

Customer Ref: 01712 Response Ref: ANON-KU2U-GT2J-X
Name: Holder Planning
Response Type: Agent / Consultant
On behalf of: Taylor Wimpey

Supporting Info: Yes
Email: robin@holderplanning.co.uk

Choice 1 A

We want to connect our places, parks and green spaces together as part of a city-wide, regional, and national green network. We want new development to connect to, and deliver this network. Do you agree with this? - Select support / don't support

Short Response: Not Answered

Explanation: This is a laudable ambition, but there is not enough information given to agree or disagree.

Choice 1 B

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

Short Response: Not Answered

Explanation: There is not enough information given to agree or disagree. We support the principle of providing green and blue infrastructure where practical and affordable.

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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

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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 There is not enough information given to agree or disagree. We agree that major expansion of the city should be accessible to attractive parkland of appropriate scale. That can be provided within large areas of development. Care should be taken with how policies are framed, so they are not overly prescriptive. Smaller scale developments may not have space to accommodate large amounts of greenspace and may not be able to achieve accessibility to the "extra large green space". Obviously some parts of the city are better endowed with existing green space than others, use of which related to new development may be more appropriate than creating overly large new spaces. It should be recognised that the Council's objective of significantly raising housing density within new developments will mean that there will be less room for green space. There are not 'one size fits all' solutions here and policies should be drafted accordingly.

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 There is not enough information given to agree or disagree. This should not be at the expense of identifying sufficient land to meet development requirements. The Council's aspiration to significantly increase the density of new development is perhaps in conflict with providing land for allotments. It of course needs to be recognised that the demand for allotments is mostly driven by people not having sufficient garden space to grow food. There is obviously a trade-off between providing high density urban environments and space for allotments.

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Choice 1 F

We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - 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 We obviously agree with the principle of having enough space for burials, but we caution against identifying such space in a plan, as landowners may not bring it forward for such use. Instead we would recommend a criteria based policy to allow providers to identify the sites most fit for purpose, and for this to be considered in the context of that policy.

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 It is stated that he Council favours factoring on behalf of private landowner(s) and we support this. We do not favour adoption by the Council.

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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 There is not enough information given to agree or disagree. It is important that the requirement “to demonstrate” is reasonable and proportionate. There are already various policies and guidance that require such demonstration and it is not made clear what change is proposed. Care should be taken not to require onerous submission requirements to add to the already heavy and expensive burden of documentation to be submitted with a planning application.

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 We acknowledge the Council’s aspiration to ensure the efficient use of land by achieving enhanced density and coverage across development sites. While we would caution that challenges will inevitably lie ahead in achieving target density in harmony with the existing scale, character and settlement pattern of peripheral locations, we will work with the Council to achieve its ambitions.

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Choice **2 C**

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

Short Response

Explanation

Choice **2 D**

We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this? - Yes / No

Short Response

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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 It is important that measures to reduce Carbon are brought in safely, efficiently and in the knowledge that they will make a real and lasting reduction to carbon emissions. The Platinum standard of the build regulations is currently incomplete (i.e. the text under the sub headings in the current document is 'not currently defined' for all sections except CO2 emissions), therefore it is not known what the rest of the standard will require. This is critical when looking at the overall design, functionality and efficiency of buildings. It is therefore very difficult to quantify the impact that the Platinum standard will have on the design, build program and cost of buildings. Moreover, it is not clear whether the required the supply chain and expertise to implement any additional measures is available. The Government has responsibility for amending building regulations to ensure future sustainability. In our view it is critical that LDP policies should align with these, otherwise there is a significant risk that different Councils will have differing requirements. Housebuilders and their supply chains would find it almost impossible to work in such an adhoc and piecemeal policy context. We are firm in the view that emissions standards for new buildings should continue to sit within the building standards regulatory regime.

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 See answer to Q4B below
Great care will be needed to ensure that participants are well-informed about constraints and opportunities, to avoid unrealistic expectations and outcomes. It will also be important to avoid delay to what already appears to be an overly-ambitious timetable for the delivery of housing. Moreover, it is strongly recommended that developers are involved in the process, to provide their expertise and experience.

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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 Great care will be needed to ensure that participants are well-informed about constraints and opportunities, to avoid unrealistic expectations and outcomes. It will also be important to avoid delay to what already appears to be an overly-ambitious timetable for the delivery of housing. Moreover, it is strongly recommended that developers are involved in the process, to provide their expertise and experience.

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 There is not enough information given to agree or disagree. Care should be taken in assessing what is required and ensuring that the requirements for new infrastructure are properly justified, reasonable and proportionate.

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Choice **5 B**

We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this? - Yes / NO

Short Response

Explanation

Choice **5 C**

We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **5 D1**

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

Short Response

Explanation

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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 There is not enough information given to agree or disagree. The Council's current cumulative methodology has been recently rejected by the Scottish Government. Further work by the Council is therefore needed to demonstrate that its approach to contributions meets the various tests in the Government Circular.

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 We agree that statutory supplementary guidance should no longer be used, which is in any case the position in the new Planning Act. In our view, it is crucial that all matters, including developer contributions, that have a significant implication for the viability and delivery of housing are included within the LDP and not within Action Programmes or non-statutory guidance. This approach allows for appropriate consultation and independent scrutiny, which must be the case for such important matters.

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Choice **6 A**

We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes. Do you agree with this? - Yes / No

Short Response

Explanation There is not enough information given to agree or disagree. The current methodology for assessing accessibility of public transport and active travel routes seem overly negative e.g. sites next to high frequency bus routes and/or with access to cycling and walking routes are not recognised as such on the basis of what appears to be flawed assessment or a lack of exploration of new opportunities. We accept that walking/cycling routes and public transport are necessary, and there should be more positive consideration of improving existing links or creating new ones.

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 There is not enough information given to agree or disagree. It may be agreeable if participation is well-informed and realistic. People still need cars for trips where public transport or active travel is not an option. It may be too easy for communities with existing good access to parking to seek that new development does not also benefit. It is our experience that where low levels of parking has been provided on some developments, it encourages inappropriate parking to the detriment of the amenity of the area, sometimes obstructing pedestrians and cyclists. We believe that a significant reduction in car parking standards may have a number of negative consequences, including providing for varying needs.

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Choice **7 A**

We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **7 B**

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

Short Response

Explanation

Choice **7 C**

We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **7 D**

We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this? - We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan.

Short Response

Explanation

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

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Choice 8 C

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

Short Response

Explanation

Choice 8 C

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

Short Response

Explanation

Choice 9 A

We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets. Do you agree with this approach? - Yes / No

Short Response

Explanation

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Choice **9 B**

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

Short Response

Explanation

Choice **10 A**

We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **10 B**

We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this? - Yes / No

Short Response

Explanation

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Choice **10 C**

We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **11 A**

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

Short Response

Explanation We recognise that affordability is a challenge in Edinburgh but addressing this will require more housing to be delivered across all tenures and more effective land to be made available. At this stage there is insufficient clarity on how this 35% threshold may be implemented and the details of how this may be considered and as a general rule such a policy would not accord with Scottish Planning Policy paragraph 129, which states; "The level of affordable housing required a contribution within a market site should generally be no more than 25% of the total number of houses".Notwithstanding this, the proposed development will comply with whatever affordable housing policy is ultimately contained in the LDP.

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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

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Explanation

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Choice 12 A

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

Short Response: Not Answered

Explanation

We do not support any of the options because none of them is likely to provide the context to deliver sufficient housing to meet Edinburgh's housing need and demand until 2032. However, we could support an alternative to Option 3 (Blended Approach), which allocates much more land for housing than currently proposed. Our response to question 12A is structured to reflect the underlying methodology of establishing how much housing land is required to meet future requirements, following Scottish Planning Policy i.e. 1. Establish housing need and demand i.e. from HNDA 22. Establish the Housing Supply Target (HST) to properly reflect HNDA 23. Establish the Housing Land Requirement by adding 10 - 20% to the HST4. Estimate the amount of housing that can be delivered from the Established Housing Land Supply5. Allocate additional housing land to make up any shortfall between the Established Land Supply and the Housing Land Requirement. Following this, we have undertaken a critique of Options 1, 2 & 3, and finally we propose an "Alternative Option 3" HOUSING NEED AND DEMAND IN EDINBURGH Scottish Planning Policy (para 113) requires plans to be informed by a robust housing need and demand assessment (HNDA). HNDA 2 is the most recent assessment of need and demand in Edinburgh which has been agreed as robust and credible, and we therefore support its use as the basis for establishing the Housing Supply Target for CityPlan 2030. Moreover, in the context of current circumstances, we support the use of the Wealth Distribution Scenario. HNDA 2 identifies the following need and demand in Edinburgh from 2019 - 2032 (taking account of house completions up to 2019):

1. Wealth Distribution:	Affordable Housing - 44,586 units	Private Housing - 22,588 units
	Total - 67,174 units	

Scottish Planning Policy (para 115) indicates that the Housing Supply Target should be reasonable, should "PROPERLY REFLECT" the estimate of housing demand, and should be supported by compelling evidence. As explained below, none of the 3 options presented in the Choices document comes close to meeting the housing need and demand identified in the Wealth Distribution Scenario of HNDA 2. In our view, the approaches suggested are contrary to Scottish Planning Policy in that they do not "properly reflect" the HNDA estimate and are not supported by compelling evidence. There is a reference in the Council's documentation to the other factors involved in setting the housing target, however, it is not explained in any detail why a downward adjustment from the HNDA output is justified having regard to the "wider economic, social and environmental factors, issues of capacity, resource and deliverability, and other important requirements such as the aims of National Parks" required by Scottish Planning Policy. This is an important matter given the historic severe undersupply of housing and housing land in Edinburgh and requires further attention. It is not clear if the Council has considered in any detail how first housing need and demand could be met before deciding a reduced HST was necessary. In this regard the HSTs in Choices could be seen to have been set using a 'back to front' methodology. Recent LDP Examination decisions such as those at Falkirk and Stirling are instructive on this matter. The findings of the Falkirk Reporter are quoted below: "I agree with representees that this is not an appropriate approach for the council to have adopted; diagram 1 on page 30 of SPP makes clear that the setting of the housing supply target comes before the identification of land, as does a fair reading of SPP paragraph 120." (Issue 2, para. 35) "In my view it is illogical to take a supply-led approach to the setting of the housing land requirement. The housing land requirement is intended to be the driver for ensuring a sufficiently generous supply of land is available to meet the housing supply target. If the housing land requirement is derived from the identified supply, rather than the opposite way round, the

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housing land requirement cannot have directly informed decision-making over which sites ought to be allocated.” (Issue, para. 71)Edinburgh has not been in a position recently where it has even attempted to allocate sufficient land to meet its own housing need and demand in full. Instead, a significant proportion of its need and demand has been redistributed to other authorities. As we refer to below, there is no reference in Choices 2030 to meeting any of Edinburgh’s housing need and demand elsewhere.HOUSING SUPPLY TARGETThe Choices document states that Edinburgh’s housing target 2019 to 2032 is: Market Housing - 22,600Affordable Housing - 20,800Total - 43,400THIS COMPARES WITH THE HNDA 2 TOTAL NEED AND DEMAND OF 67,174 HOMES, WHICH IS A SHORTFALL OF 23,774 HOMES. IN OTHER WORDS, CHOICES 2030 IS PROPOSING TO MEET ONLY 65% OF THE NEED AND DEMAND.THE MAIN REASON FOR THIS IS THAT COUNCIL CONSIDER THAT THE 23,786 AFFORDABLE HOMES CANNOT BE PROVIDED FOR. THE DECISION TO THEREFORE IGNORE THIS MASSIVE SHORTFALL IN MEETING THE NEED FOR AFFORDABLE HOUSING IS NOT PROPERLY JUSTIFIED, DOES NOT PROPERLY REFLECT THE HNDA AND, IN OUR VIEW, IS DEEPLY FLAWED.To undersupply housing land in Edinburgh by nearly one third of requirements is likely to have a very significant impact on the housing market over the coming years. The Council acknowledges the current significant shortfall of affordable housing and the proposed strategy can only serve to massively exacerbate the problem. Given that Scottish Planning Policy for delivering more affordable housing hinges on a proportion of market sites being given over to affordable housing, an obvious alternative is to increase housing land release overall, which can accommodate market and affordable homes.If the Council does not intend to distribute any of its housing need and demand to neighbouring Council areas, as has been traditionally the case, then it should aim to have a strategy which meets need and demand within its own boundaries, or at least adopt a strategy that “properly reflects” the HNDA as required by Scottish Planning Policy.We understand the Council’s case for not adopting such a strategy, which is that there is doubt, based on historic completions rates, that the amount of housing actually required can be delivered. This, in our view, is not a reason to suppress the HST. This is because if the HST is suppressed to reflect historic completion rates rather than actual demand, it will mean that there is insufficient land allocated for the market to respond to that demand. In other words, the suppressed HST dictates and constrains delivery.IN OUR VIEW, THEREFORE, CITYPLAN SHOULD SET AN ALL TENURE HOUSING SUPPLY TARGET IN LINE WITH THE HNDA 2 WEALTH DISTRIBUTION SCENARIO I.E. 67,174 HOMES.Moreover, the precise splits between tenures are sensitive to minor changes in variables. The variables can change significantly over time. We therefore consider that the all tenure output of the HNDA should be the primary piece of information which informs the HST. This approach was endorsed by the Reporter at the recent Falkirk LDP Examination (DPEA ref. LDP-240-2), as follows:“I do however acknowledge that needs and demands for different tenures are likely to vary over the course of the plan period. Therefore I reiterate that it is the overall, all tenure housing supply target against which the number of completions and availability of effective land should ultimately be tested, regardless of tenure.” (Issue 2, para. 66) EXISTING (ESTABLISHED) HOUSING SUPPLYThe existing housing supply is made up of two components – effective and constrained sites. Although we agree that sites which are identified as effective in the 2019 Housing Land Audit should be taken into account, we question the number of units which is assumed will be delivered by 2032. This is because the Council appears to have assumed that all effective sites will be developed in their entirety by 2032, when in reality the rate of delivery on some larger sites will mean that the development is unlikely be completed by that date. Homes for Scotland have assessed this matter in detail in their submission to Choices 2030, and have calculated that 21,055 dwellings rather than the 22,696 identified in the Council’s Housing Land Study are likely to come forward. The calculation that HfS have undertaken is robust, based on projecting forward the programming shown in the 2019 HLA for the first 7 years of development. This approach has recently been supported by the Report of Examination on the Aberdeen City & Shire Strategic Development Plan, as follows:“The approach used by Homes for Scotland where the programming of sites is extrapolated beyond the period stated in the housing land audit is well-evidenced with tables showing each site in each authority and market housing area. There will be instances where sites perform better and some which deliver less than the extrapolated method shows but it reasonably carries forward the last known (and agreed) programme of delivery on each site into the

