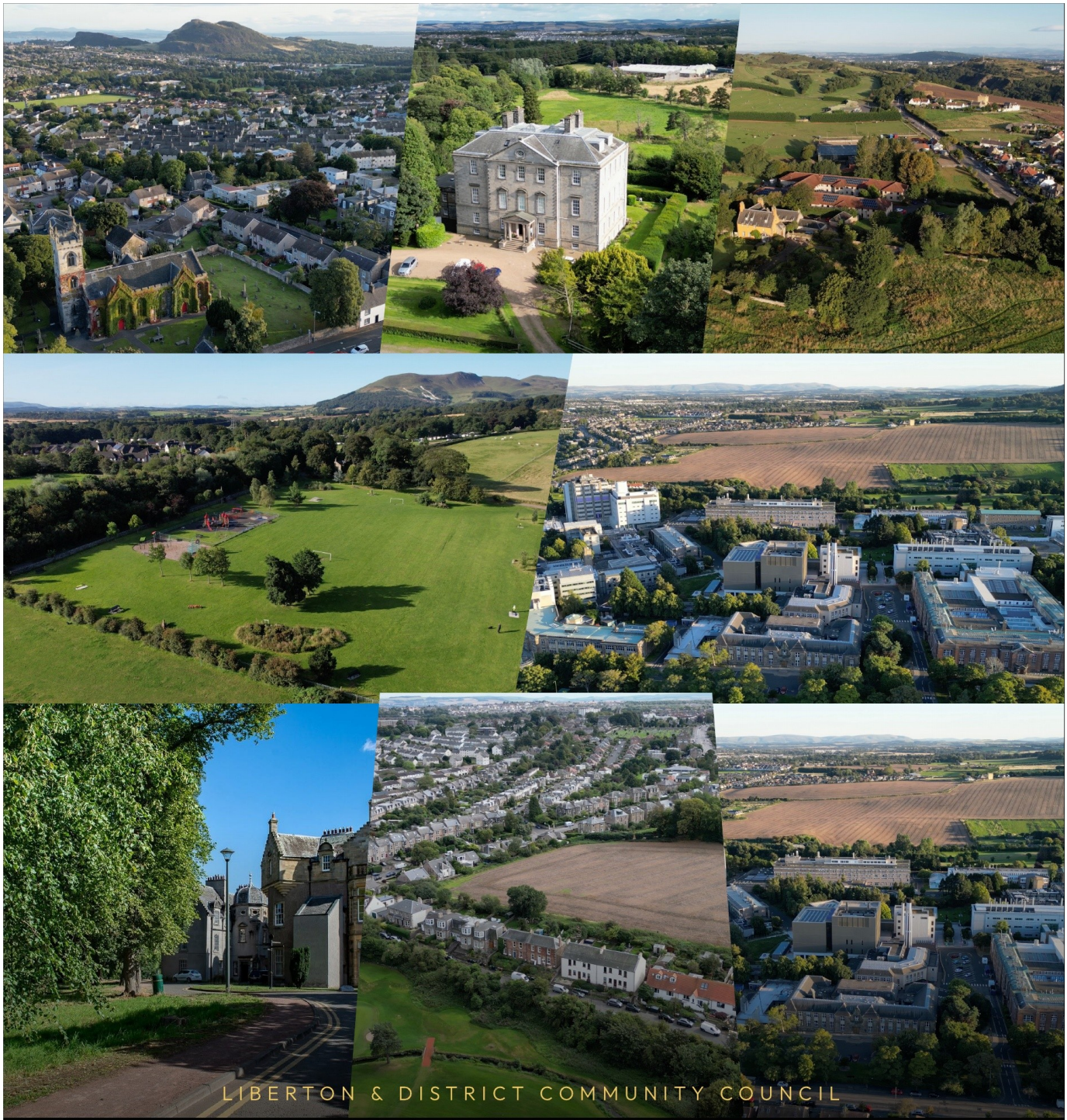


LIBERTON & DISTRICT COMMUNITY COUNCIL

LIBERTON & DISTRICT

LOCAL PLACE PLAN

PLANNING (SCOTLAND) ACT 2019 · 2030 — 2040 · FOR COMMUNITY REPRESENTATION

LIBERTON AND DISTRICT COMMUNITY COUNCIL

Local Place Plan 2030–2040

A community-led vision for Liberton and District

Incorporating the results of the 2026 community survey (346 responses), the LDCC assessment of the proposed Cameron Toll redevelopment, and the LDCC Transport Interchange Proposal. Evidenced with reference to the City of Edinburgh Council Evidence Report for City Plan 2040 (June 2026) and Edinburgh by Numbers 2025.

346	4.44/5	91%
Survey respondents	Resident satisfaction	Support for Green Belt protection

July 2026

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Foreword

This Local Place Plan sets out the community's vision for Liberton and District for the period 2030 to 2040. It has been developed by the Liberton and District Community Council (LDCC) in response to the City of Edinburgh Council's invitation to communities to contribute Local Place Plans to inform the city's planning guidance under the Planning (Scotland) Act 2019.

