3-FRTN

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Prepared by	Checked & Approved by
1-1-3	Name: Nicola Day Position Senior Engineer Signature: 	Name: Kim McKissock Position: Associate Director Signature: 

1. Background

Waterman were appointed to carry out an assessment of fluvial flood risk for a 3.9 hectare (ha) site located at East Foxhall, Kirkliston in support of promoting the site for allocation within the Local Development Plan. The purpose of this Technical Note is to outline the methodology adopted for the assessment of flood risk to determine the potential developable area of the site.

The site is located approximately 800m east of the village of Kirkliston. The River Almond flows from west to east approximately 300m southwest of the southern boundary of the site at its closest point, and the site is noted to be in excess of 3m above the normal water level at this location. The location plan can be seen in the OS map extract provided in Figure 1. As can be seen from the map extract, the land either side of the River Almond within this reach of the watercourse is protected by earth embankments.

The SEPA flood map indicates that the southern boundary of the site is considered to be at risk of fluvial flooding from the River Almond. Medium to High risk extents are noted to be the 1 in 200-year flood, which is also considered to be the functional floodplain. Scottish Planning Policy imposes certain restrictions on development within the functional floodplain, including land-raising, therefore any area of the site within the 1 in 200-year extents would be considered undevelopable. Although areas out-with the functional floodplain may be developable, to future proof the development the land needs to be protected from future increases in flood levels. Developments therefore need to be raised above the floodplain to a level that includes an allowance for climate change. The current climate change allowance for the Edinburgh area is an increase of 40% over estimated peak river flows.

The main purpose of this assessment was as follows;

- Determine the extents of the functional floodplain (1 in 200-year flood extents) to identify the 'undevelopable area' or 'no-build zone',
- Estimate the 1 in 200-year plus climate change 'development platform' level to identify the possible extents of the site can be developed.



Figure 1: Site Location

2. Assessment of Flood Risk

To accurately estimate flood extents and flood levels within the site and surrounding area detailed hydraulic modelling of the River Almond would be required. Hydraulic modelling would require a detailed topographical survey of the River Almond channel, bed and banks, as well as the development of an extensive hydraulic model of the watercourse. This level of modelling detail is not considered necessary or financially viable at feasibility stage.

Waterman undertook an assessment of flood risk in 2017 for the adjacent site to the west of East Foxhall, which was approved in January 2018 and the site gained planning approval in October 2019. This assessment involved estimating flood levels based on topography, river flows and potential breach points along the river. The City of Edinburgh Council and SEPA were consulted on the flood risk to the East Foxhall site and confirmed that they would support an assessment of flooding in the

same format as the 2017 Waterman FRA. SEPA also stated that the main information they would like to see would be topographic information to support the development.

With this in mind a similar assessment was undertaken for the East Foxhall site adopting a combination of topographical survey information, hydrological assessment and existing flood mapping.

The climate change allowance adopted for the 2017 study was 20% which was applicable at the time, however new guidance requires a climate change allowance of 40% to be adopted for current assessments.

Hydrological Assessment

A Hydrological Assessment was undertaken to estimate peak flows within the River Almond using a combination of mapping, aerial photography, the latest Flood Estimation Handbook (FEH) data and specialist software.

The FEH Web Service was used to obtain the current catchment boundaries for the River Almond and catchment descriptors at this location, which were utilised to estimate flows based on the Revitalised Flood Hydrograph (ReFH2) method.

The 1 in 200-year flows within the River Almond adjacent to the site was estimated to be 278.85m³/s, which is only slightly higher than the 2017 flow of 278.39 m³/s. The flow when including an additional 40% allowance for climate change results in a flow of 390.39m³/s, compared to a previous 20% climate change allowance flow of 334.72 m³/s.

Ground Level Modelling

Freely available 1m resolution LiDAR data was obtained for the area surrounding the site and combined with the site topographic survey data to produce a detailed 3-dimensional (3D) digital terrain model (DTM), including sections of the River Almond. Contours were extracted from the DTM at 0.25m intervals to illustrate existing gradients as the land in the site vicinity falls towards the river in the south.

A review of the topography identified a 1.2m to 1.6m high earth embankment along the northern bank of the River Almond. A breach point was identified on the northern bank of the river approximately 215m south-west of the site at NGR: 312866, 674218.

The river meanders away from the site to the west and the channel slope is noted to be significantly steeper within this reach than upstream.

Channel Capacity Assessment

Channel capacity calculations were undertaken for cross-sections of the River Almond and analysed in comparison to the site and surrounding topography. Cross-sections were extracted from the LiDAR DTM perpendicular to channel flow, with each section extended to include the site boundary (where applicable).

Based on the LiDAR DTM data, the capacity of the channel at each section was calculated, and parameters varied to determine the depth of flow required to convey different flood events. The Manning's Equation was used to determine the capacity of the channel, which is based on section-specific parameters such as channel depth, side slope, and channel roughness. Although this is

considered a high-level approach to calculating the depths of flow in the channel, the results are considered conservative.

This calculation shows that the embankment retains flows within the channel until the breach point along the northern embankment where floodwaters would spill northward towards the site.

As LiDAR DTM data can only provide a water surface level within the river, channel depth within the cross-section was added to the water surface level to determine the maximum level that floodwaters could reach out-with the banks of the river, adjacent to the site. The results of this analysis indicate that a depth of flow within the channel of 3.08m would be required to convey the 1 in 200-year flood flow. This resulted in a 1 in 200-year level of 31.33m. The southern site boundary is noted to be at this level, with the site to the north beyond the boundary above this level.

The SEPA flood map was extracted as an image file and imported into Civil 3D to estimate the 1 in 200 flood line within the vicinity of the site, to verify the level estimated from the channel capacity calculations. The Civil 3D model identified the SEPA flood map level within the vicinity of the site to be 30.91m. The flood level estimated from the channel capacity assessment is therefore considered to be conservative.

Channel capacity calculations were also undertaken for the 1 in 200-year + 40% CC flow, which resulted in a level of 31.83m AOD, which would be limited within the southern-most edge of the proposed development site.

Finished floor levels are required to be at least 0.6m above the climate change allowance level, which would result in properties being constructed at a minimum level of 32.45m.

The calculations can be seen in **Appendix A**. The approach and the estimated levels are considered as very conservative as channel capacity beneath the recorded water surface has not been accounted for, due to uncertainties over true channel depth.

To provide a development platform at the required level, land raising will be required. The level difference between the 1 in 200 and the 1 in 200 + CC is 0.52m. Assuming an embankment with a 1 in 4 slope between the 1 in 200 and the climate change level, a 2.08m offset would be required. Assuming an embankment with a 1 in 10 slope, an offset of 5.2m would be required, which would likely be required for a landscape zone to offset the development from the site boundary.

The flood extents and development level drawing can be seen in **Appendix B**.

3. Conclusion

The outcomes of the assessment have identified that the site is not at risk of flooding from the 1 in 200-year flooding from the River Almond, as the flood extents do not encroach within the site boundary.

The 1 in 200-year plus 40% CC level, also identified as the development platform level would be approximately 0.52m above the 1 in 200-year 'no build' flood level and therefore required land raising.

The Finished Floor levels of any buildings should be set at 0.6m above the 1 in 200-year plus CC, which would result in a level of 32.45m.



A. Channel Capacity Calculations

Channel Capacity Calculations - River Almond @ Kirkliston

Channel Capacity - Breach Location		
Channel Depth	3.077	m
Base Width	13.000	m
Top Width	38.000	m
Side slope 1 in ...	5.5	
Cross sectional area of flow, A	92.075	m ²
Wetted Perimeter, P	47.402	m
Hydraulic Radius, R	1.942	m
Slope 1 in ..., S	165	
Slope	0.0061	
Mannings 'n'	0.040	
Flow, Q	278.976	m ³ /s
Flow capacity required (1 in 200)	278.850	m ³ /s
Additional Required Flow Capacity	-0.126	m ³ /s
Velocity	3.030	m/s



(Existing slope from Civil 3D)
(Earth Channel, stoney, cobbles)



CS looking downstream

UPDATED REFH2 FLOWS (19/03/20)

1 IN 200YR	278.85 m ³ /s
1 IN 200YR + 40% CC	390.39 m ³ /s

Slope from advised by MC, taken from Civil 3D

Water level at breach	28.25
1 in 200 year level	31.327
1 in 200 year plus 40% CC	-

Channel Capacity Calculations - River Almond @ Kirkliston

Channel Capacity -		
Channel Depth	3.600	m
Base Width	13.000	m
Top Width	38.000	m
Side slope 1 in	5.5	
Cross sectional area of flow, A	118.080	m ²
Wetted Perimeter, P	53.249	m
Hydraulic Radius, R	2.217	m
Slope 1 in, S	165	
Slope	0.0061	
Mannings 'n'	0.040	
Flow, Q	390.796	m ³ /s
Flow capacity required (1 in 200 +CC)	390.390	m ³ /s
Additional Required Flow Capacity	-0.406	m ³ /s
Velocity	3.310	m/s



(Existing slope from Civil 3D)

(Earth Channel, stoney, cobbles)



CS looking downstream

UPDATED REFH2 FLOWS (19/03/20)

1 IN 200YR	278.85 m ³ /s
1 IN 200YR + 40% CC	390.39 m ³ /s

Slope from advised by MC, taken from Civil 3D

Water level at breach	28.25
1 in 200 year level	-
1 in 200 year plus 40% CC	31.85



B. Flood Extents and Development Levels

This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.
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2. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
3. THE CONTRACTOR MUST ENSURE AND WILL BE HELD RESPONSIBLE FOR THE OVERALL STABILITY OF THE BUILDING/STRUCTURE/EXCAVATION AT ALL STAGES OF THE WORK.
4. ALL WORK BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
5. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE RELEVANT STATUTORY AUTHORITIES AND REGULATIONS.

-  ESTIMATED 1 IN 200 YEAR FLOOD EXTENTS
-  1 IN 200 YEAR + 40% CLIMATE CHANGE FLOOD EXTENTS. (AREA THAT REQUIRES LAND RAISING TO ACHIEVE DEVELOPMENT PLATFORM LEVEL)



PO2	24.3.20	CLIENT NAME AMENDED. RE-ISSUED FOR INFORMATION	MC
PO1	23.3.20	ISSUED FOR INFORMATION	MC
Rev	Date	Description	By

Amendments

Project
EAST FOXHALL

Title
1 IN 200 YEAR AND 1 IN 200 YEAR + CLIMATE CHANGE FLOOD EXTENTS

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TRANSPORT TECHNICAL NOTE

East Foxhall, Kirkliston

27/03/2020

Reference number **GB01T19E83/10901032**

'CHOICES FOR CITY PLAN 2030' – TRANSPORT INPUT



SYSTRA

EAST FOXHALL, KIRKLISTON

'CHOICES FOR CITY PLAN 2030' – TRANSPORT INPUT

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1. INTRODUCTION

1.1 General

1.1.1 SYSTRA has been appointed by Avison Young (AY), on behalf of their client, to prepare a Transport Statement (TS) to support their submission for the promotion of a site at East Foxhall, in Kirkliston, through the Local Development Plan (LDP) process.

1.1.2 The site is located approximately 600m to the east of the B800 Station Road / Main Street signalised crossroads is the historic centre of Kirkliston.

1.2 Purpose of Report

1.2.1 City of Edinburgh Council (CEC) is in the early stages of developing 'City Plan 2030', the LDP that will guide development between 2020 and 2030. The 'Choices for City Plan 2030' stage, which will run between December 2019 and February 2020, will consider whether individual sites are suitable for inclusion within City Plan 2030.