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future. Therefore, I consider that it can be effectively used to predict the amount of the established supply that is considered to become effective during the periods 2027 to 2032 and 2033 to 2040.” (para. 26, p. 193, Issue 14)The Housing Land Study identifies the future delivery of 7,468 houses on constrained sites. This is a highly optimistic assumption given that constrained sites by their nature have impediments to overcome and no identified solution. In some cases we accept that these constraints may be overcome. However, equally sites which are currently considered effective may become constrained over time. Therefore, in our view, only currently effective sites should be relied upon to contribute to the land supply and this approach was also endorsed in the Report of Examination for the Aberdeen City and Shire SDP.THUS, AGAINST THE COUNCIL’S ASSUMPTION THAT THE EXISTING HOUSING LAND SUPPLY WILL DELIVER 30,164 UNITS, WE ARE OF THE VIEW THAT THIS SHOULD BE ASSUMED TO BE 21,055 UNITS.ESTABLISHING THE HOUSING LAND REQUIREMENTSScottish Planning Policy (para 115) requires plans to allocate 10 – 20% more homes than the Housing Supply Target figure to provide generosity and flexibility. The Choices document proposes the lowest level of generosity at 10%. We support this approach but only on the basis that no delivery is assumed from constrained sites as described above and also that a more realistic approach is taken to delivery assumptions from the 142 ‘new’ brownfield sites described in the Housing Study (see below). The Council’s delivery assumptions are highly speculative and optimistic in our view and even if generosity was pegged at 20% it would be too little to account for the risk of the supposed supply not delivering.SO THERE IS A BALANCE TO BE STRUCK BETWEEN THE RELATIVE RISK OF THE ESTABLISHED HOUSING LAND SUPPLY NOT DELIVERING AS PREDICTED AND THE %AGE GENEROSITY. IN THE CONTEXT OF THE ASSUMPTIONS MADE IN CHOICES 2030, IT SHOULD BE SET AT 20% AT LEAST.HOWEVER, IN THE FOLLOWING SECTION WE HAVE USED A FIGURE OF 10%, ON THE BASIS THAT MORE REALISTIC DELIVERY ASSUMPTIONS FOR CONSTRAINED AND NEW BROWNFIELD SITES WILL BE USED.NEW LAND REQUIREMENTFollowing on from the above considerations, it is reasonably straight forward to calculate the number of new homes for which new land needs to be allocated in CityPlan. Housing Need & Demand 2019 – 2032: 7,174 unitsHousing Supply Target: 67,174 unitsHousing Land Requirement (HST + 10%): 3,892 unitsEffective Housing Supply: 21,055 unitsNew Land Requirement: 52,837 unitsCRITIQUE OF OPTIONS 1, 2 AND 3 IN CHOICES 2030OPTION 1Option 1 proposes to deliver 17,600 houses in the plan period on land within the urban area through rapid intervention by the Council and its public sector partners. If landowners do not bring forward the identified sites for development the Council proposes compulsory purchase.As explained in the Housing Land Study, 142 brownfield sites have been identified which are stated to have medium to high potential for housing. As we explain below there is not any evidence presented to indicate that this is in fact the case. Some of the sites may meet planning objectives e.g. proximity to public transport, but there is significant doubt regarding delivery.Although we fully recognise and support the priority to bring forward brownfield land for development, unfortunately Option 1 has a number of fundamental problems which should rule it completely out of contention.Firstly, the identified capacity of 17,600 is only about 33% of the number of additional new houses required to meet Edinburgh’s need and demand.Secondly, it is highly unlikely that the 142 identified sites will be developed in their entirety by 2032.The deliverability of these sites has not been considered in the Housing Study. Important basic information about the sites is apparently unknown including whether the owner is interested in selling / developing the site and who owns them. Just 6ha of land (capacity for 428 dwellings) is identified as suitable. A further 140ha is identified as being partially suitable for development (7,767 dwellings) and 127ha (8,406 dwellings) as unsuitable. Nevertheless, it has been assumed that all of these sites, whatever their classification will be delivered in full during the plan period, apparently disregarding the suitability review. Of the 275ha of land just 11ha is vacant. The delivery of the land therefore assumes that the operation of existing businesses or public sector organisations will cease. For this to be the case residential development would need to create a land value in excess of the value of the premises in its current use and provide sufficient incentive for the landowner to sell. This has not been considered in the Housing Study and should not necessarily be assumed for the following reasons:1.The change of use of industrial to residential will have a heavy cost burden, including significant developer

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contributions and often high abnormal land remediation costs. In many cases this may make residential development economically unviable.2.The City Plan Industrial Property Market finds that industrial site vacancy rates are low in Edinburgh and rents are growing. This picture is similar in South East Scotland with Ryden’s 85th Scottish Property Review noting that vacancies are at record low levels (p. 20). Moving location will be difficult for many operators and so they may well place a particularly high value on sites for owner-occupiers or outstanding lease periods for tenants. This will mean that asking prices for those that may be willing to sell could also reflect valuations of the operating companies as going concerns. Many of these sites will have already been considered by private developers with the landowners approached. It is for the Council to explain how, despite having not come forward to date, they will be delivered for housing, despite the financial burdens of planning policy being increased, reducing the land value which could be offered by a prospective developer. The lead in times for many of the sites, even if they are in single ownership and can be viably developed, will be lengthy. Existing leases would need to expire or be bought out, which would add to viability challenges. However, for many sites, there will be multiple ownerships, where conflicting interests will add to the difficulties. Compulsory purchase is unlikely to be solution due the complexity, length, cost and uncertainty of the procedure. It is questionable whether CPO would be successful if seeking to acquire land occupied by active businesses with employees unless there were already other suitable premises in suitable locations available. One would also question the desire of the Council to even want to proceed in individual cases that involved forcing the closure of businesses and related loss of employment.The time taken to go through the process should also not be underestimated. It will presumably be necessary to give the owners a chance to bring the site forward for development themselves. This could be a period of five years, but many sites may well have current leases lasting longer than this. It would then be necessary to make efforts to obtain the sites on the open market. A CPO may be able to be ran alongside this but the process would still take many years. For instance for the St James Centre, approaches were first made to owners in 2008 and has only been completed 12 years later. The costs and logistics of running multiple contentious CPOs simultaneously will also likely be prohibitive. Moreover, much of this land is currently in employment use, and the Choices document says intervention will be required to deliver 275 hectares of employment land. There is virtually nothing in the Choices document to explain how this provision of employment land will transition without resulting in significant economic upheaval and related negative impacts for employment and service delivery.OPTION 2Option 2 proposes 27,900 homes on a number of large-scale greenfield sites around the City. Although we support the release of these sites, there are a number of flaws in this strategy.Firstly, the number of homes proposed is only just over half of the additional new homes required to meet housing need and demand in full.Secondly, it is unlikely that the number of houses proposed can be delivered on these sites by 2032. There are about 10 ownership interests involved and a rough calculation would suggest that each of these might deliver in the region of 200 homes per year once started. Given the strategic nature of these sites and the lengthy planning and related consenting process it is realistic to assume that development is unlikely to begin until 2025 at the earliest. An realistic assumption might be that each site will therefore deliver 200 houses/year for a 7-year period up to 2032, producing a total of approximately 14,000 houses, which is significantly below the ambition of 27,900.It is therefore clear that significant additional new sites are be required, simply to get closer to meeting full housing need and demand.OPTION 3Option 3 is described as the blended approach, focussing on greenfield and brownfield land. However, it too has fundamental shortcomings.Firstly, it only proposes 17,600 houses in total, the same as Option 1, which as explained above is only a fraction of what is required to meet Edinburgh’s housing need and demand.Secondly, although it assumes 11,000 houses are built on the 142 urban brownfield sites identified rather that 17,600 in Option 1, in our view this continues to be a very significant over-estimate of what can be achieved for the reasons we have explained under Option 1.Also, the proposal for 6,600 houses on greenfield sites significantly under-utilises the delivery potential on sustainable sites around Edinburgh.ALTERNATIVE OPTION 3We agree that a ‘blended approach’ of greenfield and brownfield land release for housing is appropriate but it should seek to deliver significantly more homes than is likely to arise from Option 3.If Edinburgh’s housing need and demand is to be met in full then that

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would mean that new land for 52,837 homes would need to be identified. However, we accept that it is not a realistic proposition that this number of houses (minus 10% generosity) could be delivered in the plan period in addition to the effective housing land supply. It is notable that the Choices document does not envisage that at least some of the very large proposed shortfalls in meeting Edinburgh's housing need and demand in full should be accommodated elsewhere in the City Region. This is the approach that has been the cornerstone of strategic planning for housing in the Region for many decades, and its abandonment now has significant consequences for the City. To simply ignore the unmet housing need and demand that would inevitably arise from any of the 3 Options proposed in the Choices document is not, in our view, a reasonable or acceptable approach. Nor does it comply with Scottish Planning Policy or Government aspirations for the delivery of housing to reflect need and demand. We therefore propose an Alternative Option 3. As described below, this is more realistic in regard to the delivery of housing on brownfield land, but continues to be aspirational to ensure that its potential is maximised. Greenfield land has much greater potential than identified in Option 3. In our view, a more reasonable and realistic assumption for delivery from new brownfield sites within the plan period is 6,000 homes. Even that will be a significant challenge given the issues we have noted above in respect to viability, lead-in times, CPO etc. Option 2 of the Choices document indicates that 27,900 units can be delivered on the greenfield sites identified. However, because of lead-in times for development and the limit to the rate of development on individual sites, it is inevitable that additional greenfield sites will need to be identified to achieve this total within the plan period.

Choice 12 B1

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

Short Response Not Answered

Explanation

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Yes

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Response Type

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On behalf of:

Taylor Wimpey

Choice 12 B2

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

Short Response

Not Answered

Explanation

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

Not Answered

Explanation

Choice 12 B4

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

Short Response

Not Answered

Explanation

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Choice 12 B5

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

Short Response Not Answered

Explanation

Choice 12 B6

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

Short Response Not Answered

Explanation

Choice 12 B7

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

Short Response Not Answered

Explanation

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Name

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Response Type

On behalf of:

Choice **12 B8**

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

Short Response

Explanation

Choice **12 B9**

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

Short Response

Explanation

Choice **12 B10**

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

Short Response

Explanation

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Choice 12 BX

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

Short Response Not Answered

Explanation Taylor Wimpey do not object to any of the housing allocations proposed in Choices 2030. However, as explained in answer to Q12A, the number of greenfield allocations proposed by all three strategy options is significantly less than needed to approach meeting Edinburgh's housing need and demand. In particular there is almost a complete absence of smaller housing sites proposed, which could make a significant contribution to the significant shortfall in housing provision in the short to medium term. Although the allocation of large strategic sites is to be welcomed, past experience is that such sites will have long lead-in times and will be dependent on significant infrastructure provision, which in many cases is not yet in place. With that in mind, Taylor Wimpey are therefore seeking the allocation of a site for housing at Muirwood Road, Currie, within the Baberton Assessment Area in the Housing Study. A comprehensive design document has been prepared by JTP and this is submitted in response to Q12C. The proposals have not so far taken account of the emerging proposed policies in Choices 2030, but Taylor Wimpey would be content to amend the proposed uses/design/layout to meet the requirements of the replacement LDP in due course. One particular issue is the possibility of accommodating a new primary school on the site if considered necessary and we have submitted another plan in response to Q12C to show this option. Respectfully, it appears to us that the non-identification of the site for potential housing development in Choices 2030 may be partly due to a number of incorrect assumptions and conclusions in the Site Assessment contained in the Choices 2030 Housing Study. We appreciate that the preparation of such assessments for so many sites is challenging, and can lead to broad brush conclusions which do not necessarily reflect the actual circumstances for a particular site. It is obviously crucial that the site being promoted is considered on the correct basis, and to assist in this process Taylor Wimpey has enlisted a number of experts to review the Muirwood Road site against the various criteria in the Site Assessment. We have therefore listed below each of the Assessment criteria for the Baberton area and provide comments in capital letters on where we agree and disagree with the conclusions. It should be noted that the comments on accessibility and transport have been taken from the Transport Statement prepared in March 2020 by Transport Planning Ltd. The full report has been submitted in response to Q12C. Does the site fit within an area identified as a strategic development area? No – The site is not within an identified SDA COMMENT: THIS IS CORRECT BUT SESPLAN 1 POLICY 7 DOES SUPPORT THE ALLOCATION OF SITES IN THE LDP WHICH ARE OUTWITH AN SDA ON THE FOLLOWING CONDITIONS: A. THE DEVELOPMENT WILL BE IN KEEPING WITH THE CHARACTER OF THE SETTLEMENT AND LOCAL AREA; B. THE DEVELOPMENT WILL NOT UNDERMINE GREEN BELT OBJECTIVES; AND C. ANY ADDITIONAL INFRASTRUCTURE REQUIRED AS A RESULT OF THE DEVELOPMENT IS EITHER COMMITTED OR TO BE FUNDED BY THE DEVELOPER AS EXPLAINED IN COMMENTS BELOW, ALL OF THESE CONDITIONS CAN BE MET. WE NOTE THAT A NUMBER OF SITES WHICH HAVE BEEN PROPOSED FOR HOUSING IN CHOICES 2030 ARE NOT WITHIN AN SDA, SO THE COUNCIL DO NOT CONSIDER THIS TO BE A CONSTRAINT TO THE ALLOCATION OF A SITE FOR HOUSING. Does the site support travel by foot to identified convenience services? Yes – The site is within walking distance of local convenience services. COMMENT: AGREED Does the site support travel by foot to identified employment clusters? Partially – The site is within walking distance of employment clusters but access is impeded by the poor walking environment along Riccarton Mains Road, which form a barrier to the Riccarton employment cluster COMMENT: THIS CONCLUSION ABOVE IGNORES THE ALTERNATIVE ROUTE VIA DONKEY LANE, WHICH IS NOTED ON CEC'S QUIET ROUTES MAPPING, PLUS ELEMENTS OF