The plan is grounded in the voices of 346 residents who responded to the LDCC Local Place Plan survey conducted between January and April 2026. It also reflects the LDCC's engagement with the proposed Cameron Toll Shopping Centre redevelopment, including the LDCC Planning Assessment (March 2026) and the Transport Interchange Proposal (March 2026), prepared in response to pre-application consultation by CBRE/Hunter REIM.

The plan is further informed by the City of Edinburgh Council's Evidence Report for City Plan 2040, presented to Planning Committee on 3 June 2026, including the Ward 16 (Liberton/Gilmerton) and Ward 15 (Southside/Newington) Place Profiles, and by Edinburgh by Numbers 2025. Where this data reinforces or extends the community's own evidence, it is cited in the relevant sections below. LDCC notes that the Council's own ward-level engagement for the Evidence Report generated only 49 responses for Ward 16 via a January 2026 drop-in event at Cameron Toll — a self-selected sample drawn from shopping centre visitors rather than a representative sample of the ward's 37,672 residents. The LDCC survey, by contrast, achieved 346 structured responses from residents across the district and provides a substantially stronger evidential basis for community priorities.

Liberton and District is, by any measure, a place its residents love. An average satisfaction score of 4.44 out of 5, 90% reporting good neighbours, and 61% saying they cannot imagine leaving, speaks to a community with deep roots and genuine pride in where it lives. This plan is built on that foundation — and on the community's determination to ensure it is protected and enhanced, not eroded.

The single clearest message from residents can be summarised simply: protect what we have, fix what is broken, and ensure that any development serves the community's real needs rather than exploiting it. This plan gives that message formal expression.

1. The Area

1.1 Location and Character

Liberton and District is a residential suburban area located approximately 3 miles (5 km) south of Edinburgh's city centre. It evolved from a rural parish with roots dating back to the medieval period and retains a distinctive character combining urban accessibility with a semi-rural environment of considerable natural beauty.

The area is bounded approximately by Liberton Brae and Cameron Toll to the north, Gilmerton Road to the east, Captain's Road and Frogston Road to the south, and the Braid Hills to the west. It is bordered by Gilmerton, Craigmillar, Morningside, Fairmilehead, and the Braid Hills open space. The LDCC area has a population of approximately 18,000 residents (CEC Area Profile Dashboard, 2022 Census base; note that Ward 16 Liberton/Gilmerton has a total population of 37,672, covering a substantially wider area). The area's age profile skews older than the Edinburgh average: 67% of respondents to the 2026 LDCC survey were aged 55 or above, consistent with the Ward 16 figure of 17.8% aged 65+ recorded in the CEC Evidence Report for City Plan 2040 (against an Edinburgh average of 15.9%). Liberton and District comprises four historic sub-settlements — Over Liberton, Nether Liberton, Liberton Dams, and Kirkton of Liberton — each with its own distinct character and heritage, as documented in 'Aboon the Kirk: Interesting Places in Liberton' (Liberton Association, 2024).


LIBERTON AND DISTRICT COMMUNITY COUNCIL
Local Place Plan Area · Boundary effective 28 March 2025 · Population: 18,295 · Area: 7.38 km²
CAMERON TOLL
Inch House
THE INCH
LIBERTON GOLF CLUB
BLACKFORD GLEN
Liberton Tower
LIBERTON
BRAID HILLS GOLF COURSE
MORTONHALL GOLF CLUB
Liberton House
ALNWICKHILL
GRACEMOUNT
Mortonhall House
MORTONHALL
BURDIEHOUSE
LDCC plan boundary (City of Edinburgh Council, 2025)
Satellite imagery: Esri World Imagery. Boundary: City of Edinburgh Council © 2025. Contains OS data © Crown copyright. LDCC 2026.