1.2.2 East Foxhall is being promoted as a residential site, with the capacity for up to 100 homes, within this process. This TS makes reference to analysis presented in a TA for 'Factory Field', an adjacent site which was granted Planning Permission in Principle in October 2019.

1.2.3 The purpose of this TS is to:

- Evaluate the accessibility of the site by all modes of transport.
- Evaluate the transport impact of the development.
- Identify any mitigation measures that might be required.

1.2.4 The report takes into consideration the needs of all transport users, including pedestrians, cyclists, and public transport users, as well as vehicle drivers and passengers.

1.3 Report Structure

1.3.1 Following this introductory chapter, the report takes the following structure:

- Chapter 2 – Existing Conditions
- Chapter 3 – Proposed Development
- Chapter 4 – Travel Characteristics
- Chapter 5 – Necessary Interventions
- Chapter 6 – Summary and Conclusion

2. EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is in Kirkliston, which is located approximately 15km to the west of Edinburgh. Within Kirkliston, the site is located approximately 600m east of the B800 Station Road / Main Street signalised crossroad in the historic centre of Kirkliston.

While SYSTRA has not had sight of an indicative site layout, it is understood that the site has capacity for up to 100 residential properties. As required, further consideration would be given to site access, layout and composition in a masterplan drawing in due course.

2.2 Pedestrian Accessibility

Connectivity

2.2.1 The site is located to the south of the unnamed road that extends eastwards from the Burnshot Road / Main Street junction.

2.2.2 A footway is incorporated to the northern side of the unnamed road which extends from the village centre to the west to the airport boundary fence to the east. On the southern side of the road, the footway stops after crossing a disused railway bridge, at which point it links into the existing path network

2.2.3 To the west, Main Street has footway provision on both sides of the road, street lighting, and various pedestrian crossing facilities. It connects to Station Road / Queensferry Road at signalised crossroads approximately 600m west of the site. A number of the town's main facilities are located close to this junction on Main Street.

2.2.4 The neighbouring residential areas are well served by a network of footpaths.

2.2.5 **Figure 1** shows the formal footways in the vicinity of the site.

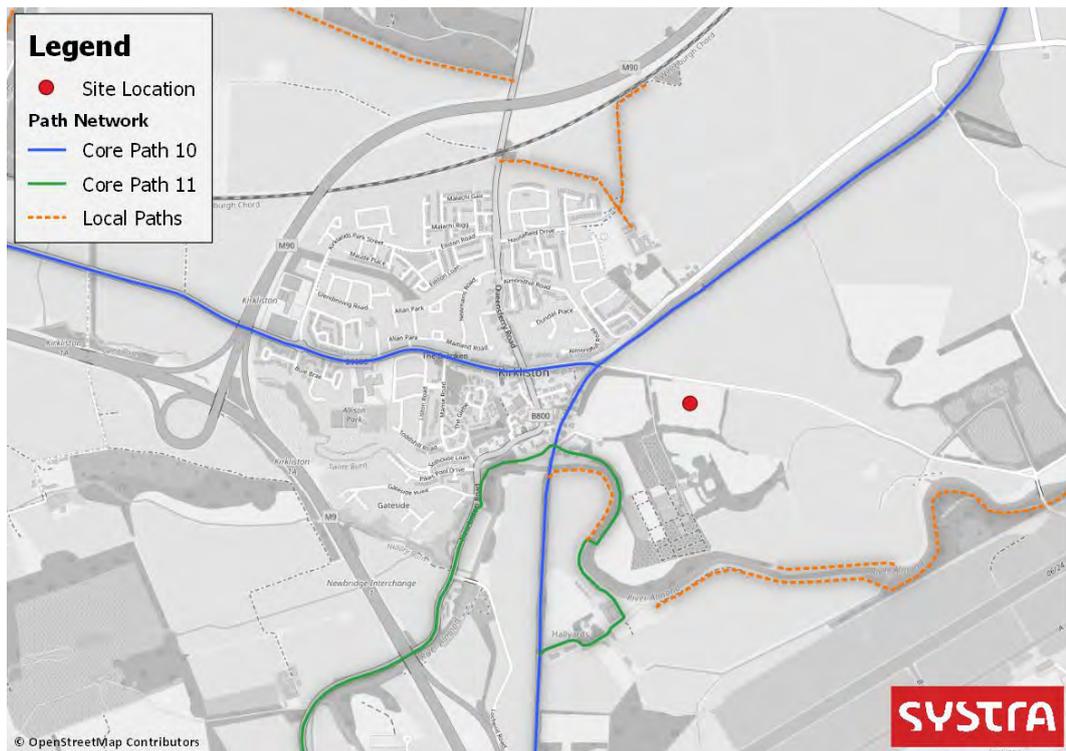


Figure 1. Local Footpaths

- 2.2.6 In the vicinity of Kirkliston, Core Path 10 follows the route of a disused railway line, running north-south, as shown in **Figure 1**. From the Main Street / Burnshot Road junction is also runs westwards along Main Street.
- 2.2.7 Core Path 10 connects Kirkliston to Newbridge and Queensferry. The majority of the route is off-road, making use of an old disused rail line on a well-surfaced path.
- 2.2.8 Core Path 11 runs to the south of the site along the River Almond, providing an alternative route to Newbridge and onto Calderwood Country Park. It is currently incomplete, with plans to continue the route east along the river to Cramond.

Accessibility

2.2.9

With reference to the description of the local pedestrian network already provided, SYSTRA has undertaken analysis to establish the catchment within which pedestrian trips could realistically be made. As demonstrated in **Figure 2**, much of the local centre can be accessed on foot within a 10 to 15 minute walk from the centre of the site.

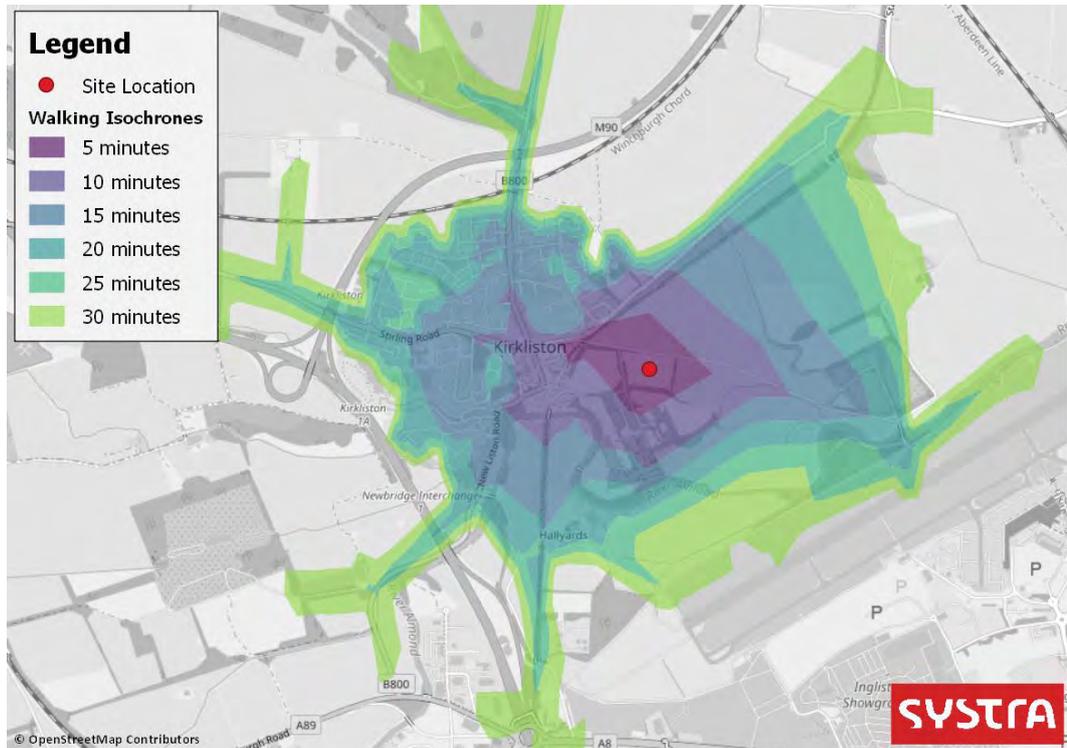


Figure 2. Walking Isochrones

2.3 Cycling Accessibility

2.3.1 The site is well-located to benefit from the established on and off-road cycle network. Core Path 10, an off-road route which follows the alignment of a disused railway line, can be accessed within 300m of the site. The Main Street / Queensferry Road / Station Road junction incorporates advanced cycle stop lines on all approaches.

2.3.2 **Figure 3** shows the formal cycle network in the wider area.



Figure 3. Local Cycle Routes

2.3.3 To the south of the site, Core Path 10 connects to Quiet Route 9, which runs off road alongside the A8 / A89 from Roseburn to Newbridge. In turn, Quiet Route 9 links to National Cycle Route (NCR) 754 to the west, which links Edinburgh to Glasgow along the Union Canal.

2.3.4 At Dalmeny (approximately 4km north of the site) Core Path 10 intersects NCR 1 and NCR 75. Both afford access towards key destinations in Edinburgh to the east, or north and westwards to reach destinations in Fife and West Lothian or beyond.

2.4 Public Transport Accessibility

2.4.1 **Figure 4** shows the location of local bus stops and the bus routes in the vicinity of the site.

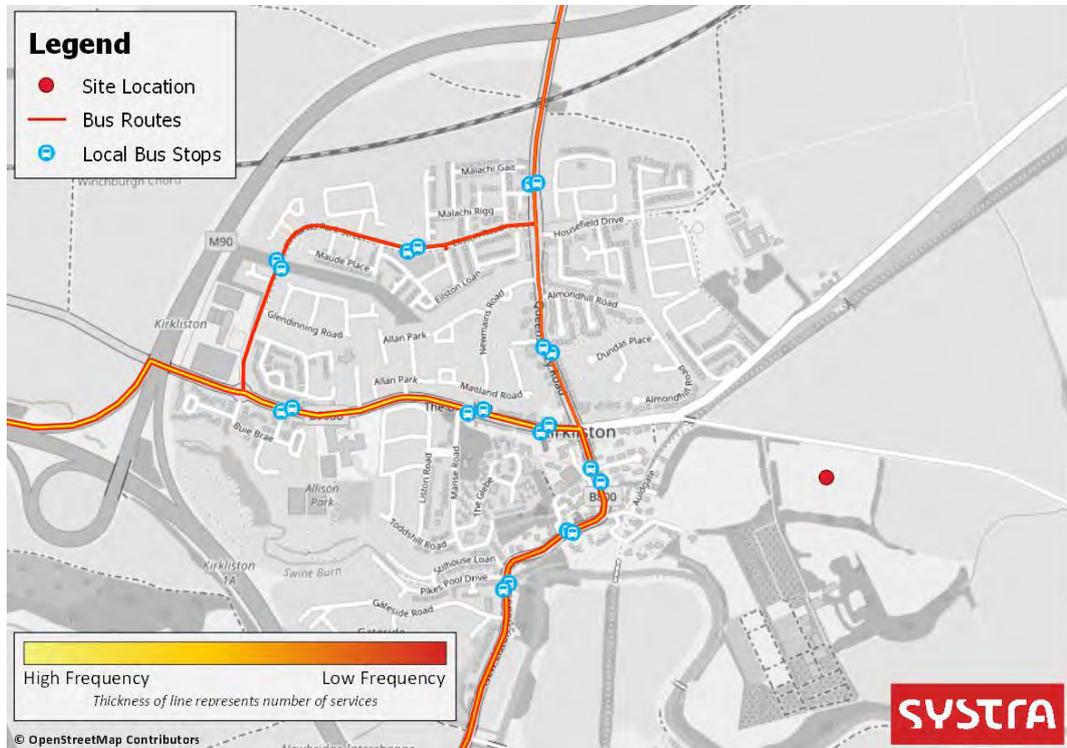


Figure 4. Local Bus Stops and Routes

- 2.4.2 The bus stops on Main Street are located approximately 600m from the East Foxhall site development. Facilities at the bus stops include shelters and real time arrival information for use with buses fitted with the appropriate equipment.
- 2.4.3 The bus stops on Station Road are located approximately 120m south of the crossroads junction. The stop on the eastern side of Station Road includes a shelter, and both stops provide timetable information.
- 2.4.4 Additional bus stops are located on both sides of Queensferry Road in the vicinity of Kirkliston Library, approximately 500m from the site. Both of these stops incorporate timetable information panels.