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SIGHTHILL LIE ON THE EDGE OF THE 2400M WALKING DISTANCE TO EMPLOYMENT NOTED IN CECS CRITERIA. Does the site have access to the wider cycle network? No – The site has access to the wider cycle network but access is impeded by the Water of Leith path which is poorly overlooked, unlit and unsuited to everyday journeys. Upgrading the route without significant impact on the ecology of the area is considered unlikely and highly challenging and no other suitable potential cycle route interventions have been identified which could serve the site. COMMENT: THIS IS AT ODDS WITH THE COMMENTS FROM SUSTRANS REFERRED IN PARAGRAPH 3.7 OF THE TRANSPORT PLANNING REPORT SUBMITTED IN RESPONSE TO Q12C AND INFORMATION WITHIN THE COUNCILS OWN PUBLICATIONS (SEE PARAGRAPH 3.8). ALSO, ACCESS TO THE CYCLE NETWORK IS NOT ‘IMPEDED’ BY THE WATER OF LEITH PATH – THE WATER OF LEITH PATH IS PART OF THE CYCLE NETWORK.” CORRESPONDENCE WITH SUSTRANS DATED 21ST FEB 2020, SUSTRANS STATES: “REGARDING THE WATER OF LEITH PATH, WHILST IT DOES FORM PART OF NATIONAL ROUTE 75 IT IS NOT REALLY A USABLE COMMUTING CYCLE ROUTE THROUGHOUT MUCH OF THE YEAR IN ITS CURRENT STATE AS THE ROUTE IS PRONE TO SURFACE FLOODING. WE HAVE WORKED WITH CEC TO DEVELOP DETAILED DESIGNS READY FOR TENDER FOR A WHOLE ROUTE UPGRADE BETWEEN BALERNO AND THE CANAL, AND ARE CURRENTLY LOOKING FOR FUNDING TO CARRY OUT THE CAPITAL WORKS (CIRCA £500K). THESE WOULD SEE THE PATH SURFACED AND DRAINAGE IMPROVED TO ENSURE THAT IT IS USEABLE THROUGHOUT THE YEAR. THESE PLANS DO NOT INCLUDE LIGHTING, AS THIS IS NOT PERMITTED IN THE WOL LAND MANAGEMENT PLAN FOR CONSERVATION REASONS. IF FUNDING WERE AVAILABLE WE WOULD BE IN A POSITION TO PROGRESS WITH THIS WORK ONCE SCOTTISH WATER VACATE THE SITE LATER THIS YEAR. WOULD THIS KIND OF UPGRADE WORK BE SOMETHING THAT DEVELOPERS COULD SUPPORT?” IN THE 2016 REFRESH OF THE COUNCILS ACTIVE TRAVEL PLAN, THE USE OF LED LIGHTING IS NOTED (PAGE 5) ON NCN75 AND THE COUNCILS OWN QUIET ROUTES MAPPING LISTS NCN75 AS ‘MAIN CYCLE PATH, WIDER, USUALLY BETTER SURFACE’. Can the site support active travel overall through appropriate intervention? No – The site would not support active travel overall, as access to the wider cycle network is poor and it is unlikely to be improved through an identified intervention. COMMENT: THIS IS AT ODDS WITH THE COMMENTS FROM SUSTRANS NOTED ABOVE AND POTENTIALLY UNDERMINES THE POSSIBLE FUNDING OF HALF A MILLION POUNDS WORTH OF PATH ENHANCEMENTS. CONTRARY TO THE COUNCIL’S ASSESSMENT CONCLUSIONS, IT IS POSSIBLE TO SUPPORT ACTIVE TRAVEL THROUGH INTERVENTION. 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. COMMENT: WE STRONGLY DISAGREE WITH THIS STATEMENT. THE SITE IS WITHIN EASY WALKING DISTANCE OF A 10 MINUTE FREQUENCY BUS SERVICE AND WITHIN WALKING DISTANCE OF A MAINLINE RAILWAY STATION AND, AS EXPLAINED IN THE TRANSPORT PLANNING ASSESSMENT SUBMITTED IN RESPONSE TO Q12C, THE FOLLOWING POINTS ARE RELEVANT: 3.9 THE SITE IS LOCATED CLOSE TO ESTABLISHED BUS ROUTES ON LANARK ROAD. THE CROSSING POINTS WITHIN THE BLINKBONNY ROAD SIGNALS AFFORD CONNECTIVITY BETWEEN EASTBOUND AND WESTBOUND STOPS. 3.10 PARA 4.16 OF THE EDINBURGH STRATEGIC SUSTAINABLE TRANSPORT STUDY PHASE 1 (OCTOBER 2019) STATES “THE PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL) PRESENTED IN FIGURE 4-5 OUTLINES THE RATING FOR A SELECTED PLACE BASED ON HOW CLOSE IT IS TO PUBLIC TRANSPORT, TAKING INTO ACCOUNT WALKING TIME TO ACCESS PUBLIC TRANSPORT (I.E. TO A STOP OR STATION) SERVICES AND HOW FREQUENT SERVICES ARE IN THE AREA.” 3.11 THESE PTALS ARE USED TO HELP ADVISE ON SITE SELECTION, BUT IT IS NOTED THAT: -A) NO ACCOUNT OF THE SERVICE FREQUENCY IS NOTED AT THIS POINT IN THE STUDY; B) NO ACCOUNT OF THE CARRYING PEAK TIME CAPACITY OF THE SERVICE(S) IS NOTED AT THIS POINT IN THE STUDY; AND C) NO ACCOUNT OF THE JOURNEY TIME TO DESTINATIONS IS NOTED AT THIS POINT IN THE STUDY. 3.12 THESE MATTERS ARE CONSIDERED LATER IN THE STUDY BUT FOLLOWING ON FROM THE PTAL ACCESSIBILITY WHICH IS OUTLINED IN FIGURE 4.5 OF THE SAME STUDY, IT IS UNCLEAR WHETHER ANY OF THESE FACTORS WAS ‘BACK FED’ INTO THE CONSIDERATION OF PTALS. 3.13 HOWEVER, WHAT IS CLEAR FROM THE STUDY IS THAT PTALS DO NOT ACCOUNT FOR RAIL. AN ASSESSMENT OF THE PTAL MAP SHOULD, FOR EXAMPLE, ILLUSTRATE A REASONABLE DEGREE OF PTAL ACCESSIBILITY IN SOUTH QUEENSFERRY, GIVEN THE NATURE OF THE RAIL

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OFFER AND THE TRANSIT TIMES, BUT THIS IS ABSENT.3.14 AT MUIRWOOD ROAD, IT WOULD BE OPEN TO RESIDENTS TO WALK TO CURRIEHILL STATION AS AN ALTERNATIVE TO BUS, BUT NO ACCOUNT APPEARS TO HAVE BEEN TAKEN OF THIS.3.15 LEAVING RAIL ASIDE, THE POSITION IN RELATION TO BUS ACCESS IS THAT A 10 MINUTE FREQUENCY SERVICE IS AVAILABLE WITHIN EASY WALK OF THE SITE. Is the site potentially served by an identified public transport intervention project which is deliverable in the plan period to serve and accommodate development?No – The site may support travel by public transport based on an identified intervention, but this intervention is not deliverable within the plan period.COMMENT – WE ARE UNCLEAR AS TO WHAT THE IDENTIFIED INTERVENTION REFERRED TO IS. IT MAY BE THAT THIS REFERS TO EXPANSION OF THE BUS NETWORK THAT WOULD OCCUR AS THE RESULT OF DEVELOPMENT AT RICcartON TO THE NORTH / NORTHWEST, BUT THIS INTERVENTION IS NOT REQUIRED TO MAKE THE SITE ACCESSIBLE BY BUS, WHICH IS ALREADY AVAILABLE A SHORT WALK FROM THE SITE.Does the site have sufficient primary school infrastructure capacity to accommodate the development without further intervention?No – The site does not have sufficient primary school infrastructure capacity.COMMENT: WE QUESTION THIS CONCLUSION. AT PRESENT THE SITE IS BISECTED BY THE CATCHMENT AREAS FOR NETHER CURRIE AND JUNIPER GREEN PRIMARY SCHOOLS. AS PART OF CITYPLAN 2030 THE COUNCIL IS UNDERTAKING A COMPREHENSIVE REVIEW OF ITS SCHOOL ESTATE, INCLUDING THE CHANGES TO CATCHMENT AREAS AND THE PROVISION OF NEW PRIMARY SCHOOLS. HOUSING DEVELOPMENT AT MUIRWOOD ROAD COULD BE ACCOMMODATED BY CAPACITY ARISING FROM THIS REVIEW.Does the site have sufficient secondary school infrastructure capacity to accommodate the development without further intervention?No – The site does not have sufficient secondary school infrastructure capacity.COMMENT: WE QUESTION THIS CONCLUSION. AT PRESENT THE SITE IS IN THE CATCHMENT OF CURRIE COMMUNITY HIGH SCHOOL, WHICH IT IS PROPOSED TO BE REDEVELOPED. ALSO, AS PART OF CITYPLAN 2030 THE COUNCIL IS UNDERTAKING A COMPREHENSIVE REVIEW OF ITS SCHOOL ESTATE, INCLUDING THE CHANGES TO CATCHMENT AREAS AND THE PROVISION OF NEW SECONDARY SCHOOLS. HOUSING DEVELOPMENT AT MUIRWOOD ROAD COULD BE ACCOMMODATED IN CURRIE HIGH SCHOOL OR THROUGH CAPACITY ARISING FROM THIS REVIEW.If either do not, can capacity be improved by an appropriate intervention deliverable in the plan period?No – 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. The site is in a location that means that catchment change could be considered as a way of mitigating the impact of the development. If the site became part of the WHEC catchment area it could potentially be accommodated within the existing building, or benefit from additional capacity provided by the potential redevelopment of the school. There is not enough scope for development on this and nearby sites to support this level of intervention.COMMENT: WE NOTE THE OPPORTUNITIES TO ACCOMMODATE DEVELOPMENT OF THIS SITE, BUT DISAGREE WITH THE CONCLUSION THAT THERE IS NOT ENOUGH SCOPE FOR THIS AND NEARBY SITES TO SUPPORT THIS LEVEL OF INTERVENTION. FOR EXAMPLE, THE MAJOR PROPOSED DEVELOPMENT AT EAST OF RICcartON IS WELL-PLACED TO DELIVER THIS SCALE OF INTERVENTION. IF REQUIRED, IT MAY BE POSSIBLE TO ACCOMMODATE A NEW PRIMARY SCHOOL ON THE SITE AND AN OPTION FOR THIS POSSIBILITY IS SHOWN ON A PLAN SUBMITTED IN RESPONSE TO QUESTION 12CWould development of the site maintain the identity, character and landscape setting of settlements and prevent coalescence?Partially – Some scope for development is identified on this site due to it being visually contained, with existing housing and woodland providing opportunity to form robust new settlement edges. Overhead power lines form a constraint to development here.COMMENT: AGREE WITH THE LANDSCAPE CONCLUSIONS. TAYLOR WIMPEY PROPOSE TO UNDERGROUND THE PYLONS, WHICH WOULD REMOVE THAT CONSTRAINT.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?Partially – 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 NCN75 cycle route. Connections should be considered to the identified strategic green network component formed by Baberton Golf Club.COMMENT: AGREED THAT DEVELOPMENT OF THE SITE CAN IMPROVE LINKS TO THE GREEN NETWORK. THE SITE BENEFITS GREATLY FROM ITS PROXIMITY TO THE SUSTRANS WATER OF LEITH CYCLING AND

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WALKING ROUTE WHICH EXTENDS OVER 12, 93% TRAFFIC-FREE KILOMETRES BETWEEN BALERNO HIGH SCHOOL AND EDINBURGH CITY CENTRE AT THE MEADOWS AND EDINBURGH UNIVERSITY, PASSING ALONGSIDE THE COMMUNITIES OF CURRIE, JUNIPER GREEN, HAILES, SLATERFORD, MERCHISTON AND FOUNTAINBRIDGE. WHILE ACCESS TO THE WATER OF LEITH WALKWAY IS LOCATED WITHIN 100M OF THE SITE - WE WOULD PROPOSE TO INCORPORATE AT-GRADE PEDESTRIAN CROSSING POSITIONS ON MUIRWOOD ROAD TO COMPLEMENT THE LIGHT-CONTROLLED CROSSING POINT ON THE A70 AT BLINKBONNY ROAD. AT THE HEART OF OUR ILLUSTRATIVE MASTERPLAN WE PROPOSE A GREEN LANDSCAPED RIBBON, A GENEROUS SINUOUS SWALE LINKING THE EXISTING BLOOMIEHALL PARK AND PLAY-SPACE, WITH A NEW LANDSCAPED WETLAND PARK OFF MUIR WOOD ROAD. TOGETHER THESE ARE DESIGNED TO CREATE A SAFE AND ATTRACTIVE PEDESTRIAN AND CYCLE ROUTE BETWEEN EXISTING COMMUNITIES

Would development of the site avoid identified areas of 'medium-high flood risk' (fluvial) or areas of importance for flood management? Yes – The site has no SEPA-identified areas of medium-high flood risk/for flood management.

COMMENT: AGREE Is the site suitable for development? No. The site is not suitable for development due to its poor public transport accessibility, and community infrastructure capacity as although there may be school capacity provision through a redeveloped WHEC this capacity is already taken by scope for development in the East of Riccarton site.

COMMENT: DISAGREE. THE HOUSING CAPACITY OF EAST OF RICcarton AND THE SIZE OF THE WHEC REDEVELOPMENT WERE NOT KNOWN WHEN THIS WAS WRITTEN SO IT IS IMPOSSIBLE TO REACH THE ABOVE CONCLUSION. MOREOVER, THE WHEC REDEVELOPMENT IS STILL TO BE FORMULATED, AND IT WILL BE QUITE POSSIBLE FOR IT TO TAKE ACCOUNT OF THE MUIRWOOD ROAD SITE CAPACITY. MOREOVER, TAYLOR WIMPEY WOULD CONSIDER PROVIDING LAND FOR A NEW PRIMARY SCHOOL ON THE SITE, IF NECESSARY.

IN CONCLUSION, THEREFORE, THE MUIRWOOD ROAD SITE IS WELL-SUITED TO ACCOMMODATE HOUSING DEVELOPMENT IN A SUSTAINABLE MANNER, INTEGRATING WITH THE CHARACTER OF THE AREA AND WITHIN THE CAPACITY OF EXISTING AND POTENTIALLY EMERGING INFRASTRUCTURE.

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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Supporting Info

Name

Email

Response Type

On behalf of:

Choice **12 C**

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

Short Response

Explanation

Choice **12 C**

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

Short Response

Explanation

Choice **12 D**

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

Short Response

Explanation

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Response Type

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Choice **13 A**

We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh. Do you agree with this? - Yes / No

Short Response

Explanation

Choice **14 A**

We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through 'an area of search' which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites. Do you support this approach? - Yes / No

Short Response

Explanation

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

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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

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

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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

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

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On behalf of:

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

Choice **16 A2**

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

Short Response

Explanation

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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

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

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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? - 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

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

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On behalf of:

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

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

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

Customer Ref: Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

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

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

Customer Ref: Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

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

Choice **16 H**

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

Short Response

Explanation

Customer Ref:

01712

Response Ref:

ANON-KU2U-GT2J-X

Supporting Info

Yes

Name

Holder Planning

Email

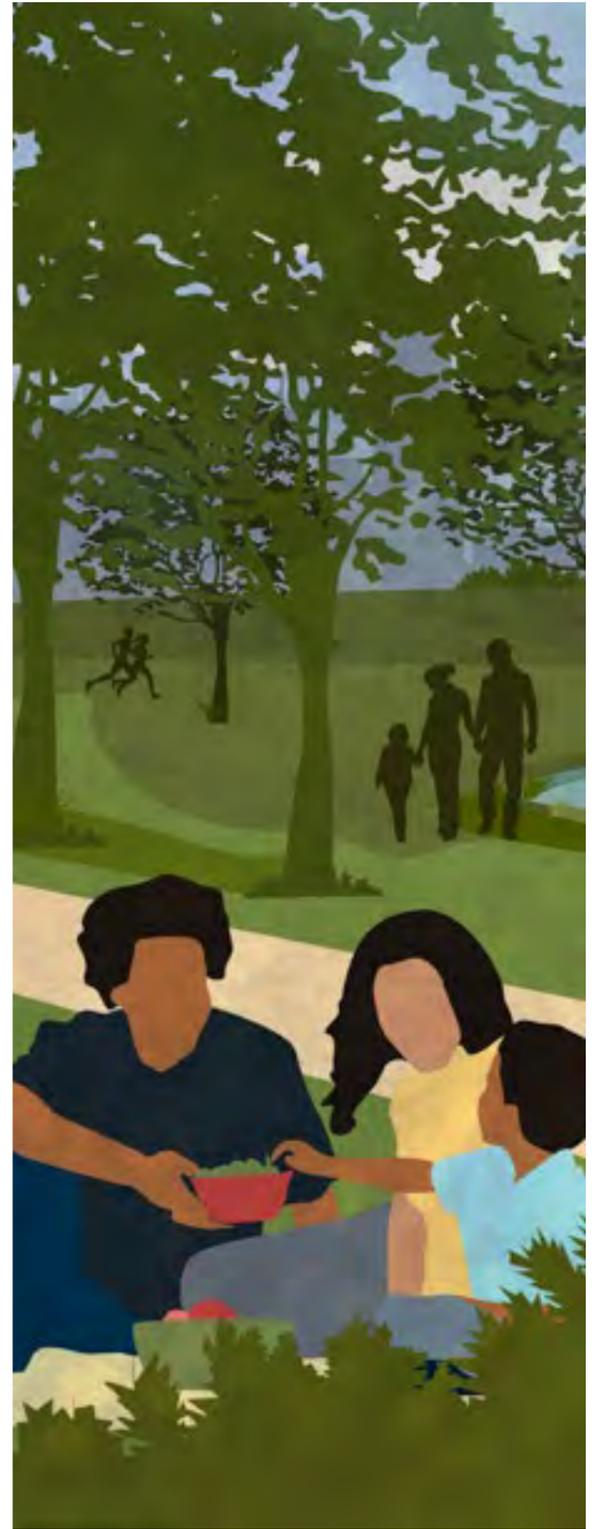
robin@holderplanning.co.uk

Response Type

Agent / Consultant

On behalf of:

Taylor Wimpey



Creating a New Community

Muir Wood Road.

Vision Report - April 2020



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Proposed Masterplan





Muir Wood
Road

HV power lines
and pylons

View from
South-west of site

Muir Wood Road

Why Taylor Wimpey?

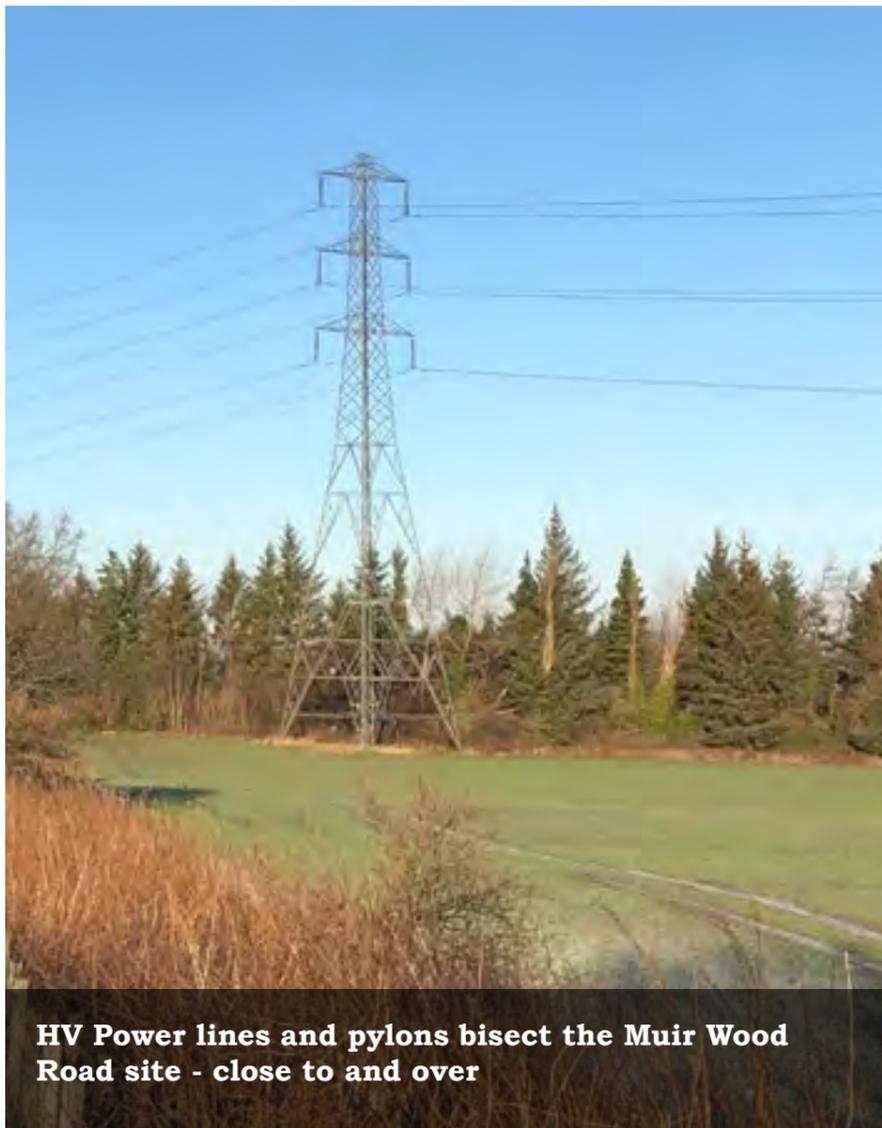
Taylor Wimpey are one of the largest home builders in the UK, operating from 24 regional offices across Scotland, England and Wales and we have a particularly strong track-record of delivery within Edinburgh and the Lothians. We understand that development is about more than creating homes and we provide millions of pounds worth of infrastructure, for example roads, sewers, landscaping and community facilities, every year across the UK. We aim to develop vibrant communities with a true sense of place that fit into their surrounding area and meet the needs of local people.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of homebuilding right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.



Taylor Wimpey has helped support various community projects, including the Bilston Community Garden.

Why Muir Wood Road?



HV Power lines and pylons bisect the Muir Wood Road site - close to and over



Opportunity to create links connecting open spaces from Juniper Green and Currie - Bloomiehall Park

We recognise the amazing potential that the Muir Wood Road site possesses as a sustainable location for future housing development. It is close to existing established neighbourhoods and facilities and within a three-minute walk from the Lanark Road public transport corridor and other active travel routes. The site would form a natural expansion for the Currie / Juniper Green settlement and provide much needed housing for the area.

In addition the site, which exists as a pocket of disconnected and sub-optimal farmland, is currently blighted by three electricity pylons supporting high-voltage power lines which bisect the site tracking south-east then southward in proximity to, and directly over neighbouring existing homes. A key component of the Taylor Wimpey proposal is the realignment and undergrounding of the High Voltage power lines and the removal of the 3 pylon supports.

Preliminary studies have been undertaken of the site including; landscape, ecology, urban design and visual assessments, utilities, transport and access, together with assessment of drainage and flood mitigation. These appraisals have confirmed the suitability of the site for development.

Why This Response?



DELIVERING DENSITY AND ENHANCING LAND EFFICIENCY

Taylor Wimpey acknowledges Edinburgh City Council's aspiration to ensure the efficient use of land by achieving enhanced density and coverage across development sites. While we would caution that challenges will inevitably lie ahead in achieving target density in harmony with the existing scale, character and settlement pattern of peripheral locations such as Juniper Green, we fully support the objective and will work with the Council to achieve this ambition.

We have examined a range of masterplan options to provide an indication of the shape, land-use, structure and density of development on the Muir Wood site including an option incorporating a primary school campus.

- Option 1 – employs a suburban density of circa 30 dwellings per hectare in keeping with the surrounding settlement - this would yield approximately 250 homes
- Option 2 - adopts an enhanced minimum density of 65 dwellings per hectare for the largest central portion of the site – this would yield approximately 390 homes.
- Option 3 - incorporates a school campus of 2.2 hectares within the site along the northern boundary off Bloomiehall Park - this would yield approximately 350 homes.

In all three scenarios our design approach would aim to harmonise new development with the existing settlement by feathering density and scale along sensitive boundary edges to reflect the context and settlement form of neighbouring communities

JTP have prepared a Concept Master Plan in support of the identification of this site for residential development. The masterplan and community proposals are the result of an iterative process which commenced with a careful assessment of the constraints and opportunities which have a bearing on the site and the wider settlements of Currie and Juniper Green.

The Concept Masterplan provides an indication of the potential shape and structure of the development, the range of spaces and settings envisaged, and the role the role of landscape as a unifying feature of the plan linking both new and existing green spaces. More-over it provides a snapshot of the place that this development might become and the community it might foster;

- a place that helps us live healthily and in harmony with the landscape
- a place which caters for all stages of life – from starter family homes to downsizer homes
- a place that appeals to flexible ways of living
- a place that creates community through built-in opportunities



Edinburgh Local Development Plan



Muir Wood Road is obviously close to the City and on a main transport corridor connecting to the City centre. Key to the development of this document has been to focus on placemaking principles, as follows:

- Distinctive
- Safe and pleasant
- Welcoming
- Adaptable
- Resource efficient
- Easy to move around

Although the adopted Edinburgh Local Development Plan is to be replaced, its Aims continue to be relevant.

- Aim 1 - support the growth of the city economy
- Aim 2 - Help increase the number and improve the quality of new homes being built
- Aim 3 - Help ensure the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services
- Aim 4 - Look after and improve our environment for future generations in a changing climate
- Aim 5 - help create strong, sustainable, and healthier communities enabling all residents to enjoy a high quality of life

The Muir Wood Road site is very well contained visually, being surrounded by the communities of Currie, Juniper Green and Currie on three sides. Although the site is currently within the Green Belt, its removal from the Green Belt will therefore not undermine Green Belt objectives. A new strong and defensible Green Belt boundary can be located on the northern boundary of the site with Baberton Golf Course.

AIM1: Support the growth of the city economy
 AIM2: Help increase the number and improve the quality of new homes being built
 AIM3: Help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services
 AIM4: Look after and improve our environment for future generations in a changing climate
 AIM5: Help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

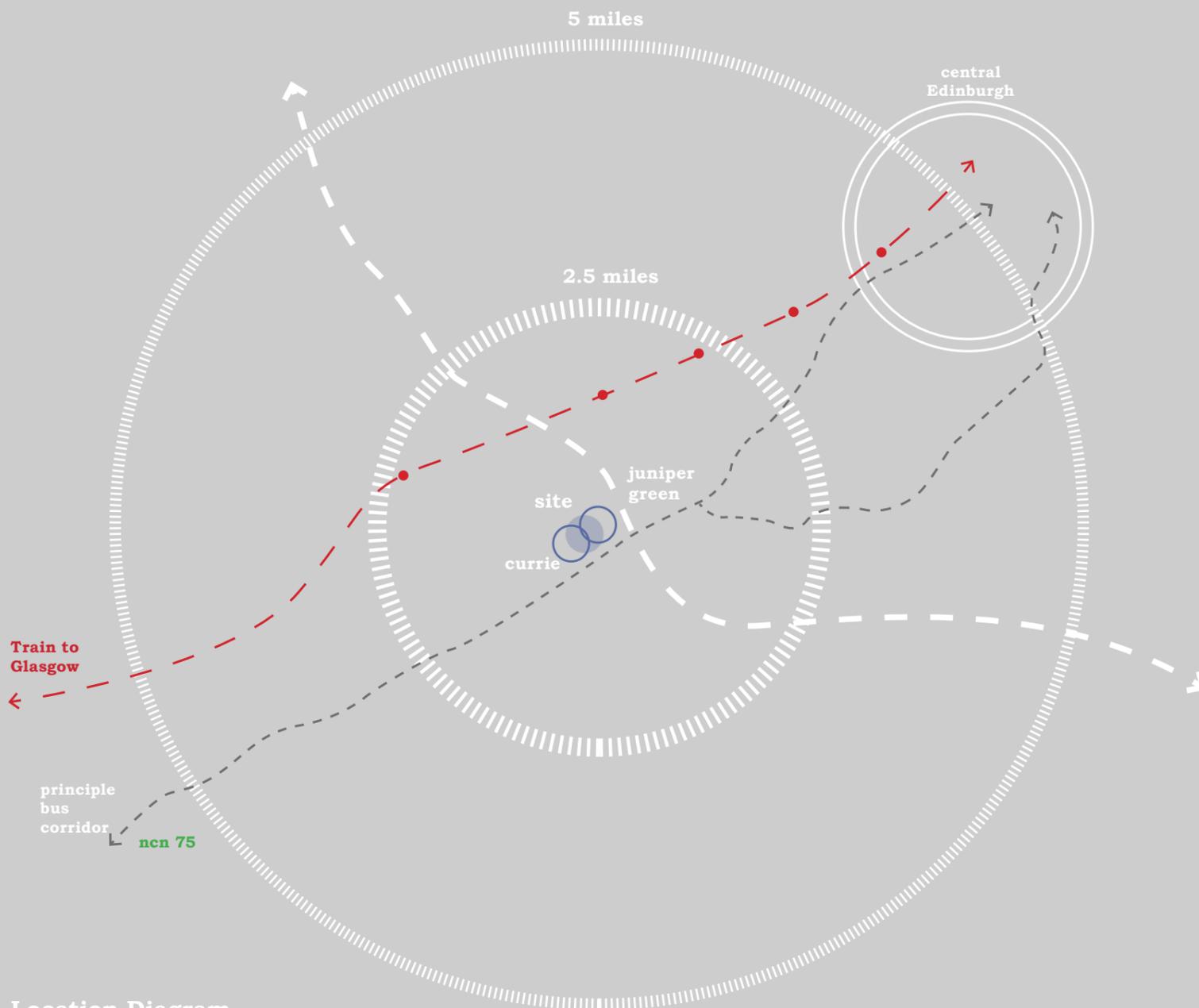
A Sustainable Location

Our masterplan and development strategies consider key factors including movement and connectivity, character, landscape, ecology and woodland, ground conditions and education. The Muir Wood Road site forms a sustainable location for future housing development close to the existing Lanark Road public transport corridor and frequent bus services to employment opportunities and retail to the west of Edinburgh, such as Edinburgh Park and Hermiston Gate. Active travel is an important part of the plan and provision is made for pedestrians and cyclists to link with the wider footpath network and Cycle Route 75.