2.4.5 **Table 1** outlines the services available at these stops at the time of writing.

Table 1. Local Bus Services

Service	Operator	Stop	Route	Frequency		
				M-F	Sat	Sun
63	Lothian Buses	Main Street	Queensferry - Riccarton	40 mins	1 hr	1 hr
600	First Scotland East		Whitburn - Edinburgh Airport	30 mins	30 mins	1 hr
X38			Stirling - Edinburgh	15 mins	15 mins	30 mins
X38	Lothian Country		Linlithgow – Edinburgh	20 mins	20 mins	30 mins
X51	Stagecoach Fife	Station Road	Dunfermline - Glasgow	1 hr	1 hr	1 hr

2.5 Road Network

2.5.1 Kirkliston is well located to capitalise on the local and strategic road network with the M90 and M9 Motorways converging on the western side of the Kirkliston settlement. Access to the motorways is taken via the local road network which has benefited from number of upgrades related to the Queensferry Crossing at the M9 Junction 1 to the south of Kirkliston. **Figure 5** demonstrates the local road network.

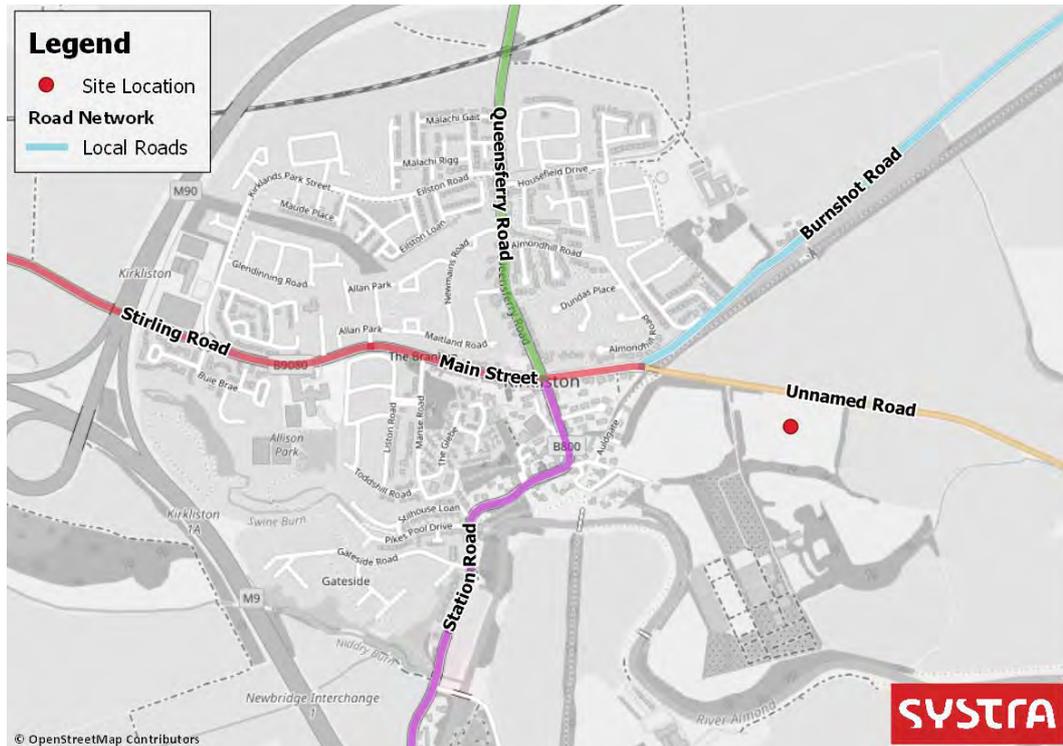


Figure 5. Local Road Network

2.5.2 Key road links in the local area are discussed, as follows:

- **Main Street / Stirling Road** is a single carriageway road with one lane in each direction. It is subject to a 30mph speed limit through most of the village centre, with the section between Allan Park and Manse Road restricted to 20mph past a primary school.
- **Main Street** routes through Kirkliston in an east-west direction, linking Kirkliston with Linlithgow to the west. It becomes an unnamed road west of the site at the junction with Burnshot Road.
- **Burnshot Road** is a single carriageway road subject to a 30mph speed limit. It provides a link through several existing residential developments on approach to the village and to the A90 via the Burnshot Flyover.
- **Station Road** forms the southern arm of the Main Street signalised crossroads and is a single carriageway road subject to a 30mph speed limit. It links Kirkliston with the A90 and Queensferry to the north, and the A89 to the south.

3. PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The site (East Foxhall) is located approximately 600m to the east of the Main Street signalised junction, on an unnamed road.

3.1.2 East Foxhall is being promoted as a residential site, with capacity for up to 100 homes. This TS will assume that the development will comprise 100 units, although in practice, a smaller number of units may be brought forward.

3.1.3 It is anticipated that the site layout will be developed to reflect good practice as set out in Designing Streets. A key objective of the site layout will be to ensure that pedestrian and cycle trips are catered for as part of the internal road layout. The incorporation of direct and well-connected paths and links within the site, connecting to the established transport network, will be key in ensuring trips by non-motorised users are attractive and practical. The site layout will be developed to address these objectives.

3.2 Site Access

3.2.1 SYSTRA has prepared an indicative site access proposal to provide an outline of the placement and format of site access for vehicles.

3.2.2 **Figure 6** shows an indicative site access junction in the context of existing roads that bound the north and west of the site. A larger version of this plan is included in Appendix C. The drawing shows how a priority junction might be incorporated within the north-western portion of the site, with the access being placed a minimum of 40m distance from the established Conifox site access.

3.2.3 While the placement and format of the junction will require consultation with officers from City of Edinburgh Council's Transportation section, SYSTRA would suggest at this outline stage that the following key design considerations should be taken into account:

- Minimum distance of 40m between established Conifox access;
- Suggested 6m Corner Radii;
- Incorporation of footways to site access and along site frontage to extent of adjacent Conifox access junction; and
- Pedestrian crossing of Conifox access junction, the form of which to be agreed with CEC, to ensure continuous at-grade pedestrian link to Kirkliston.

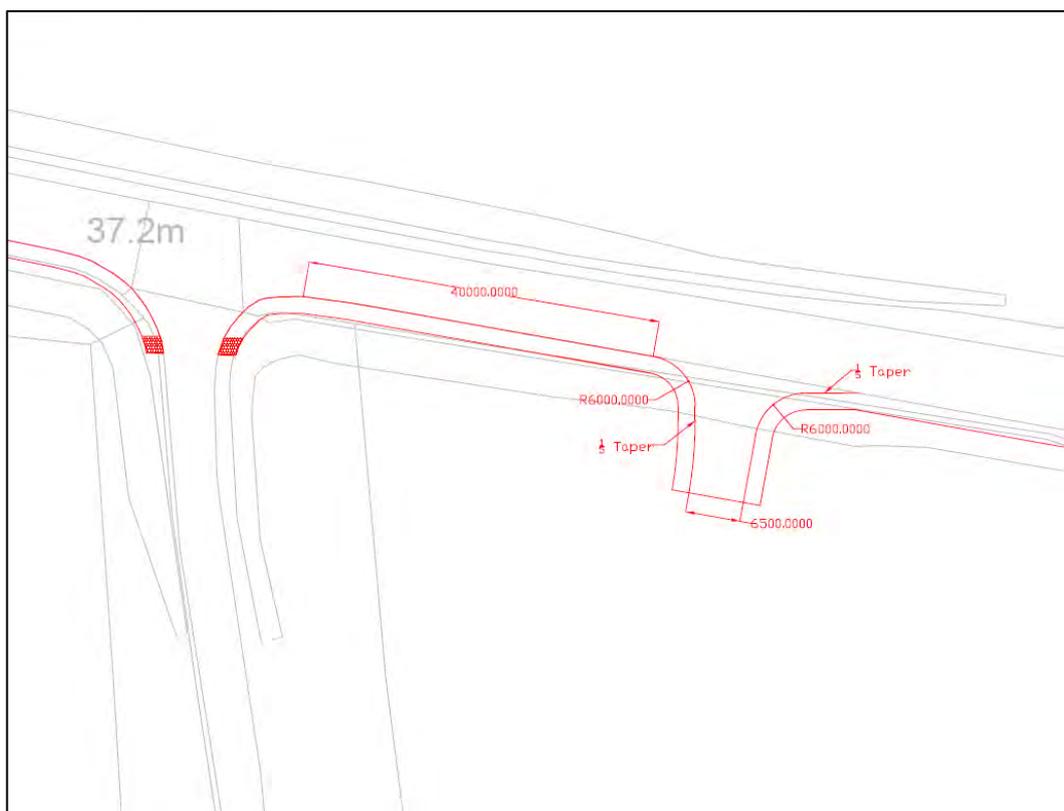


Figure 6. Indicative Site Access Proposal

3.3 Parking Standards

3.3.1 Parking for the development will be provided in line with CEC guidelines. ‘*Edinburgh Design Guidance*’ set outs parking standards for both vehicle and cycle parking. The proposed development is located within Zone 6, the standards for which are set out in **Table 2** below:

Table 2. Parking Standards

Dwelling Size	Vehicle Spaces	Cycle Spaces
1-2 bedroom	1	2
3 bedroom	1.5	2
4 bedroom	2	3
Visitor	0.2	0.1

4. TRAVEL CHARACTERISTICS

4.1 Introduction

4.1.1 If allocated, the site has the potential to support the delivery of up to 100 residential units. At the time of writing, it is assumed that family homes will account for the largest proportion of units, possible with a number of flatted apartments.

4.1.2 The site would generate a range of trip types throughout the day, with the expectation that trips would correspond with observed patterns elsewhere in the town. It is reasonable to assume that a large share of travel to work trips would be car based, with the expectation that rates of car sharing would be maximised. The site has the potential to support a range of non-car-based trips, with good access to public transport and local active travel networks. Trips to local shops, facilities and schools could be supported using the local pedestrian network.

4.1.3 SYSTRA has made reference to the Transport Assessment prepared by Waterman in support of the consented residential development at Factory Field, the site immediately to the west of East Foxhall. For the purposes of the high-level appraisal, it is deemed reasonable to assume that the outline trip-making characteristics presented in favour of the third-party site are transferrable to this exercise.

4.1.4 Specific considerations relating to trip-rate, trip distribution and mode split are further discussed, as follows.

4.2 Trip Generation

4.2.1 SYSTRA has referred to the TRICS trip rate database to develop a forecast of likely trip making associated with 100 residential units at the East Foxhall site. Complete TRICS output files are provided in Appendix A.