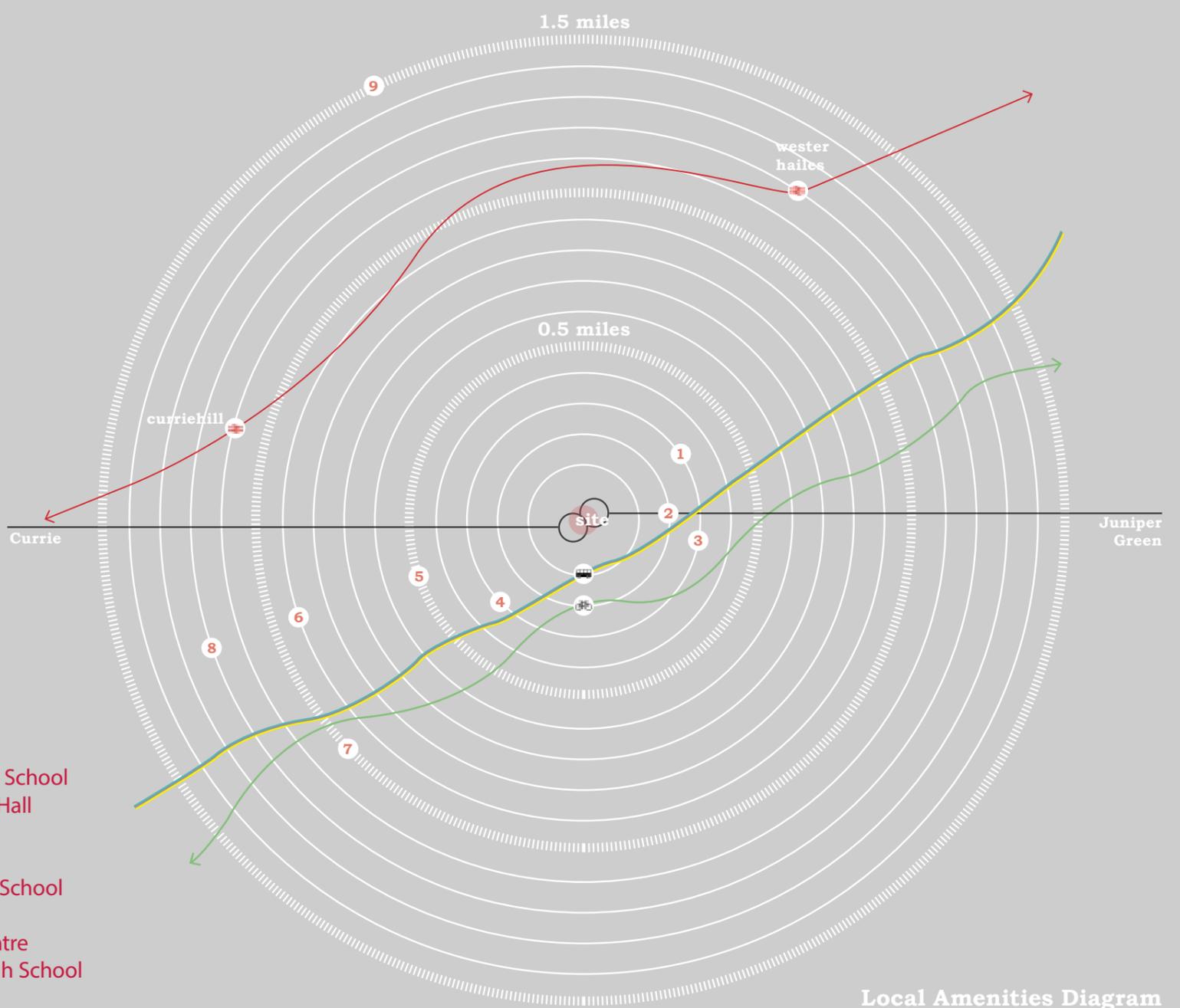
Development of the site would provide circa 350 new homes for Currie and Juniper Green ranging from two to four-bedroom homes and apartments. In addition to providing new homes, the development of Muir Wood Road would have economic benefit in the form of new jobs and training and helping to sustain local shops and business. Other local benefits arise from the provision of open space, a proposed community growing garden and 'Potting Shed' and contributions to improving educational and community facilities. Depending on market conditions, housing completions are estimated at approximately 70 per annum over a 3.5 year period.

There are no major constraints associated with the site in terms of ground conditions, drainage and ecology. Connection to utility providers is available with water, gas, telecoms and electrical supplies located either within or in the immediate vicinity of the site.





Location Diagram



- 1. Juniper Green Primary School
- 2. Juniper Green Village Hall
- 3. Local Amenities
- 4. Local Amenities
- 5. Nether Currie Primary School
- 6. Currie Primary School
- 7. Currie Community Centre
- 8. Currie Community High School
- 9. Heriot Watt University

Local Amenities Diagram

Muir Wood Road



An aerial photograph of a residential neighborhood, showing a dense cluster of houses with dark roofs and light-colored walls. The houses are arranged in a somewhat grid-like pattern, with narrow streets and sidewalks visible. The surrounding area includes some trees and a utility tower. The entire image is overlaid with a semi-transparent red color.

Who Lives Here?



a Community with LIFE!

**“We aim to create
a vital new place,
in an outstanding setting,
with great connections; a
place that complements and
integrates with
Currie + Juniper Green;
a place where people can
live, work and play
and a place where
memories are made and
roots are set down”**

creating the place

People Centred Approach

We want to create places people will love as their own. Places that inspire a sense of pride, belonging and community spirit.

This can only be achieved through listening to people and putting their wellbeing at the heart of everything we do. We have to show care, passion and attention to detail, day after day.

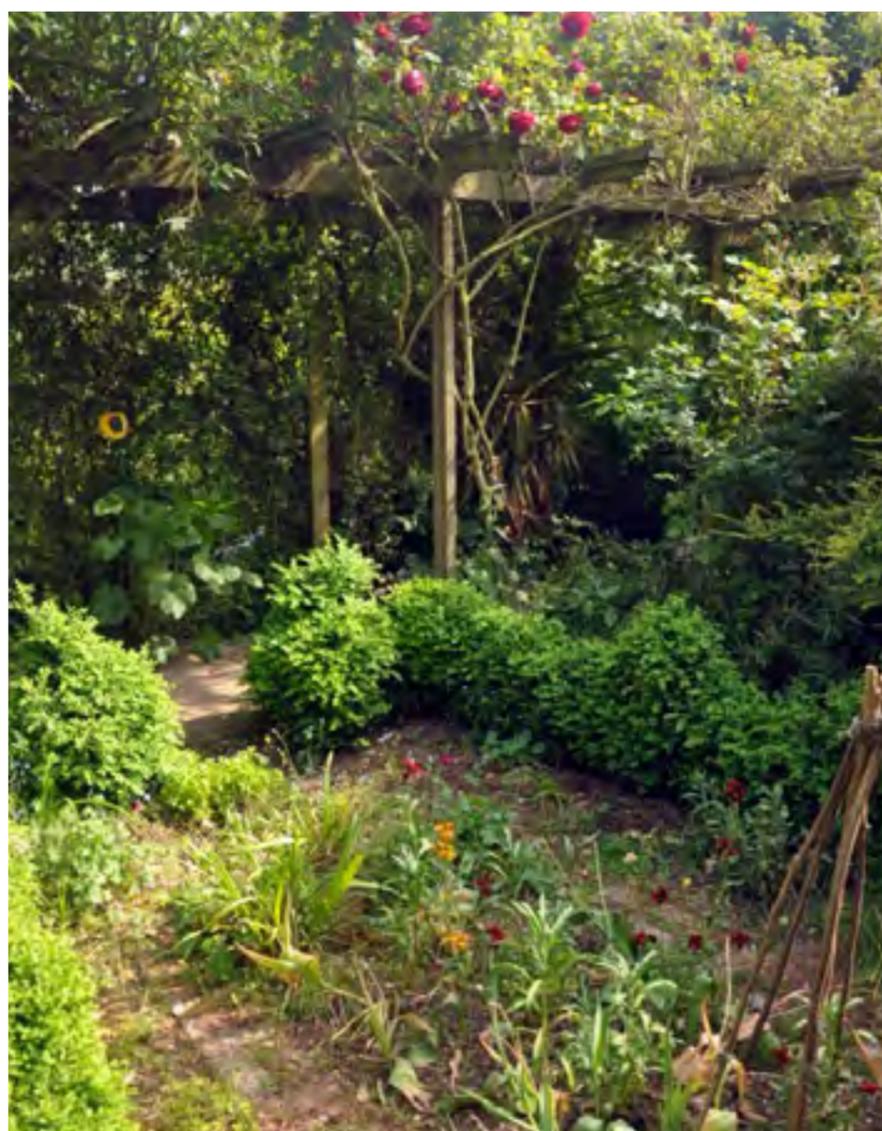
When we approach development in this way, local people become our partners. They bring their own energy and ideas, and they turn a place into a real community.

These pages explain more about what it means to put people at the heart of placemaking, drawing on examples from the fantastic new communities now taking shape across the country.

**social
life**



**Wellbeing
at the
heart**





**wild
life**



**park
life**



creating the place

People Centred Approach



Wildlife Pond
and Swale

Growing Garden
and Potting Shed

Bloomiehall
Park

An aerial photograph of a residential neighborhood. A road runs diagonally from the top right towards the bottom left. To the left of the road, there is a large, light-colored building with a circular feature, identified as Juniper Green Primary School. The surrounding area is filled with houses and greenery. A semi-transparent white box is overlaid on the top left of the image.

Juniper Green
Primary School

Our masterplan aims to enhance pedestrian and cycle connectivity (between the community at Currie and Juniper Green from Bloomiehall Park) along a new green swale to a wild-life pond off Muir Wood Road. At the centre of the plan – a new square and growing garden complete with a community “Potting Shed”.

creating the place

“The Potting Shed”





At the heart of the plan we propose an urban square with a community growing garden and Potting Shed. This will be a place for people to meet, grow, cook, eat and be together.

Currie & Juniper Green



Understanding the Context

understanding the context

Overview



● Edinburgh
Airport



● Edinburgh
Park
business
park

● Edinburgh Park
transport
interchange

● Industrial
Park

● Heriot Watt
University

● Currie

● Curriehill
Railway
Station





Central
Edinburgh

Murrayfield
Stadium

Haymarket
Station

Wester
Hailes
Railway
Station

Baberton

Juniper
Green

Leith Water
Active travel
route

Site

Overview

Wester Hailes
Railway
Station



Baberton
Golf Club

Curriehill
Railway
Station



Electrical
Distribution
Site

Muir Wood
Park

Currie

2010's
Residential
Development

Nether Currie
Primary School

Local
Amenities
- convenience store,
hairdresser, DVLA centre

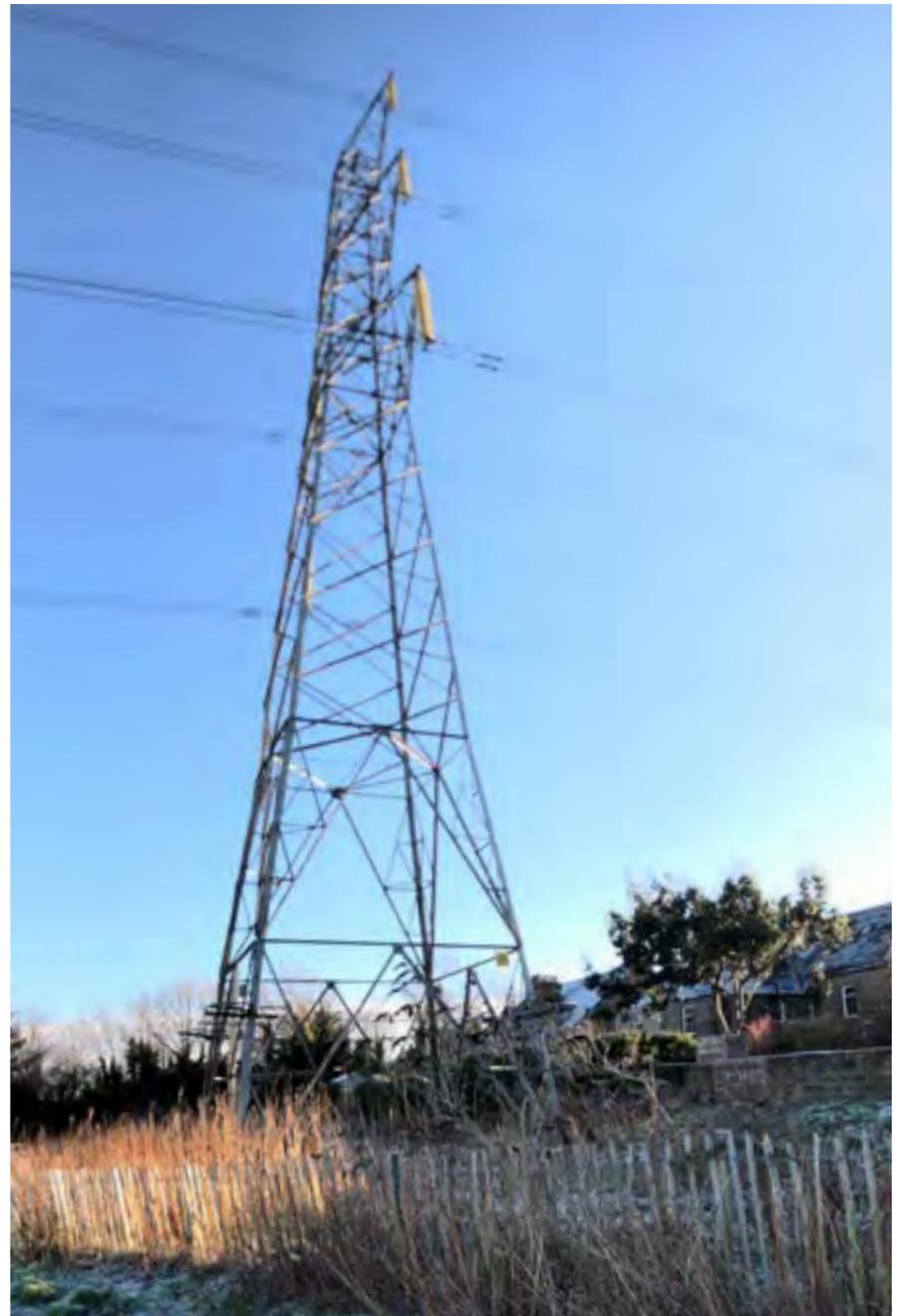
Currie
Primary
School

Local
Amenities

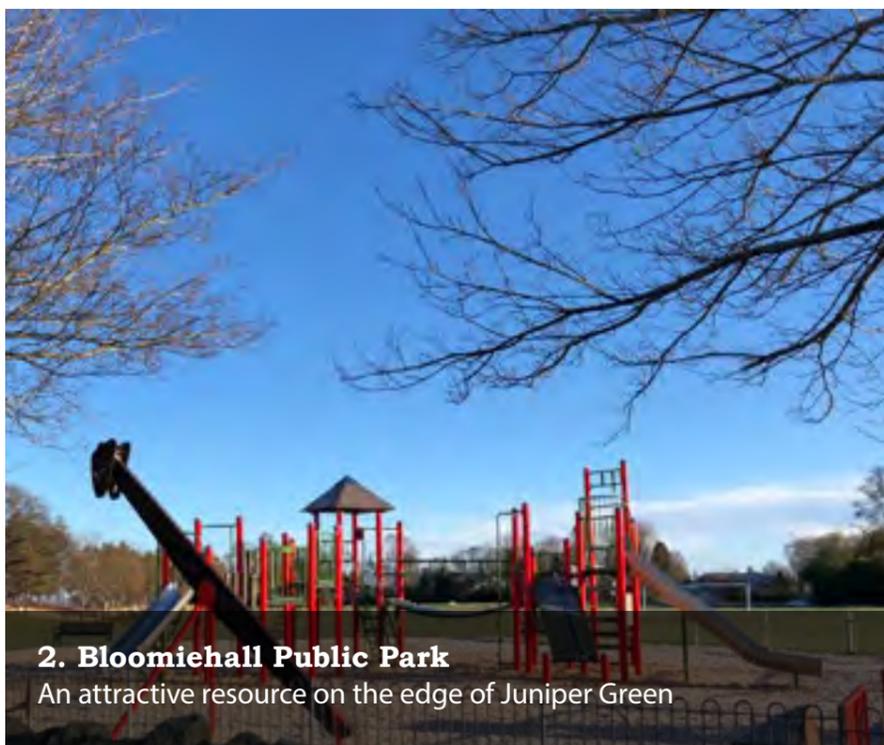
Currie
Library



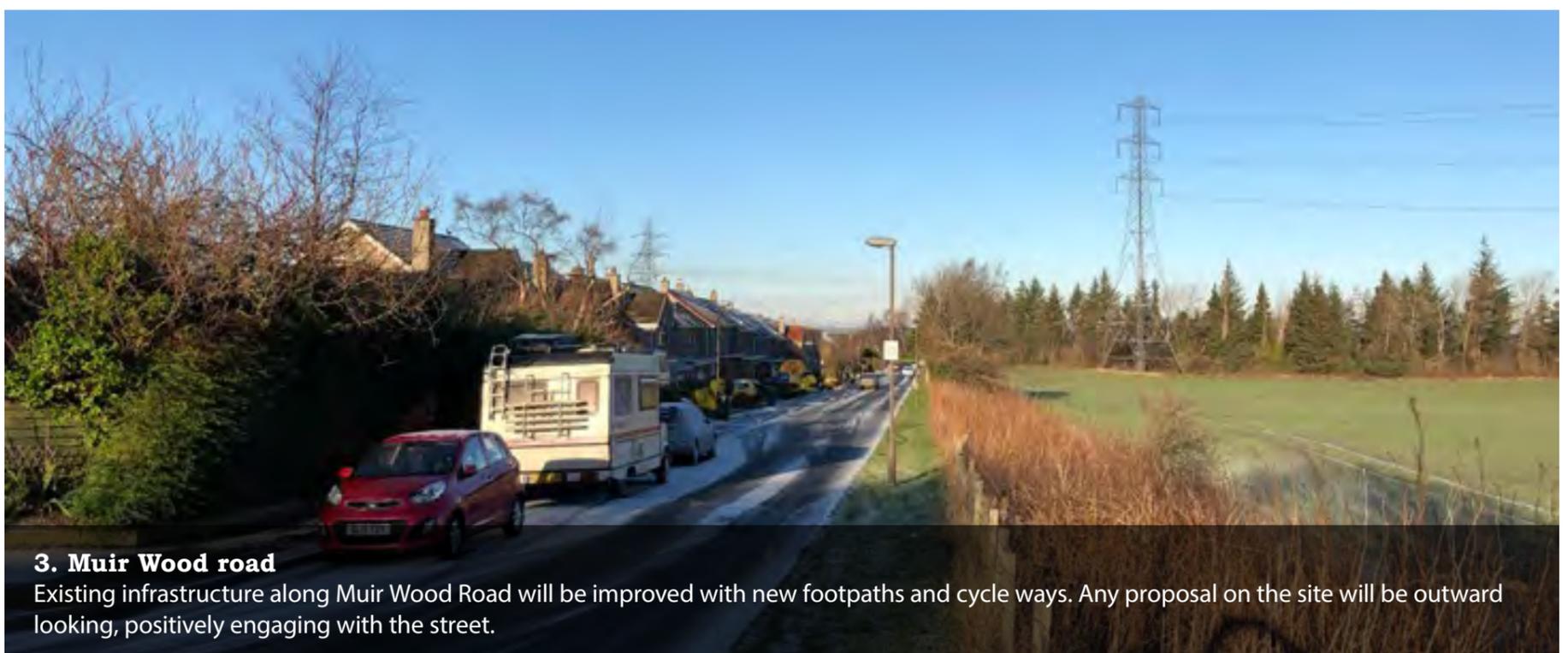
Site Images



1. HV power line support structure
HV power lines and supporting pylons currently bisect the site passing in front of the properties on Muir Wood Road and over the homes on Lanark Road – blighting the local area. Our proposal aims to remove – and underground – this infrastructure.



2. Bloomiehall Public Park
An attractive resource on the edge of Juniper Green



3. Muir Wood road
Existing infrastructure along Muir Wood Road will be improved with new footpaths and cycle ways. Any proposal on the site will be outward looking, positively engaging with the street.



4. Views north to Baberton Belt woodland

The boundary between the site and Baberton Golf Course is edged by a screen of mature tree, this creates a sense of containment.



5. Baberton Golf Course

Baberton Golf Course forms a defensible edge between the settlement and greenbelt.



6. Lanark Road

HV cables passing over homes and across Lanark Road. Any proposal to develop the site would intend to re-position the HV power cables under the ground. Due to the defined edge along Lanark Road it is difficult to differentiate between Currie and Juniper Green.

understanding the context

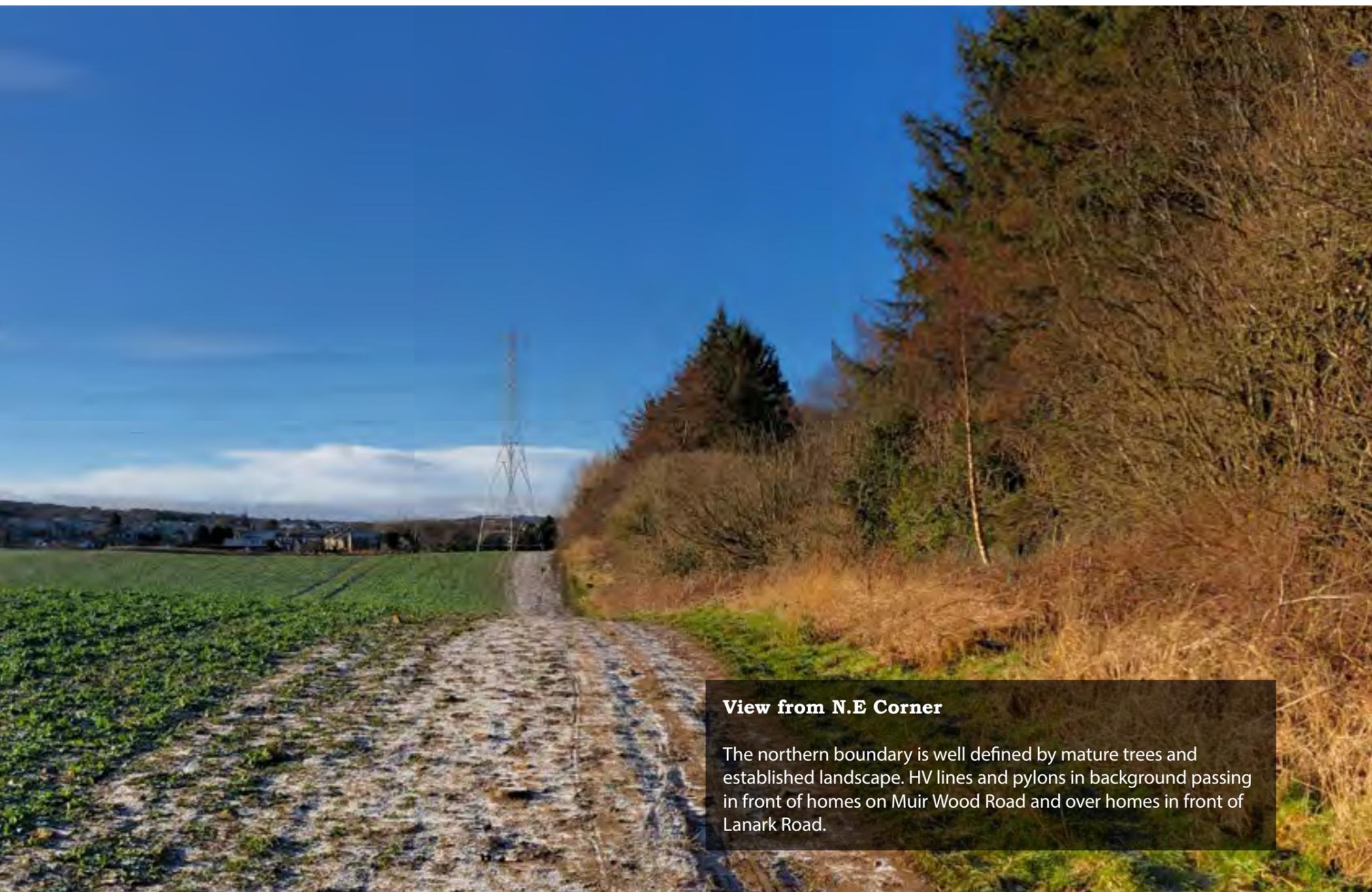
Site Images





View from S.W. Corner.

This panoramic view illustrates the existing sense of containment provided by existing properties and woodland belt around the site edges – together with the blighting effect of the HV lines and pylons.



View from N.E. Corner

The northern boundary is well defined by mature trees and established landscape. HV lines and pylons in background passing in front of homes on Muir Wood Road and over homes in front of Lanark Road.

Settlement Evolution

Sequential Growth of Currie and Juniper Green

The Muir Wood Road site is located between the neighbouring suburbs of Currie and Juniper Green, 7 miles south west of Edinburgh City Centre

Since the 1930's residential development has extended along Lanark Road West to form a continuous ribbon of frontage which links the communities of Currie and Juniper Green along this principle route. Housing development constructed in successive eras has evolved northward behind Lanark Road West within a band of uniform depth. The Muir Wood Road site has remained as an agricultural 'intrusion' into the surrounding settlement pattern since the 1950's – visually contained by the properties along Lanark Road and Muir Wood Road, and by the Baberton Belt woodland.

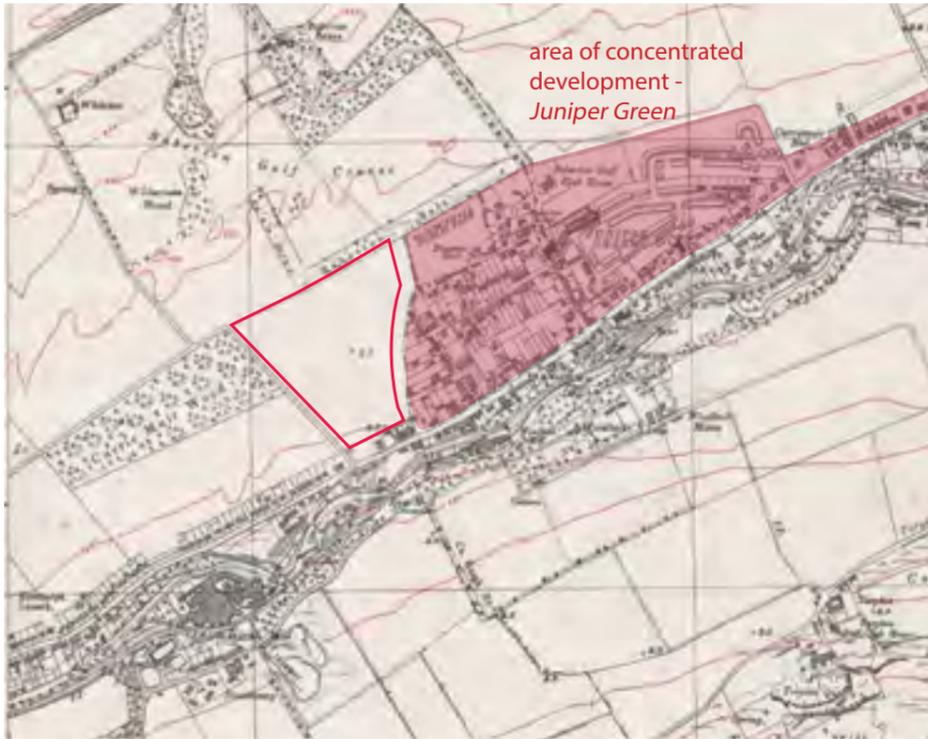
The period 1921-1951 brought great changes with the building of more council houses in Currie and private building along

Lanark Road. Wider scale development began in the late 1950's and early 1960's with the construction of a private housing estate to the east of Curriehill Road and in later successive decades to the north of Lanark Road West. The physical topography has ensured that the original historic core to the south of Lanark Road West including the Water of Leith has remained undeveloped.