4.2.2 **Table 3** presents the trip rate and resultant trip generation for trips of all modes, including car-based, public transport, and active travel.

Table 3. Multi-Modal Trip Rates

Time	Trip Rate			Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total
7:00	0.095	0.486	0.581	10	49	58
8:00	0.2	0.76	0.96	20	76	96
9:00	0.219	0.311	0.53	22	31	53
10:00	0.195	0.251	0.446	20	25	45
11:00	0.203	0.223	0.426	20	22	43
12:00	0.249	0.237	0.486	25	24	49
13:00	0.257	0.247	0.504	26	25	50
14:00	0.291	0.274	0.565	29	27	57
15:00	0.499	0.288	0.787	50	29	79
16:00	0.519	0.278	0.797	52	28	80
17:00	0.615	0.282	0.897	62	28	90
18:00	0.507	0.296	0.803	51	30	80
Total	3.849	3.933	7.782	385	393	778

4.2.3 Table 3 shows that in total the development is anticipated to generate 778 two-way people trips over a 12 hour period.

4.2.4 The peak hours are 08:00-09:00 in the AM and 17:00-18:00 in the PM. During these periods, the total number of two-way trips is expected to be 96 and 90 in the AM and PM respectively.

4.3 Modal Split

4.3.1 To establish the likely mode split of trips associated with the completed development, SYSTRA has interrogated the DataShine Commute Scotland website. The DataShine website provides a breakdown of trips made from within a given Census output area, revealing the travel mode used and an approximate indication of trip destination. This methodology ensures a locally-specific insight into the trip making patterns adopted by residents in the adjoining catchment. Specifically, the outputs reveal “travel to work” type trip behaviour. A summary of outputs is presented in **Table 4**.

Table 4. Modal Split (Based on Observed 2011 Census Data for Kirkliston)

Mode	Share
Car Driver	66%
Car Passenger	5%
Bus	17%
Train	2%
Walking	6%
Cycling	2%
Other	2%
Total	100%

4.3.2 As set out in Table 4, car drivers (66%) and car passengers (5%) combined account for 71% of all trips made. The outputs reveal that trips by local service buses account for 17% of trips, with a smaller proportion of trips made on foot or by bike (6% and 2%, respectively).

4.3.3 **Table 5** presents a breakdown of likely trip generation by each travel mode assuming application of the mode split values shown in Table 4 to the trip generation forecast presented in Table 3.

Table 5. Trip Generation by Mode

Mode	Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Car Driver	66%	13	50	63	41	19	59
Car Passenger	5%	1	4	5	3	2	5
Bus	17%	3	13	16	10	5	15
Train	2%	0	1	2	1	0	1
Walking	6%	1	4	5	3	2	5
Cycling	2%	0	2	2	1	1	2
Other	2%	0	2	2	1	1	2
Total	100%	20	76	96	62	28	90

4.3.4 Table 5 shows that, of the 96 and 90 two-way person trips anticipated to be made in the AM and PM peak hours, respectively. Of these, 63 and 59 of these are expected to be made by private vehicle.

4.3.5 In the AM and PM peaks, respectively, 18 and 16 trips are expected to be made using public transport modes, while 7 are expected to be made using active travel modes in each peak period.

4.4 Trip Distribution

4.4.1 In considering trip distribution, SYSTRA has evaluated outputs from the DataShine Scotland online source, which summarises travel to work related information gathered in the 2011 Census.

4.4.2 DataShine outputs show that for Kirkliston, stated trip distribution is set out in **Table 6** as follows:

Table 6. Trip Distribution

Location	Distribution
Local Area	18%
City Centre	33%
West Edinburgh	28%
North/East Edinburgh	8%
West Lothian	11%
Mid Lothian	1%
Other	1%

4.4.3 SYSTRA has referred to the Factory Fields Transport Assessment which provides an indication of observed trip distribution, based on traffic surveys which were undertaken on 25/04/2017.

4.4.4 For the purposes of this exercise, it is considered appropriate to replicate the observed trip distribution values. It is expected that residents from the completed development will adopt similar travel patterns to those already resident in the Kirkliston area; many will choose to live there on the basis that the town is well connected to the adjacent road network, supporting trips to destinations on the M8, M9, and A90 corridors, whereas others will benefit from the proximity to key employment centres in peripheral west Edinburgh.

4.4.5 With reference to the Factory Fields Transport Assessment, **Figure 7** and **Figure 8** present a forecast of assumed vehicle trip distribution, as follows:

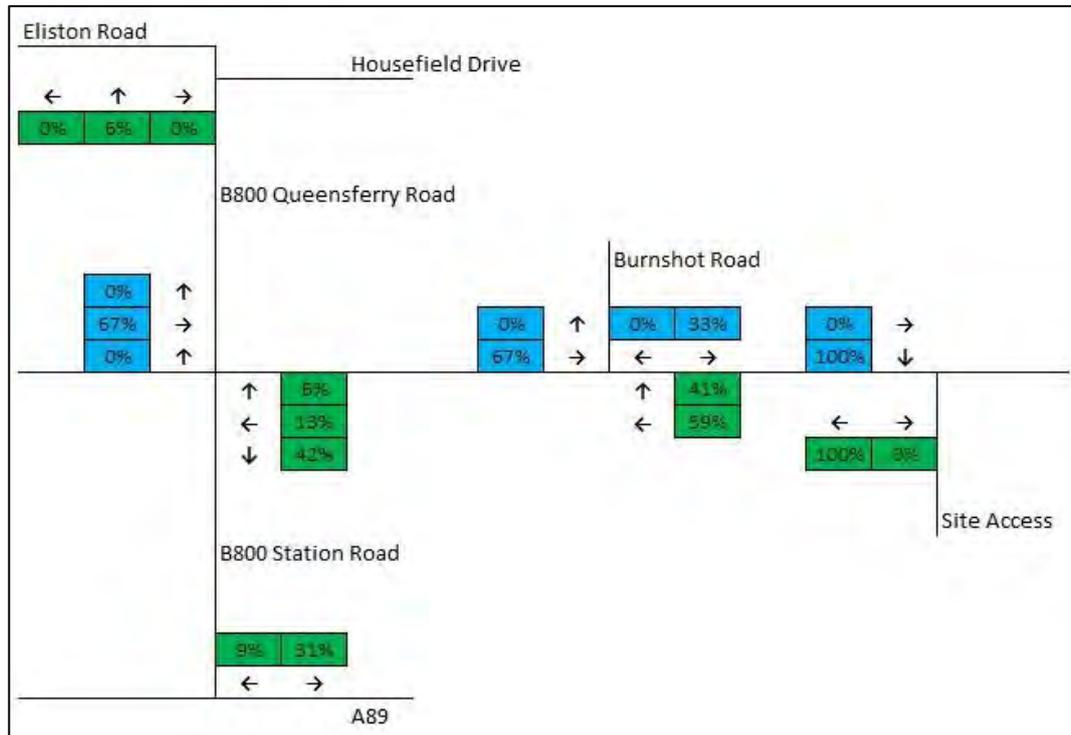


Figure 7. AM Development Distribution

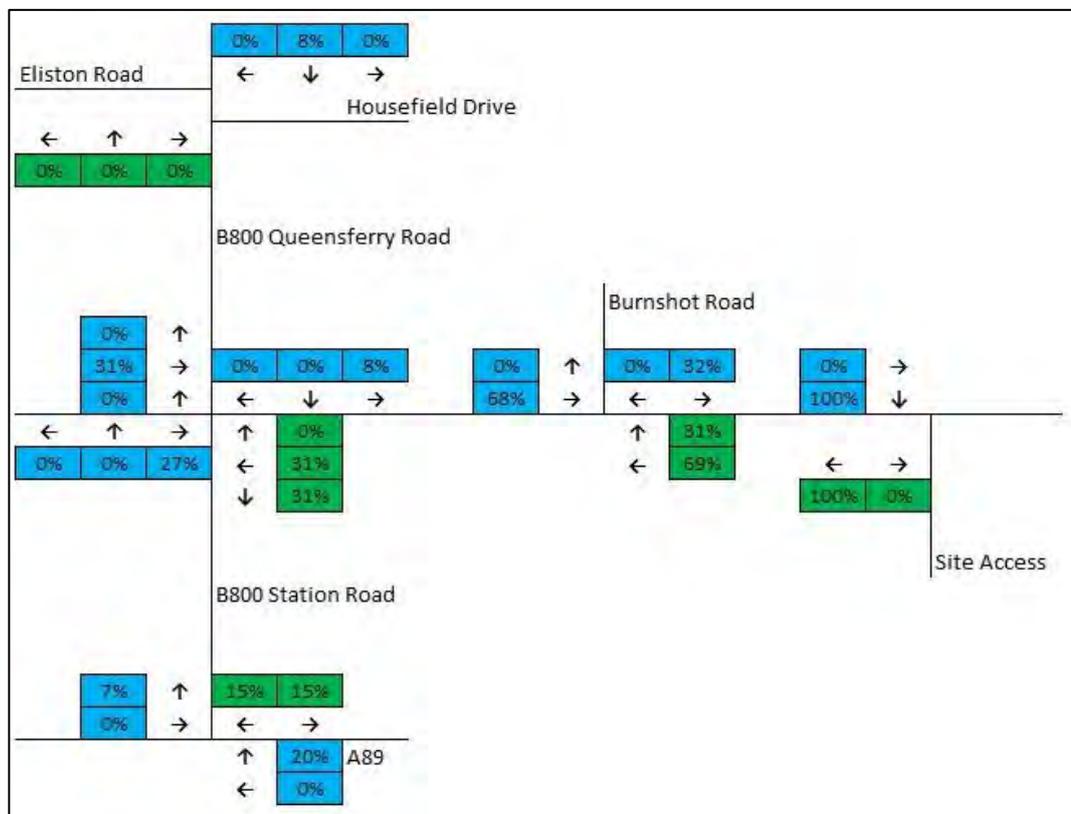


Figure 8. PM Development Distribution

4.5 Traffic Impact

4.5.1 SYSTRA has used the trip generation, mode split and trip distribution variables which are described above to develop a forecast of vehicle-based trip generation associated with the completed development. As already stated, the peak hours are expected to occur between 08:00-09:00 in the AM and 17:00-18:00 in the PM.

4.5.2 Vehicle-based trip generation forecasts are presented, as follows:

- AM peak hour: 3 in / 64 out
- PM peak hour: 59 in / 13 out

4.5.3 These generation values, which equate to approximately one additional car trip each minute during the peak periods, are presented in network diagram format in Appendix B, with reduced diagrams showing trips to and from the development presented in **Figure 9** and **Figure 10** below, as follows.

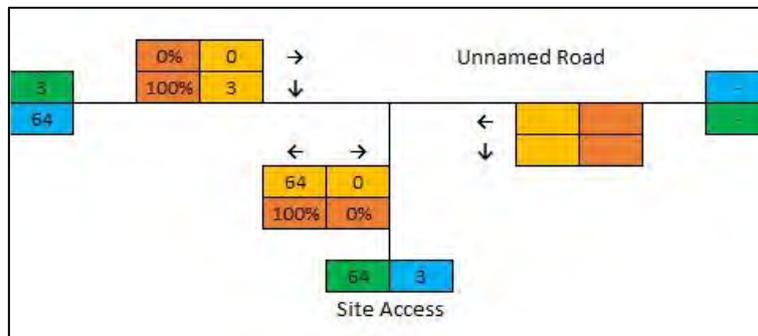


Figure 9. AM Trip Generation



Figure 10. PM Trip Generation

4.5.4 Appendix B also includes the network diagrams for AM and PM Base Trips, and AM and PM Base + Development Trips. The 'Base' values were taken from the Factory Fields TA, and combine the observed flows with those anticipated to be generated by the Factory Fields Development. The 'Base + Development' values were found by adding the development trips displayed in Figure 10 to the 'Base' values.