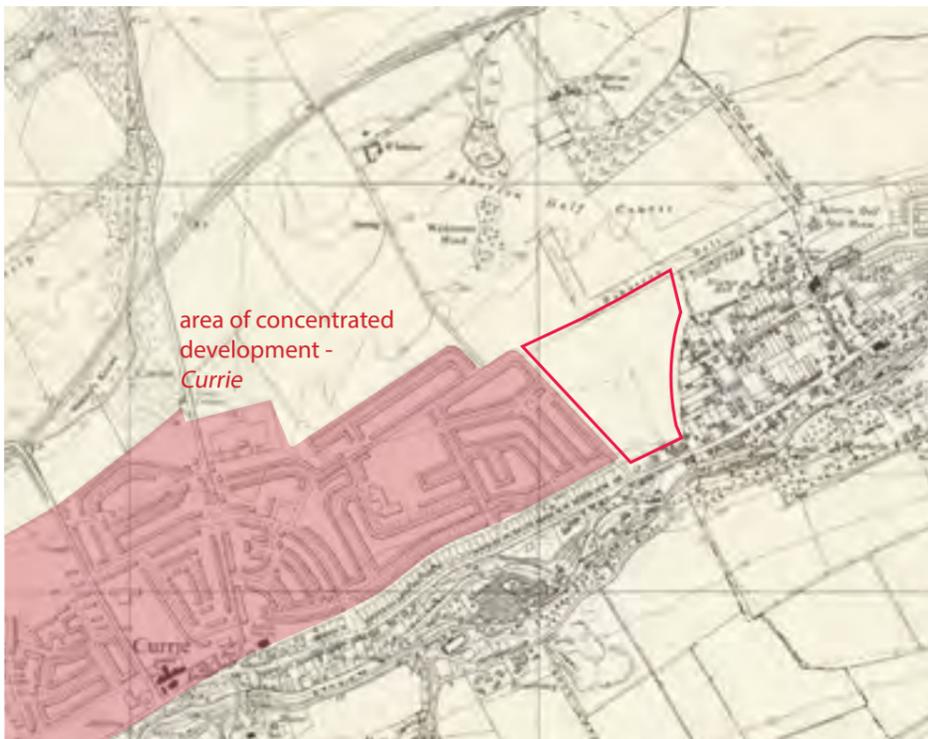
Immediately east of Currie is the village of Juniper Green which bridges the city bypass and extends along the foothills of the Pentlands. It is bordered by Colinton to the east and Currie to the south-west and like Currie is centred on Lanark Road, the main road leading south-west from Edinburgh into the central Borders. The village stands on an elevated ridge above the Water of Leith to its south.



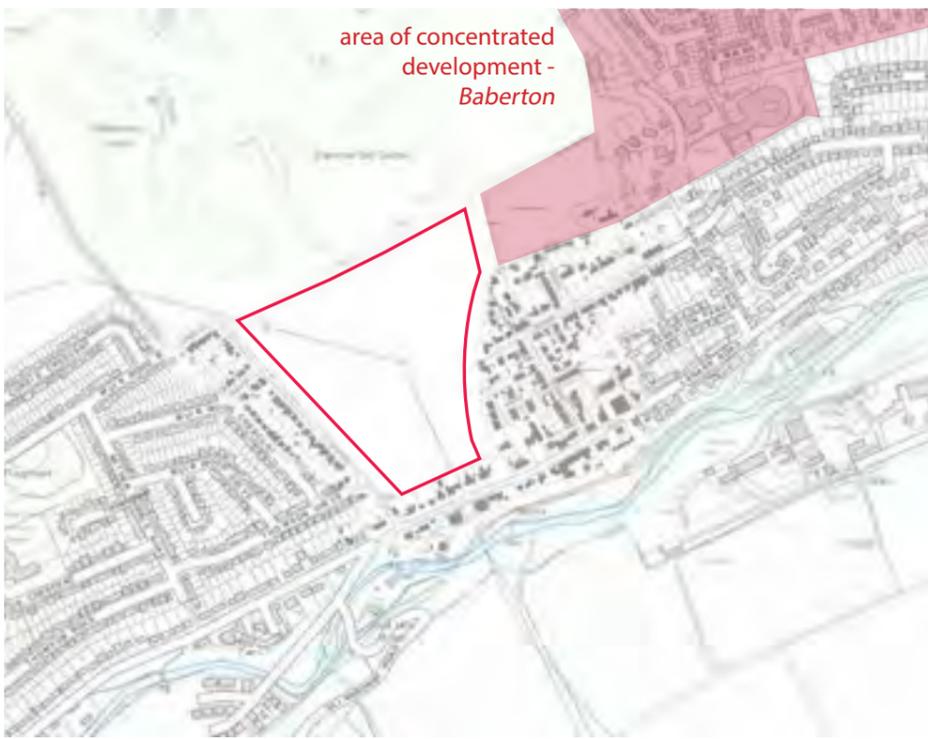
Juniper Green 1978 - site highlighted
Image - Juniper Green 300 - www.junipergreenc.org.uk



1939
 Continuous frontage of properties aligned along the north side of Lanark Road of both suburbs and south where topography allows – visually linking the two communities. Planned development evident within Juniper Green to the east of Baberton Avenue.



1957
 Significant development planning evident within Currie, north of Lanark Road – removal of Currie Muir Wood – power lines and supports noted on plan.



2019
 Baberton Mains neighbourhood developed in the 1970's between the A720 bypass and Baberton Golf Course to the east and west respectively, extending northward to the railway and abutting Juniper Green at Baberton Crescent. Some infill development behind principle street frontages – including Juniper Place.

Constraints and Opportunities

The Muir Wood site currently exists as a pocket of agricultural land and is generally triangular in form narrowing to the south.

It is bounded by four edge conditions;

- Rear gardens of properties which align Lanark Road to the south and properties off Juniper Avenue and Juniper Place to the east.
- Bloomiehall Public Park at the north east corner beyond an attractive stone wall
- The Baberton Belt – an established stand of mixed woodland forming part of Baberton Golf Course immediately north of the site
- Muir Wood Road – a residential street aligned on the western edge by properties dating from circa 1960's and 70's

The site is gently undulating with high points at the south west and north east corners – falling to a low point towards the north west corner.

The site is well connected in terms of public/active travel infrastructure with access available to Lanark Road which connects to the wider network providing links to Edinburgh. In terms of public transport access, the nearest public bus services operate along Lanark Road providing regular access into the centre of Edinburgh. The site is also reasonably close to both Curriehill (1.3 miles) and Wester Hailes (1.8 miles) Train Stations, connecting the area with Edinburgh and Glasgow.

The proposal contains opportunities to link the internal network of the site to the existing pedestrian, cycle and public transport networks with the aim of ensuring that as the development progresses, all areas can make best use of non-car modes.

The site is within walking distance of Currie town centre and local facilities. It is located under one mile from Currie Primary School and just over one mile from Currie Community High School.

Constraints

A major and conspicuous constraint which has visually impacted the site since the 1950's is the HV power line and its three supporting pylons, which track southward through the centre of site.

Any proposals assume that this HV line will be realigned and placed underground - beneath Muir Wood Road.

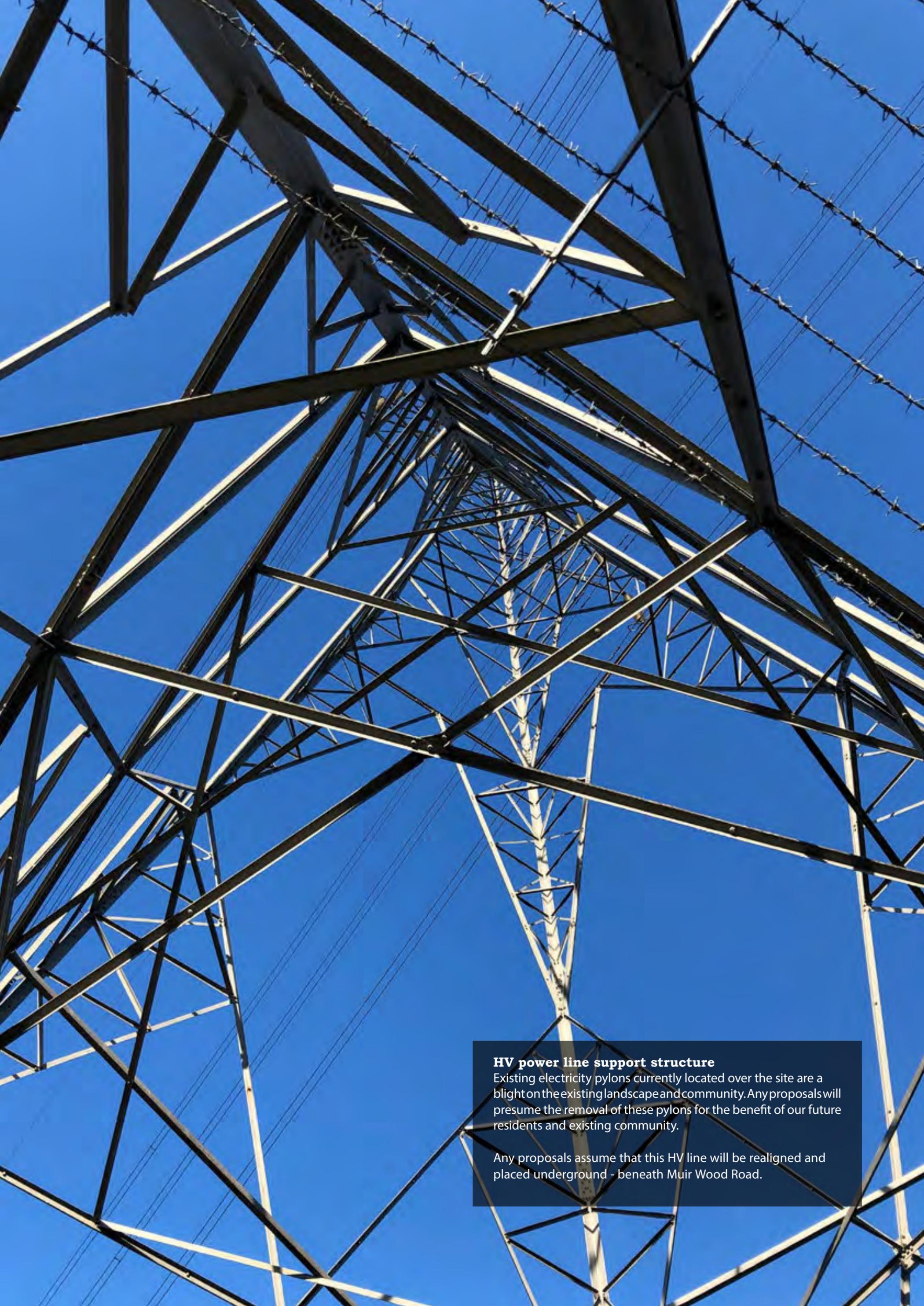
Any drainage strategy will need to work with the existing gradients, site levels and the discharge position towards the north west corner.

Neighbouring properties along Lanark Road and Juniper Avenue / Place and Gardens – particularly where homes are positioned close to the boundary will need to be handled with sensitivity.



Boundary to Adjacent Properties

Boundary to adjacent properties to be respected with any development proposed for site.



HV power line support structure

Existing electricity pylons currently located over the site are a blight on the existing landscape and community. Any proposals will presume the removal of these pylons for the benefit of our future residents and existing community.

Any proposals assume that this HV line will be realigned and placed underground - beneath Muir Wood Road.

Constraints and Opportunities



Bloomiehall Park

A view from the site towards an existing amenity space - Bloomiehall Park. Any proposal for the site will link this amenity space with the community at Muir Wood Road, establishing a defined pedestrian and cycle route between Currie and Juniper Green



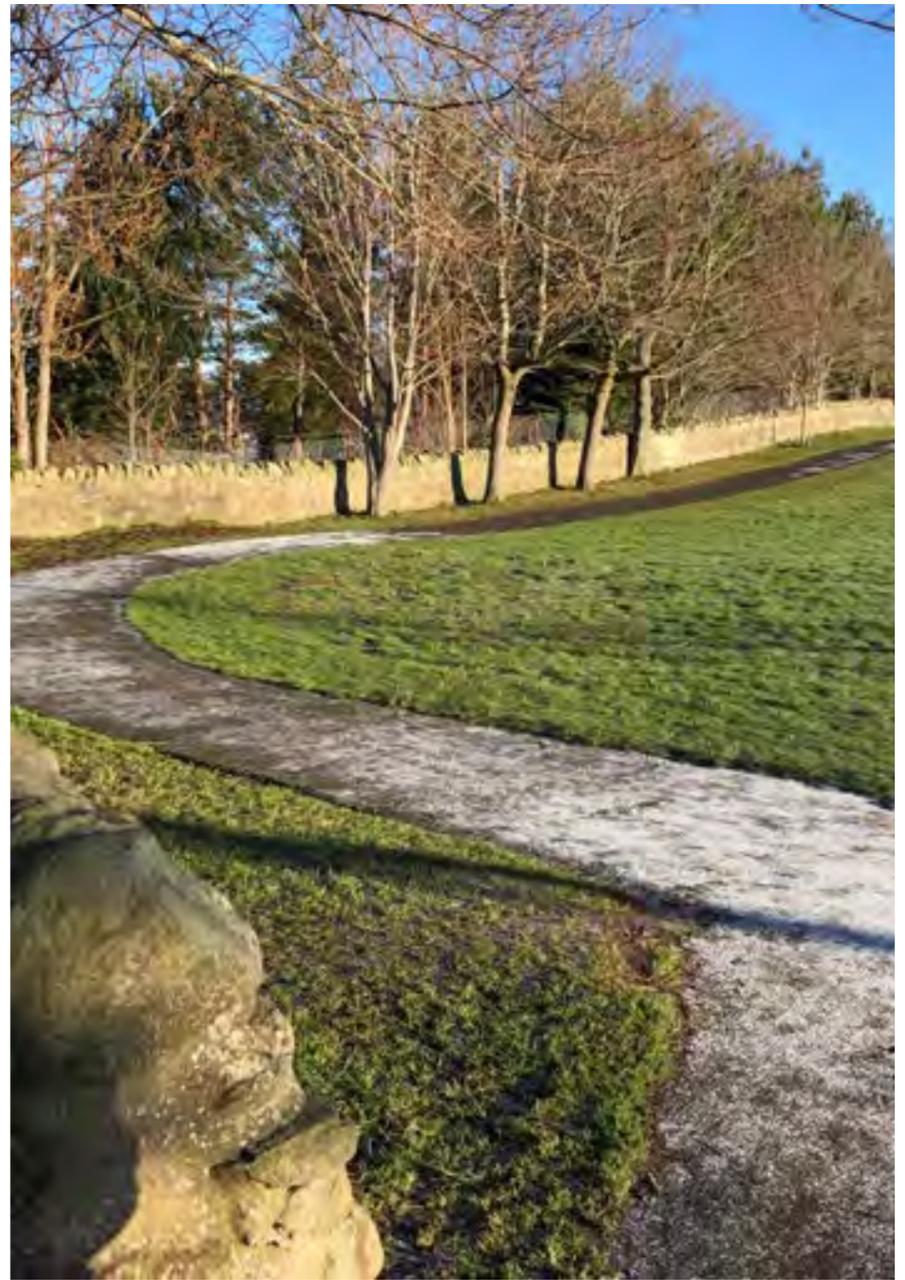
Opportunities

Placemaking – the site offers a remarkable opportunity to create a high-quality addition to the local settlement which integrates successfully with Currie and Juniper Green and which offers a range of new public open spaces and places for the benefit of the wider community.