4.6 Threshold Assessment

4.6.1 A threshold assessment was undertaken for each arm of the each impacted junction within Kirkliston, with the results demonstrated below in **Table 7**.

4.6.2 In each case, the northern arm of each junction has been called “A”, the eastern arm “B” and so on. These values are taken from those shown in the ‘Base’ and ‘Development’ turning diagrams included in Appendix B.

Table 7. Threshold Assessment

Junction	Arm	AM			PM		
		Base	Dev	Change	Base	Dev	Change
1	A	672	4	1%	690	5	1%
	B	136	0	0%	131	0	0%
	C	692	4	1%	742	5	1%
	D	132	0	0%	130	0	0%
2	A	709	4	1%	735	5	1%
	B	339	40	12%	401	49	12%
	C	1075	27	3%	938	20	2%
	D	557	9	2%	682	22	3%
3	A	777	27	3%	938	20	2%
	B	1943	20	1%	1893	14	1%
	C	1636	6	0%	1677	6	0%

- Junction 1: Queensferry Road / Eilston Road / Housefield Drive staggered signalised crossroads
- Junction 2: Queensferry Road / Main Street / Station Road signalised crossroads
- Junction 3: B800 / A89 signalised T-junction

4.6.3 The threshold analysis shows that in both the AM and PM peak periods, the Queensferry Road / Main Street / Station Road signalised crossroads show an increase of 12% in expected along arm B, Main Street.

4.6.4 The large percentage increase is due to the small baseline traffic flow along this arm, especially compared to other arms in the network. The actual increase is anticipated to be approximately 40 vehicles in the AM peak and 49 in the PM peak, equating to one additional vehicle every minute to 1.5 minutes.

4.6.5 Based on the information available at the time of writing, SYSTRA would suggest that development-related trips would be absorbed into the network without any perceptible impact.

4.6.6 These findings should be viewed in the context of proposals, associated with the Factory Fields development, to upgrade the Queensferry Road / Main Street / Station Road junction signals to incorporate a system of dynamic control. Such a system presents the opportunity to allocate priority according to fluctuations in demand throughout the course of a period, or day. With such a system in place, the effects of the modest additional traffic generation associated with East Foxhall would not be significant.

5. NECESSARY INTERVENTIONS

5.1 Introduction

5.1.1 This Technical Note examines the suitability of developing land at East Foxhall with up to 100 residential units. SYSTRA has examined the availability of local facilities and infrastructure, evaluating the potential of the local transport network to support trips by a range of travel modes and recognising the importance of increased rates of trip making by non-car based modes.

5.2 Measures to Support Vehicle Trips

5.2.1 SYSTRA has used an evaluation of the vehicle-based trip generation associated with 100 residential units, supplemented by trip distribution assumptions used in the Waterman Transport Assessment to determine the likely effects of additional traffic at the Queensferry Road / Mainstreet / Station Road junction, 500m to the west of the site. Discussion presented in Chapter 4 indicates that the effects of additional trip-making are unlikely to have an operationally significant effect on junction performance.

5.2.2 On this basis, it is judged that there is no requirement for any physical measures to cater for car trips from East Foxhall. At such time as a formal application for the site was taken forward, the proposals would be subject to a Transport Assessment specific to the number of units brought forward at that time. Such an exercise would be informed through an evaluation of traffic generation forecasts at that time, overlaid onto an updated traffic dataset.

5.3 Measures to Support Non-Car-Based Trips

5.3.1 Maximising the extent to which the site facilitates and supports non-car based trips will be a key consideration in its successful delivery. As set out in Chapter 2, the site is located within a practical walking distance of local facilities and bus stops in Kirkliston centre.

5.3.2 Evolution of the site layout should take into account the finalised layout of the adjacent Factory Field development, itself taking opportunities to integrate with the adjoining non-motorised network. Integration with the Factory Field site will increase the distance over which pedestrians and cyclists can benefit from a residential-style environment where vehicle speeds are reduced.

5.3.3 Outside the site, it is recommended that shared paths are incorporated along the site's western and northern frontages, ensuring there is a continuous provision between the site and Main Street. New shared paths should be delivered to a minimum of at least 2m width, with associated street lighting and dropped kerbs, where appropriate.

5.3.4 Measures to upgrade local bus stop facilities may be deemed appropriate, ensuring that the public transport use is seen by end users as an attractive, safe and reliable travel choice. A detailed evaluation of facilities would be included in the Transport Assessment prepared for any subsequent application, with recommendations based on the findings at that time.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 SYSTRA has been appointed by Avison Young (AY), on behalf of their client, to prepare a Transport Statement (TS) to support their submission for the promotion of a site at East Foxhall, in Kirkliston, through the Local Development Plan (LDP) process.

6.1.2 The site is located approximately 600m to the east of the B800 Station Road / Main Street signalised crossroads is the historic centre of Kirkliston.

6.1.3 If allocated, the Client believes that the site has the capacity to accommodate up to 100 residential units. The purpose of this report is to consider the likely trip-making characteristics of the completed development, taking into account the site location and the adjacent transport network.

6.2 Site Accessibility

6.2.1 SYSTRA has undertaken a review of transportation infrastructure and services in the adjoining catchment, revealing that the site is located within a practical walking distance of various local facilities and bus stops. The Foxhall site benefits from the same level of transportation accessibility as the recently consented Factory Fields residential development, being located adjacent to the site.

6.2.2 Given its proximity to established off-road pedestrian and cycle routes, the site is well located to support trips by active travel modes.

6.3 Trip Generation

6.3.1 The report adopts a traditional trip generation methodology to determine the likely number of vehicle movements associated with 100 residential units in this location. That methodology makes reference to a combination of 2011 Census data outputs and an observed traffic dataset from 2017

6.3.2 Viewed in the context of observed 2017 traffic flows, the outline assessment suggests that additional traffic generated by the proposed development would not have an operationally significant impact on the performance of the key Main Street / Queensferry Road junction.

6.4 Conclusion

- 6.4.1 This Technical Note examines the site location in the context of the established transport network and evaluates the ease with which trips, by a range of travel modes, could be made. SYSTRA would conclude that the site lends itself well to residential development, being well-paced to capitalise on the same transport opportunities afforded to the adjacent Factory Fields site.
- 6.4.2 In the event that the site is allocated for development within the emerging LDP, further technical appraisal will be necessary to support a planning application. SYSTRA anticipates that a Transportation Assessment would be necessary, with the scope to be discussed and agreed with City of Edinburgh Council in line with standards at that time. An updated Transport Assessment would be informed by fresh traffic datasets and would make reference to fresh forecasts of trip making in line with any updated information at the time.
- 6.4.3 An emerging site layout should reflect good practice as set out in Designing Streets guidance and should incorporate appropriate infrastructure to encourage and support non-car based travel. Proposals should also ensure that any severance between the site boundary and the established transportation network is overcome, with a key focus on the need for pedestrian and cycle facilities between the site and Main Street.

APPENDIX A – TRICS OUTPUTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	6 days
	SC SURREY	2 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	3 days
	SM SOMERSET	3 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	8 days
	SF SUFFOLK	4 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	6 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	4 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	3 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	FA FALKIRK	2 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	LT LEITRIM	1 days
	MA MAYO	1 days
	RO ROSCOMMON	3 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	WC WICKLOW	1 days
	WX WEXFORD	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	2 days
	DN DONEGAL	4 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	3 days
	DO DOWN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 6 to 1817 (units:)
Range Selected by User: 4 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 24/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	21 days
Tuesday	21 days
Wednesday	22 days
Thursday	22 days
Friday	14 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	100 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	40
Edge of Town	47
Neighbourhood Centre (PPS6 Local Centre)	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	82
Village	10
No Sub Category	8

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	100 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	4 days
1,001 to 5,000	23 days
5,001 to 10,000	20 days
10,001 to 15,000	22 days
15,001 to 20,000	15 days
20,001 to 25,000	9 days
25,001 to 50,000	7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,000 or Less	5 days
5,001 to 25,000	19 days
25,001 to 50,000	12 days
50,001 to 75,000	12 days
75,001 to 100,000	19 days
100,001 to 125,000	3 days
125,001 to 250,000	23 days
250,001 to 500,000	7 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	25 days
1.1 to 1.5	68 days
1.6 to 2.0	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	21 days
No	79 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	99 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.	ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		
2	AN-03-A-07 CASTLE WAY ANTRIM	SEMI DETACHED/TERRACED HOUSING	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 55 <i>Survey date: TUESDAY 20/12/11</i>		
3	AN-03-A-08 BALLINDERRY ROAD LISBURN	HOUSES & FLATS	ANTRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 204 <i>Survey date: TUESDAY 29/10/13</i>		
4	AN-03-A-09 SLOEFIELD DRIVE CARRICKFERGUS	DETACHED & SEMI -DETACHED	ANTRIM
	Edge of Town No Sub Category Total Number of dwellings: 151 <i>Survey date: WEDNESDAY 12/10/16</i>		
5	BN-03-A-02 SWEETS WAY WHETSTONE	MIXED HOUSES	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: TUESDAY 03/07/18</i>		
6	CA-03-A-04 PETERBOROUGH THORPE PARK ROAD	DETACHED	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>		
7	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		
8	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED	CHESHI RE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>		
9	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD	TERRACED HOUSES	CHESHI RE
	Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: MONDAY 24/11/14</i>		

LIST OF SITES relevant to selection parameters (Cont.)

10	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total Number of dwellings: 40 <i>Survey date: TUESDAY 04/06/19</i>	SEMI -DETACHED & TERRACED	CHESHIRE	<i>Survey Type: MANUAL</i>
11	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE	<i>Survey Type: MANUAL</i>
12	CS-03-A-03 TOP ROAD STRANDHILL STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 30 <i>Survey date: THURSDAY 27/10/16</i>	MIXED HOUSES	SLIGO	<i>Survey Type: MANUAL</i>
13	CS-03-A-04 R292 STRANDHILL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 63 <i>Survey date: THURSDAY 27/10/16</i>	DETACHED & SEMI -DETACHED	SLIGO	<i>Survey Type: MANUAL</i>
14	CV-03-A-02 R212 DUBLIN ROAD CAVAN KILLYNEBBER Edge of Town No Sub Category Total Number of dwellings: 80 <i>Survey date: MONDAY 22/05/17</i>	DETACHED & SEMI DETACHED	CAVAN	<i>Survey Type: MANUAL</i>
15	CV-03-A-03 R212 DUBLIN ROAD CAVAN PULLAMORE NEAR Edge of Town No Sub Category Total Number of dwellings: 37 <i>Survey date: MONDAY 22/05/17</i>	DETACHED HOUSES	CAVAN	<i>Survey Type: MANUAL</i>
16	DC-03-A-08 HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST Edge of Town Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 24/03/14</i>	BUNGALOWS	DORSET	<i>Survey Type: MANUAL</i>
17	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>	SEMI DETACHED	DURHAM	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

18	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 125 <i>Survey date: MONDAY 27/03/17</i>		
	<i>Survey Type: MANUAL</i>		
19	DH-03-A-03	SEMI-DETACHED & TERRACED	DURHAM
	PILGRIMS WAY DURHAM Edge of Town Residential Zone Total Number of dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i>		
	<i>Survey Type: MANUAL</i>		
20	DL-03-A-10	SEMI DETACHED & DETACHED	DUBLIN
	R124 MALAHIDE SAINT HELENS Edge of Town Residential Zone Total Number of dwellings: 65 <i>Survey date: WEDNESDAY 20/06/18</i>		
	<i>Survey Type: MANUAL</i>		
21	DN-03-A-03	DETACHED/SEMI-DETACHED	DONEGAL
	THE GRANGE LETTERKENNY GLENCAR IRISH Edge of Town Residential Zone Total Number of dwellings: 50 <i>Survey date: MONDAY 01/09/14</i>		
	<i>Survey Type: MANUAL</i>		
22	DN-03-A-04	SEMI-DETACHED	DONEGAL
	GORTLEE ROAD LETTERKENNY GORTLEE Edge of Town Residential Zone Total Number of dwellings: 83 <i>Survey date: FRIDAY 26/09/14</i>		
	<i>Survey Type: MANUAL</i>		
23	DN-03-A-05	DETACHED/SEMI-DETACHED	DONEGAL
	GORTLEE ROAD LETTERKENNY GORTLEE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 <i>Survey date: WEDNESDAY 03/09/14</i>		
	<i>Survey Type: MANUAL</i>		
24	DN-03-A-06	DETACHED HOUSING	DONEGAL
	GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Total Number of dwellings: 6 <i>Survey date: WEDNESDAY 10/10/18</i>		
	<i>Survey Type: MANUAL</i>		
25	DO-03-A-03	DETACHED/SEMI DETACHED	DOWN
	OLD MILL HEIGHTS BELFAST DUNDONALD Edge of Town Residential Zone Total Number of dwellings: 79 <i>Survey date: WEDNESDAY 23/10/13</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

26	DS-03-A-02 RADBOURNE LANE DERBY	MIXED HOUSES		DERBYSHIRE
	Edge of Town Residential Zone Total Number of dwellings:		371	
	<i>Survey date: TUESDAY</i>		<i>10/07/18</i>	<i>Survey Type: MANUAL</i>
27	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		37	
	<i>Survey date: WEDNESDAY</i>		<i>30/09/15</i>	<i>Survey Type: MANUAL</i>
28	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		116	
	<i>Survey date: FRIDAY</i>		<i>25/09/15</i>	<i>Survey Type: MANUAL</i>
29	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		70	
	<i>Survey date: MONDAY</i>		<i>28/09/15</i>	<i>Survey Type: MANUAL</i>
30	ES-03-A-02 SOUTH COAST ROAD PEACEHAVEN	PRIVATE HOUSING		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		37	
	<i>Survey date: FRIDAY</i>		<i>18/11/11</i>	<i>Survey Type: MANUAL</i>
31	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		212	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
32	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		134	
	<i>Survey date: FRIDAY</i>		<i>15/07/16</i>	<i>Survey Type: MANUAL</i>
33	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:		99	
	<i>Survey date: WEDNESDAY</i>		<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
34	FA-03-A-01 MANDELA AVENUE FALKIRK	SEMI -DETACHED/TERRACED		FALKIRK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		37	
	<i>Survey date: THURSDAY</i>		<i>30/05/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

35	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE FALKIRK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
36	HC-03-A-20	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	62	
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL
37	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS		
	Edge of Town Residential Zone		
	Total Number of dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
38	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE		
	Edge of Town Residential Zone		
	Total Number of dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
39	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total Number of dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
40	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD INVERNESS SCORGUIE		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
41	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD ASHFORD WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Number of dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
42	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD AYLESFORD DITTON		
	Edge of Town Residential Zone		
	Total Number of dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
43	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total Number of dwellings:	8	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 <i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>
45	KC-03-A-07 RECVLVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total Number of dwellings: 288 <i>Survey date: WEDNESDAY 27/09/17</i>		<i>Survey Type: MANUAL</i>
46	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 159 <i>Survey date: TUESDAY 22/05/18</i>		<i>Survey Type: MANUAL</i>
47	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i>		<i>Survey Type: MANUAL</i>
48	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM	SEMI DETACHED	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 22 <i>Survey date: TUESDAY 18/09/12</i>		<i>Survey Type: MANUAL</i>
49	LT-03-A-01 ARD NA SI CARRICK-ON-SHANNON ATTIRORY	SEMI-DETACHED & DETACHED	LEITRIM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90 <i>Survey date: FRIDAY 24/04/15</i>		<i>Survey Type: MANUAL</i>
50	MA-03-A-01 N26 STATION ROAD BALLINA	SEMI-DET. & TERRACED	MAYO
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74 <i>Survey date: FRIDAY 15/07/11</i>		<i>Survey Type: MANUAL</i>
51	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL	DETACHED	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: FRIDAY 21/06/13</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

52	NE-03-A-02 HANOVER WALK SCUNTHORPE	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	Edge of Town No Sub Category Total Number of dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
53	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	
	<i>Survey date: TUESDAY</i>		<i>16/10/12</i>	<i>Survey Type: MANUAL</i>
54	NF-03-A-02 DEREHAM ROAD NORWICH	HOUSES & FLATS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		98	
	<i>Survey date: MONDAY</i>		<i>22/10/12</i>	<i>Survey Type: MANUAL</i>
55	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
56	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		70	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/19</i>	<i>Survey Type: MANUAL</i>
57	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
58	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		275	
	<i>Survey date: MONDAY</i>		<i>23/09/19</i>	<i>Survey Type: MANUAL</i>
59	NF-03-A-08 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY	MIXED HOUSES & FLATS		NORFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:		1817	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

60	NF-03-A-09 ROUND HOUSE WAY NORWICH CRINGLEFORD Edge of Town Residential Zone Total Number of dwellings: 984 <i>Survey date: TUESDAY 24/09/19</i>	MIXED HOUSES & FLATS NORFOLK	<i>Survey Type: MANUAL</i>
61	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 <i>Survey date: FRIDAY 14/10/11</i>	BUNGALOWS & SEMI DET. NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
62	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 <i>Survey date: MONDAY 16/09/13</i>	TERRACED HOUSES NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
63	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 16/09/13</i>	MIXED HOUSING NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
64	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i>	HOUSES AND FLATS NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
65	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>	PRIVATE HOUSING NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
66	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
67	PK-03-A-01 TULLYLUMB TERRACE PERTH CORNHILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 <i>Survey date: WEDNESDAY 11/05/11</i>	DETAC. & BUNGALOWS PERTH & KINROSS	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

68	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		
69	RO-03-A-02 SLIGO ROAD BALLAGHADERREEN	SEMI DET. & BUNGALOWS	ROSCOMMON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 <i>Survey date: THURSDAY 14/07/11</i>		
70	RO-03-A-03 N61 BOYLE GREATMEADOW	DETACHED HOUSES	ROSCOMMON
	Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: THURSDAY 25/09/14</i>		
71	RO-03-A-04 EAGLE COURT ROSCOMMON ARDNANAGH	SEMI DET. & BUNGALOWS	ROSCOMMON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 39 <i>Survey date: FRIDAY 26/09/14</i>		
72	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		
73	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total Number of dwellings: 207 <i>Survey date: MONDAY 01/04/19</i>		
74	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT	DETACHED & BUNGALOWS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		
75	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		

LIST OF SITES relevant to selection parameters (Cont.)

76	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		
77	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		
78	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI -DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		
79	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS	SHROPSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 22/05/14</i>		
80	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total Number of dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		
81	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>		
82	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>		
83	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI -DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	100	116	0.063	100	116	0.287	100	116	0.350
08:00 - 09:00	100	116	0.129	100	116	0.381	100	116	0.510
09:00 - 10:00	100	116	0.145	100	116	0.178	100	116	0.323
10:00 - 11:00	100	116	0.121	100	116	0.144	100	116	0.265
11:00 - 12:00	100	116	0.125	100	116	0.136	100	116	0.261
12:00 - 13:00	100	116	0.154	100	116	0.150	100	116	0.304
13:00 - 14:00	100	116	0.160	100	116	0.155	100	116	0.315
14:00 - 15:00	100	116	0.170	100	116	0.178	100	116	0.348
15:00 - 16:00	100	116	0.238	100	116	0.168	100	116	0.406
16:00 - 17:00	100	116	0.268	100	116	0.163	100	116	0.431
17:00 - 18:00	100	116	0.353	100	116	0.168	100	116	0.521
18:00 - 19:00	100	116	0.298	100	116	0.170	100	116	0.468
19:00 - 20:00	1	21	0.286	1	21	0.048	1	21	0.334
20:00 - 21:00	1	21	0.238	1	21	0.286	1	21	0.524
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.748			2.612			5.360

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 1817 (units:)
Survey date range:	01/01/11 - 24/09/19
Number of weekdays (Monday-Friday):	100
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

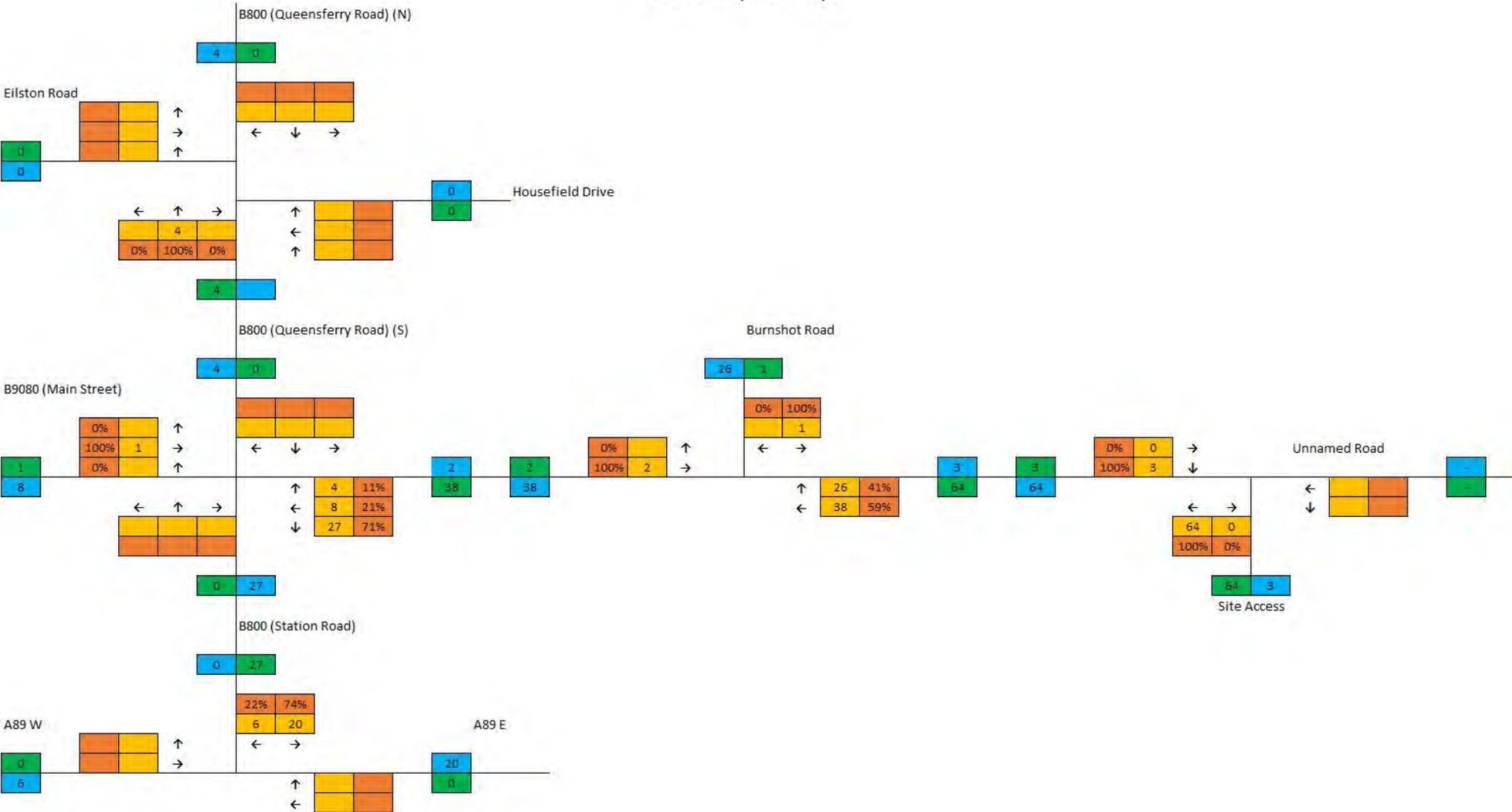
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	100	116	0.095	100	116	0.486	100	116	0.581
08:00 - 09:00	100	116	0.200	100	116	0.760	100	116	0.960
09:00 - 10:00	100	116	0.219	100	116	0.311	100	116	0.530
10:00 - 11:00	100	116	0.195	100	116	0.251	100	116	0.446
11:00 - 12:00	100	116	0.203	100	116	0.223	100	116	0.426
12:00 - 13:00	100	116	0.249	100	116	0.237	100	116	0.486
13:00 - 14:00	100	116	0.257	100	116	0.247	100	116	0.504
14:00 - 15:00	100	116	0.291	100	116	0.274	100	116	0.565
15:00 - 16:00	100	116	0.499	100	116	0.288	100	116	0.787
16:00 - 17:00	100	116	0.519	100	116	0.278	100	116	0.797
17:00 - 18:00	100	116	0.615	100	116	0.282	100	116	0.897
18:00 - 19:00	100	116	0.507	100	116	0.296	100	116	0.803
19:00 - 20:00	2	14	0.321	2	14	0.143	2	14	0.464
20:00 - 21:00	2	14	0.429	2	14	0.357	2	14	0.786
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.599			4.433			9.032