The Bloomiehall Park is an attractive local asset and a green space which could be made more accessible through a new pedestrian and cycle focused route across the site. Elsewhere existing streets and pathways could connect into new routes enhancing local neighbourhood permeability.

The northern edge is an attractive edge between the site and the Baberton Golf Course – potential for elevated views north over the landscape

The most efficient and practicable location for a SUDS attenuation basin is off Muir Wood Road – this could form an attractive landscape feature within an overarching green and movement strategy



- Site
- School
- Area of substantial late 20th Century Development
- Area of substantial 1950's Development
- Area of substantial 1960's Development
- Mature planting - established boundary between site and existing properties
- Wooded area / substantial planting
- ▬▬▬ low point through site - most suitable for SUDs landscape feature

- City of Edinburgh Bypass (A720)
- Leith Water
- Railway Line
- Nearest local station Wester Hails - 1.5 miles, walking.
- National Cycle Route 75
- Primary Routes adjacent to site
- Potential new route connecting existing residential areas and facilities
- Active frontages to site
- Opportunity to relocate overhead cables and pylons
- Potential views over Baberton Golf Club

Our Proposal



An aerial photograph of a city grid, overlaid with a semi-transparent red filter. The grid consists of numerous rectangular blocks and streets, with some larger, more prominent structures visible. The overall tone is a deep, vibrant red.

Creating the Place

Strategy



Our design vision for Muir Wood Road has 7 key principles:

1. Integrate with Currie, Juniper Green and adjacent parks + routes. Enhance pedestrian and cycle connections between Currie and Juniper Green via an attractive green spine.
2. Integrate a landscape-led approach to the scheme design which improves biodiversity. Link Bloomiehall Park with a new wildlife pond along a swale.
3. Delivering a mix of homes - including villas, terraces, bungalows, flats and mews studios. Create places for people to meet and interact - squares, parks, growing gardens.
4. Provide a sequence of exciting spaces, both indoor and outdoor
5. Promote pedestrian rather than vehicle led public realm
6. Embed a fine grain of streets and places
7. Encourage activity through inclusion of 'anchors' and 'attractors'



key

-  Principle public transport corridor - bus stops highlighted
-  National Cycle Network (75)
-  New cycle link between new and existing green infrastructure
-  Pedestrian links into site
-  Vehicular Entrance into site - vehicle gateway point
-  Muir Wood Road

-  Primary School
-  Tennis courts/bowling green
-  Retail / Service
-  Community Facility (Scout Hall / Community Hall)
-  Residential Facilities (Nursing home/care home)
-  Parks and Recreation grounds
-  Dwellings and commercial buildings establish a strong northern edge to Lanark Road. This causes a lack of differentiation at the boundary between Juniper Green and Currie. Furthermore this means the site is only marginally visible from Lanark Road
-  Baberton Golf Course
-  Housing Developments since 2012

Key Moves



1. Power lines and Pylons

The high voltage power lines and associated pylons pass in front of the homes on Muir Wood Road and over the properties on Lanark Road – blighting the neighbourhood. Consultation to be carried out with the local authority and electricity network to underground the HV line beneath Muir Wood Road and remove all above ground support structures.



2. Topography and Drainage Paths

Our masterplan works with the existing landscape and topography to mitigate flood risk. Low-points will be identified and optimised for drainage and landscaped SUDs features.

- Direction of water flow
- Primary SUDs features



3. Positive Connections to Context

Establish pedestrian and cycle links between Currie and Juniper Green on natural desire lines, linking to the existing active travel routes. Within the proposed development, drivers will be limited to 20mph as we aim to deliver an attractive and safe environment for residents to explore on foot, bike or scooter.



4. Incorporate Drainage Strategy into Wider 'green' Network

Our landscape and drainage strategies work hand-in-hand to create new habitats and character areas – enhancing the value of public open space while future proofing against the effects of climate change and flooding.

5. Community Spaces and Places

Establishing a thriving community is at the heart of our proposal. Landscaped areas, pocket parks, growing gardens and a small community pavilion will be included in the masterplan. The pavilion – “the potting shed” – will be a community building run by the residents, a place for people to meet, grow, cook and eat together. This will encourage the community to come together, fostering relationships within the proposed site but also out with the development.



6. Active Frontages

The development will be outward looking – with active frontages to Muir Wood Road, the golf course and Bloomiehall Park to encourage passive supervision and a sense of ownership of public spaces.

- Proposed Development
- Existing Properties with active frontage to site



7. Sensitive Separation and Landscaping

Consideration to existing properties on Lanark Rd and Juniper Avenue. Public access along this boundary will be avoided, creating a private enclosure and increased security. New properties will be positioned at an enhanced, respectful distance from existing homes.

- Proposed Development
- Existing Properties backing site
- Mature Planting



8. Sustainable Transportation

Incorporate and integrate any proposed development with existing active travel routes, such as NCN 75 and Leith Water to encourage active travel. Ease of access to high frequency public transport along Lanark Road. Where car travel is essential, electric vehicles will be encouraged through the integration of rapid charging points at properties and communal on-street charging points.

- Principle Public Transport Routes from Site
- NCN 75



Proposed Masterplan









- 1** THE POND - the 'front of house' and a welcoming gateway
- 2** THE SWALE - a habitat and play corridor linking the Pond and the Park
- 3** THE PARK - a transitional open space overlooking Bloomiehall
- 4** THE SQUARE - a gravelled community space and growing garden
- 5** THE POTTING SHED - a flexible community space for indoor/outdoor activity

- 6** THE GREEN - larger family homes overlooking Baberton Golf Course
- 7** LOGGIA - covered timber seating
- 8** POCKET PARK - a neighbourhood play-space
- 9** COURTYARDS - cobbled spaces incorporating coach-house homes
- 10** PARKING AND CHARGING - in accessible but discreet positions
- 11** VERGES AND CYCLES - wide and safe cycle-routes behind planted verge (connection to traffic-free NCN route 75 via Blinkbonny Rd)

creating the place

Masterplan

Masterplan Development Principles

Our masterplan for the Muir Wood site envisages an integrated pattern of streets and spaces which echoes the grid-form of Juniper Green while establishing positive connections with Muir Wood Place and Thomson Drive. It adopts a place-led philosophy to its form and structure – creating a range of streets and spaces of distinctive character.

It establishes a wide landscaped link between communities and between the Pond and Bloomiehall Park in the form of a bio-diverse swale incorporating trees, riparian planting and active play features.



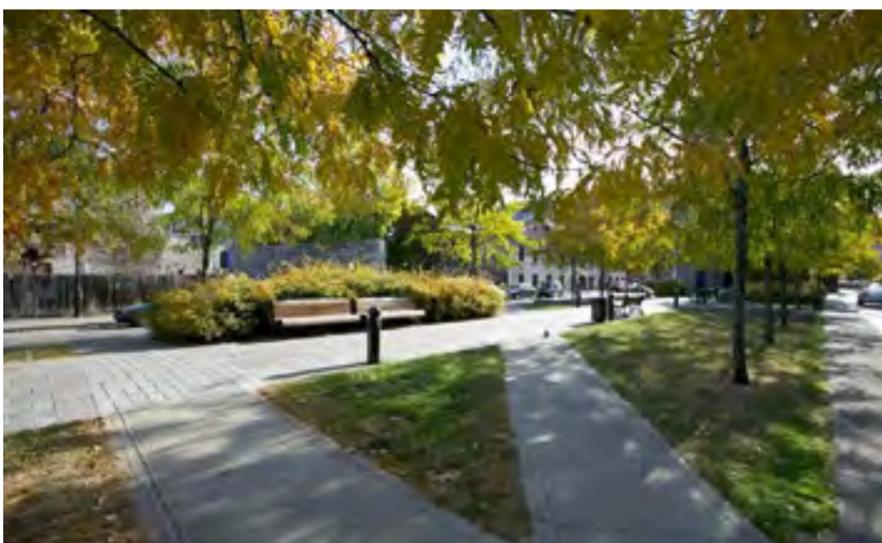
Landscaped link from feature swale pond



Landscaped swale link from Bloomiehall Park

The Pond and The Swale

Homes fronting onto Muir Wood Road are positioned beyond a tree-lined border which steps back to form the backdrop to a SUDS pond. This forms the northern gateway to the development. Leading eastward from the Pond, a wide landscape swale accompanies the visitor through the plan to link with Bloomiehall Park. Here we envisage a formal tree-lined avenue and regular rhythm of homes fronting the green spine.



The Courtyards

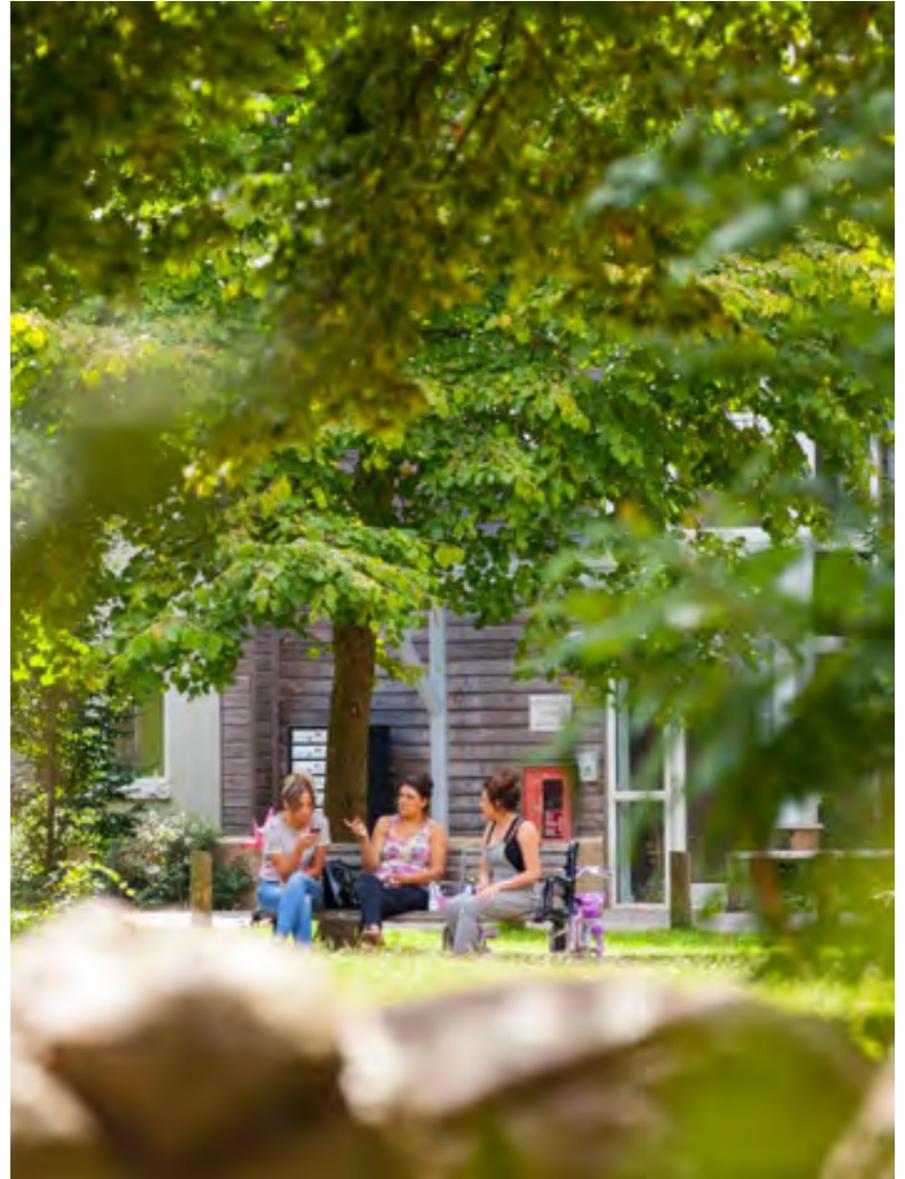
Located behind principle frontages three courtyard settings feature linked properties grouped around a cobbled shared-space – parking is positioned in discreet locations, within integral coach-house homes or beneath studio-apartment mews.

creating the place

Masterplan

The Green

Located on the northern edge larger villas have been arranged around a landscaped pocket park – the Baberton Belt woodland forming a backdrop.



The Square and the Potting Shed

Located on the principle throughroute – the Square forms the heart of the plan and the location for higher density accommodation including cottage style apartments and narrow fronted townhouses. Within the public square, the Potting Shed and growing garden would offer a place for hosting community outdoor and indoor activities

Masterplan Development Principles

At its heart is a new square – a shared-space featuring a community garden and the Potting Shed – a flexible community space which could be used for clubs, meetings and parties.

The plan offers accommodation for people at all stages of life – from young couples to downsizers and families of all sizes.

It is respectful of its sensitive edges – with development held well clear of the southern and eastern boundaries – incorporating buffer planting where appropriate.

Throughout the plan homes are positioned to form positive street frontages with front doors and main rooms towards the street – enhancing the significance of routes, delineating key spaces and promoting the sense of ownership and passive supervision.

Urban blocks have been orientated along an east-west axis maximising the proportion of sunny fronts and back gardens and most enjoy a view to a park, square or an open space. Along the southern and eastern edges – properties have been positioned at a respectful distance from neighbouring homes and feature elongated gardens to provide additional landscape screening.



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