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

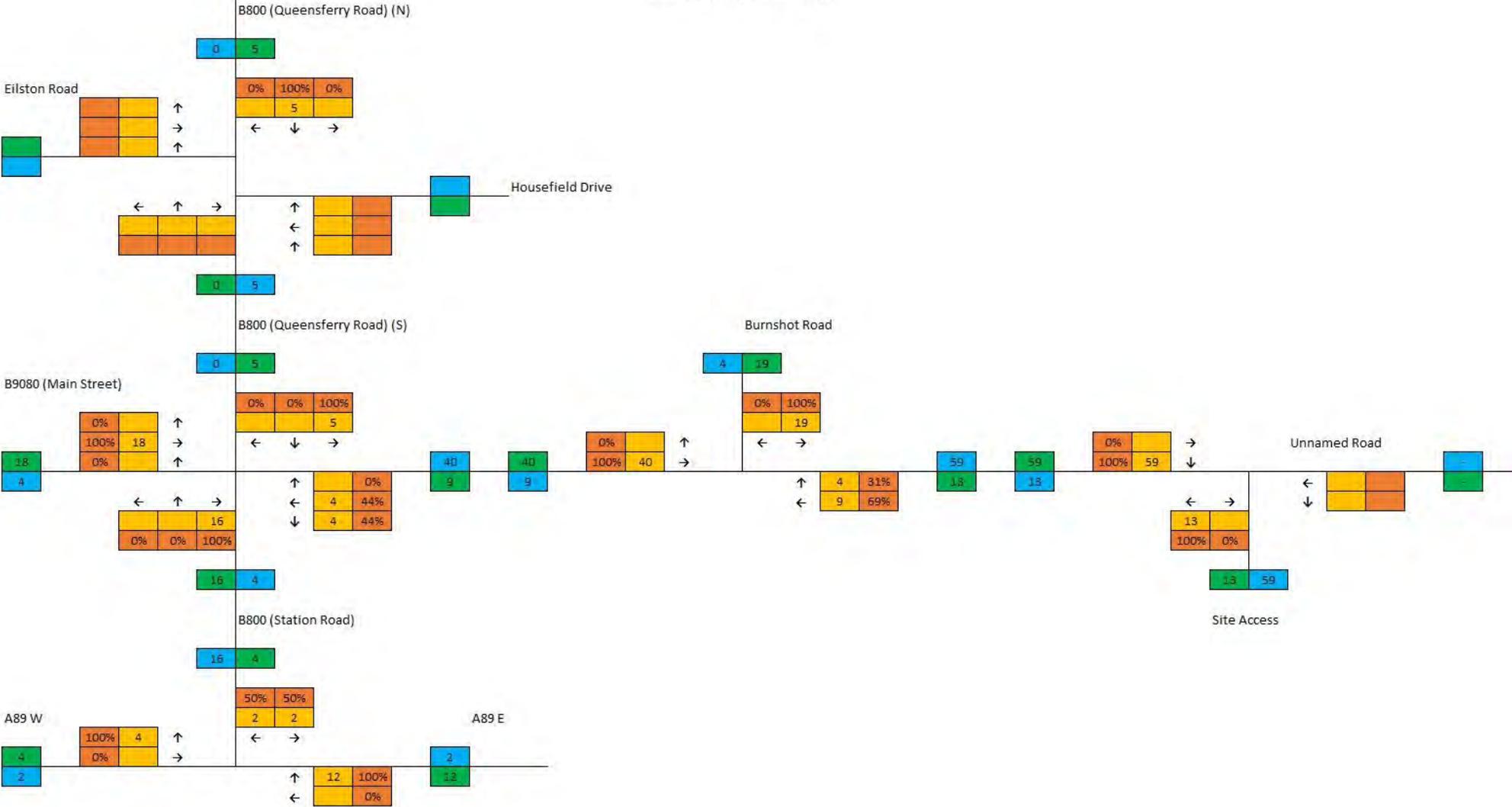
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

APPENDIX B – TURN COUNT NETWORK DIAGRAMS

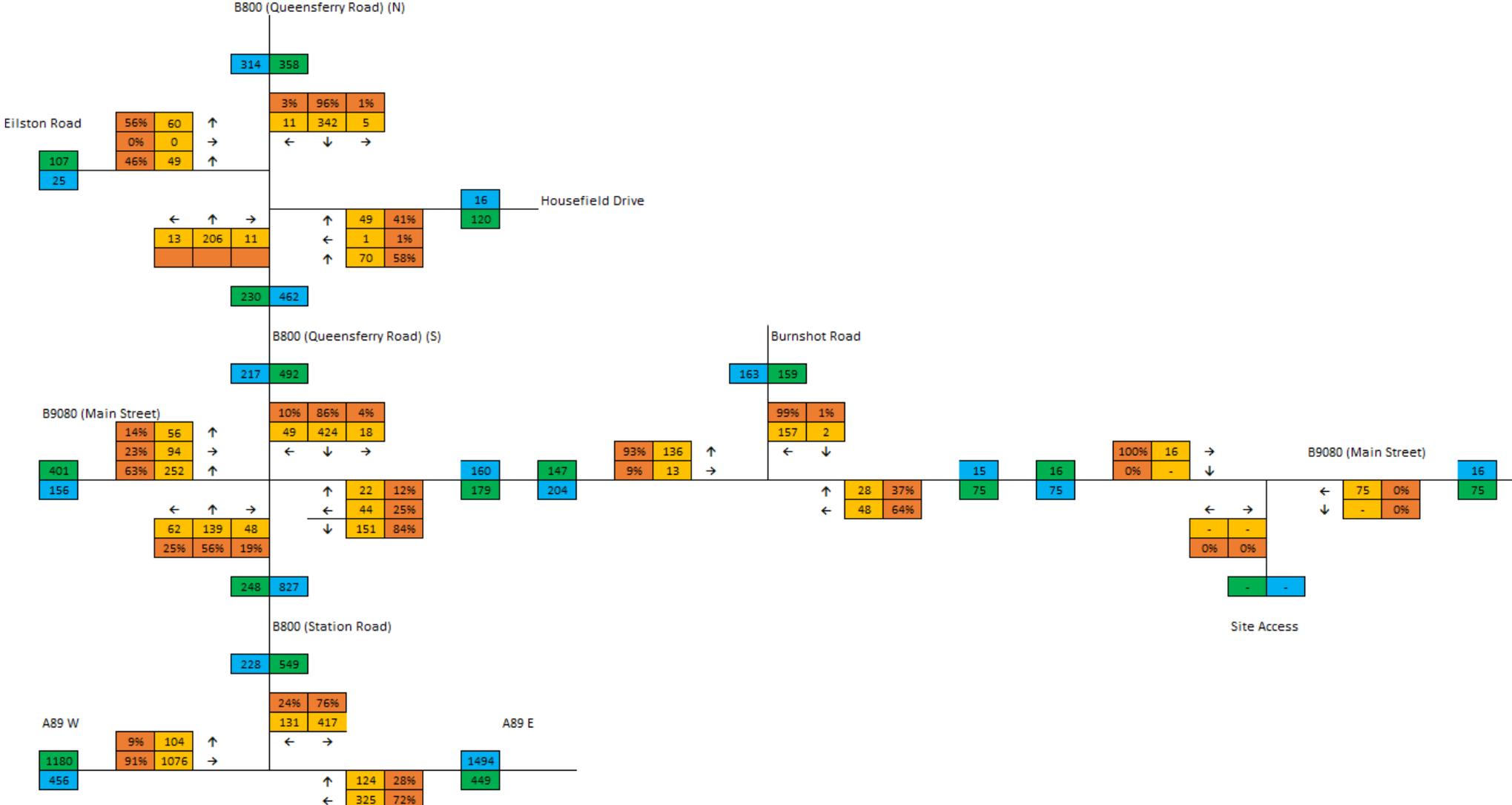
AM Development Trips



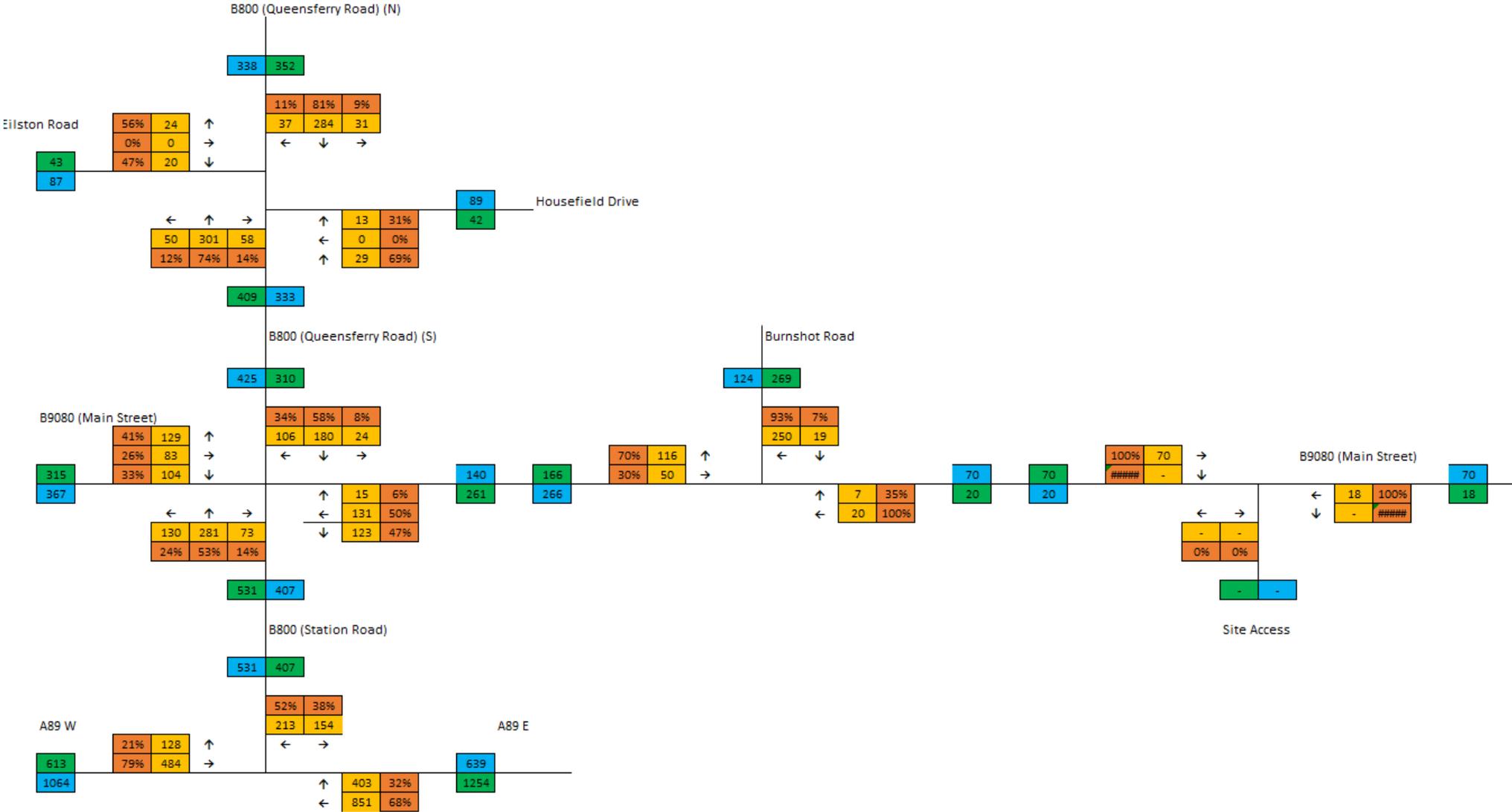
PM Development Trips



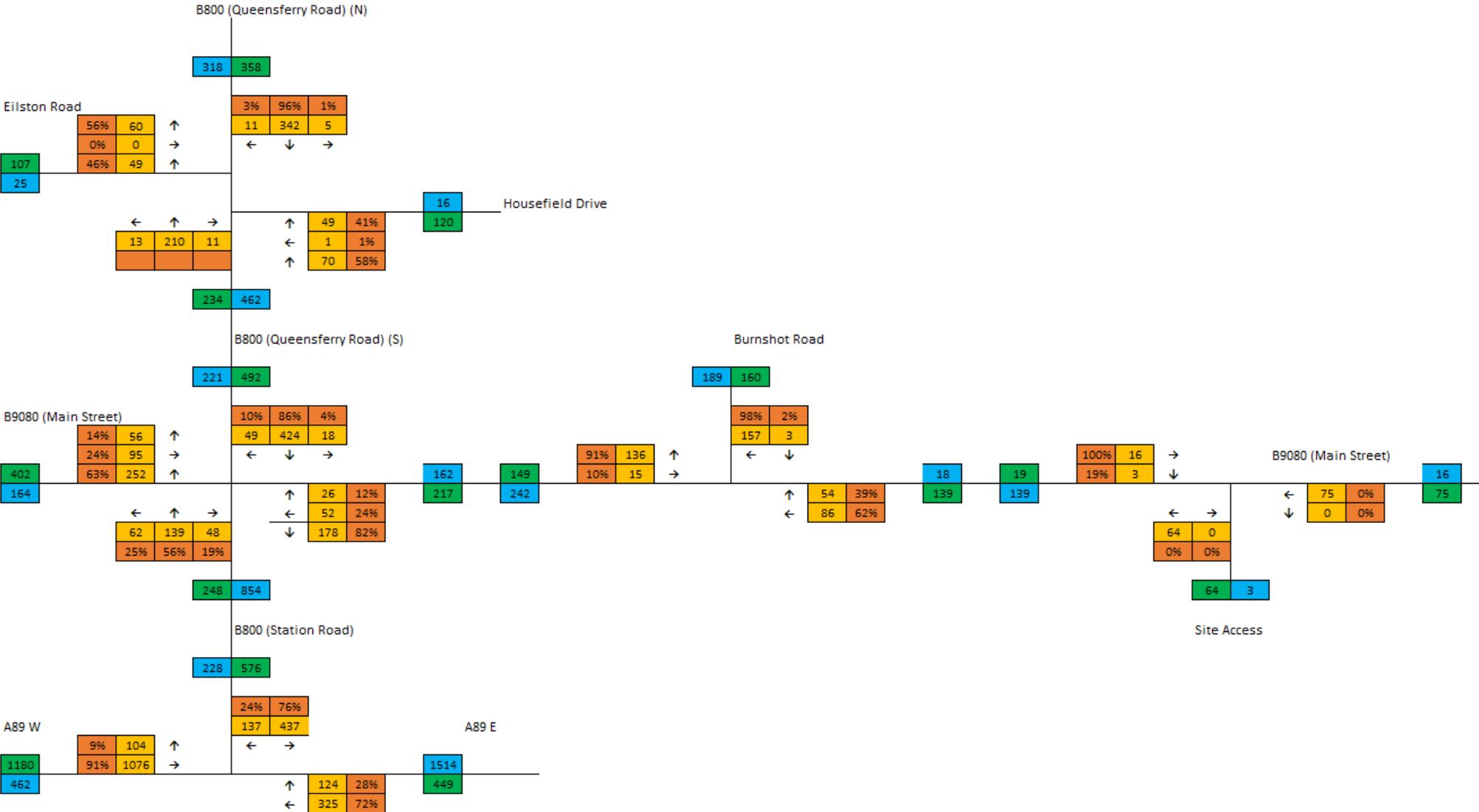
AM Base Trips



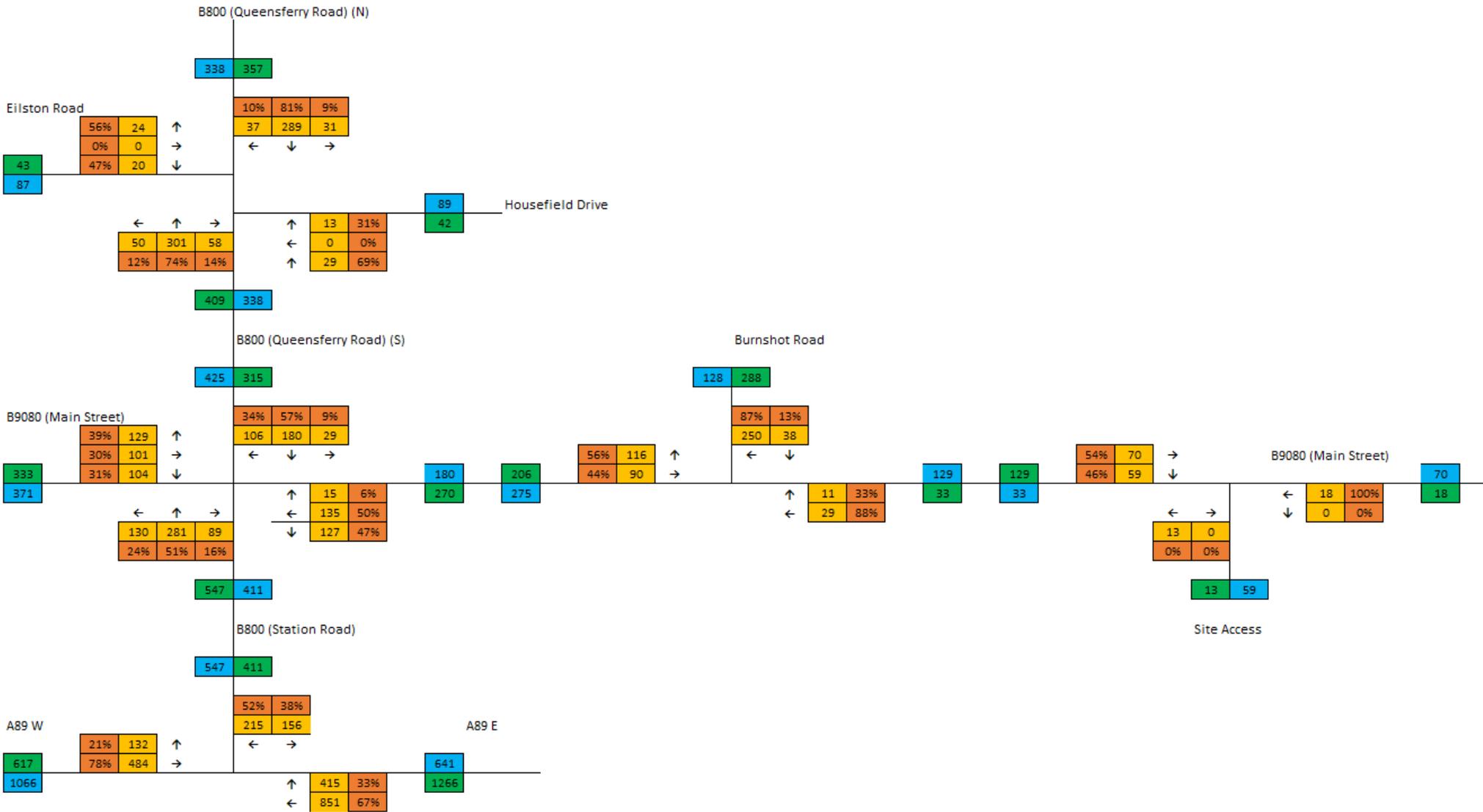
PM Base Trips



AM Base + Development Trips



PM Base + Development Trips



APPENDIX C – INDICATIVE ACCESS JUNCTION

Notes:

- 1. Do not scale from drawing
- 2. All dimension in millimetres unless otherwise stated



37.2m

40000.0000

R6000.0000

1/5 Taper

1/5 Taper

R6000.0000

6500.0000

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Prospect House
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Tel: 0131 460 1847

Client

Avison Young

Project

Foxhall East, Site Allocation

Title

Indicative Junction Layout

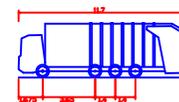
Drawn	AMS	Checked	KLM	Approved	KLM
Original dwg. size	A4	Date	12/03/20	Scale	NTS
Drawing Status	FINAL	Drawing Number	1	Rev.	A

Notes:

1. Do not scale from drawing
2. All dimension in millimetres unless otherwise stated



37.2m



CEC Refuse Vehicle
 Overall Length 11700m
 Overall Width 2550m
 Overall Body Height 5750m
 Min Body Ground Clearance 650m
 Track Width 2000m
 Lock-to-lock time 4005
 Curb to Curb Turning Radius 9500m

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Client

Avison Young

Project

Foxhall East, Site Allocation

Title

Indicative Junction Layout
 11.7m Refuse Vehicle Tracking

Drawn	AMS	Checked	KLM	Approved	KLM
Original drg. size	A4	Date	12/03/20	Scale	NTS
Drawing Status	FINAL	Drawing Number	1	Rev.	A

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