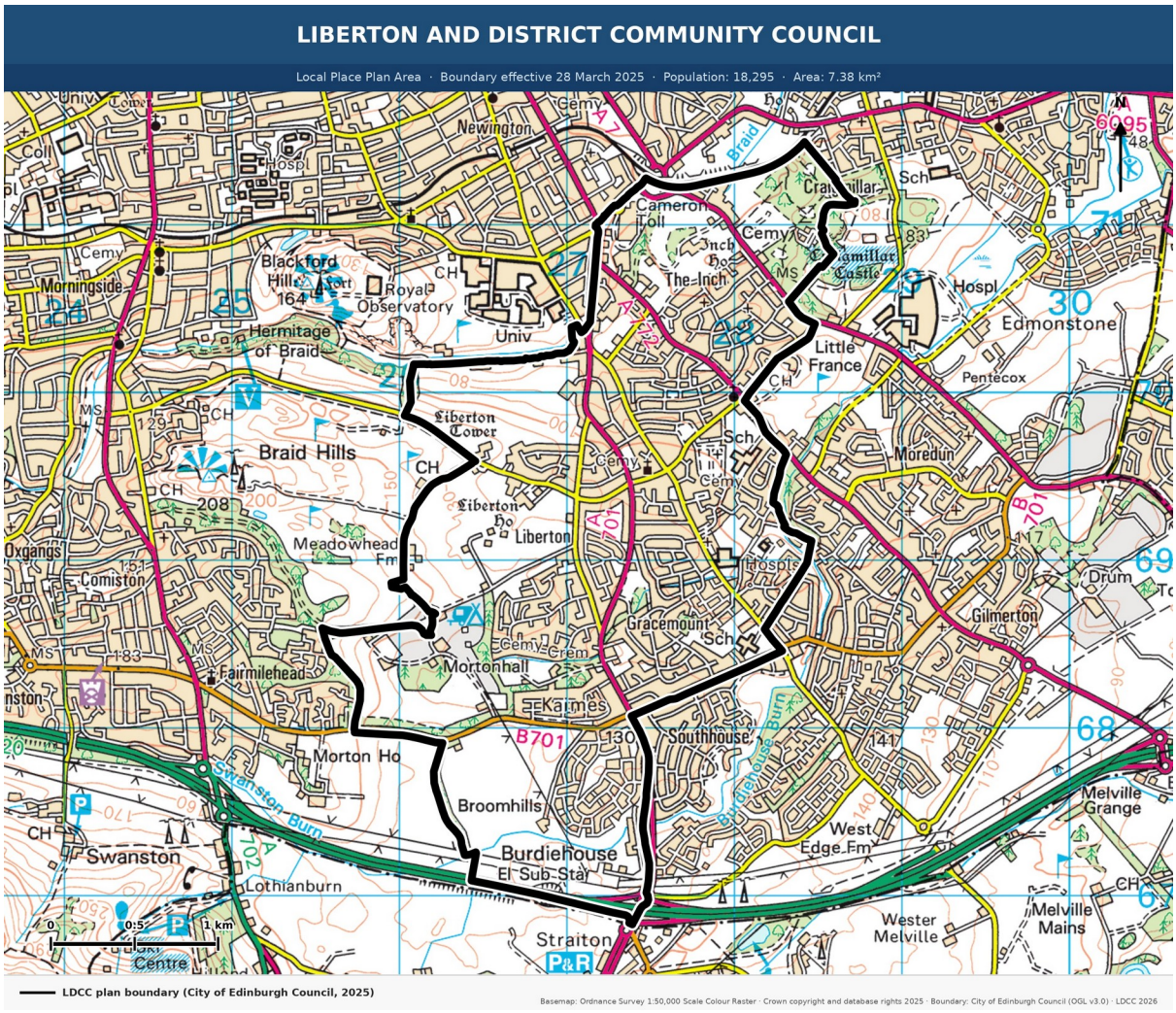


Figure 1A and B: Liberton and District Community Council plan area. Boundary effective 28 March 2025.
A) Satellite imagery: Esri World Imagery.
B) OS imagery: EDINA.
Boundary data: City of Edinburgh Council © 2025.

Natural Assets	Notes
Inch Park	Formal park, sports pitches, events space; home of Edinburgh South CFC
Blackford Hill	Nature reserve; setting of Royal Observatory (Category A listed, c.1.5km from Cameron Toll)
Braid Hills	Open hill land; panoramic views over Edinburgh
Hermitage of Braid	Local Nature Reserve; Braid Burn corridor; ancient woodland
Burdiehouse Burn Valley Park	Linear greenspace and biodiversity corridor
Seven Acre Park	Community greenspace, Stanedykehead
St Katharine's Park	Community greenspace, Liberton Gardens
Liberton Park	Open greenspace bounded by Liberton Gardens, Alnwickhill Road and Liberton Drive.

Liberton Tower fields	Green Belt; historically significant setting of Liberton Tower (Category A listed)
Stanedykehead / Liberton Drive fields	Green Belt; includes field, tree plantation and paddocks at Alnwickhill Road / Liberton Drive intersection, adjacent to Liberton House (Category A listed)
Fields north of Braid Hills Drive, west of Alnwickhill Road	Green Belt; site of proposed new 12,000 tree woodland (Liberton and Craigmillar Trust, Autumn 2026)
Frogston Road East fields	Green Belt; southern boundary of plan area
Braid Burn corridor	Blue-green network; passes through Cameron Toll site (currently culverted)
Ellen's Glen	Wooded glen; historic landscape character

Built Assets	Notes
Retail and Community	
Cameron Toll Shopping Centre	Anchor: Sainsbury's; subject of current masterplan proposals by Hunter REIM / CBRE
Inch House	Community centre; events and meeting venue
South Neighbourhood Office and Library	40 Captain's Road; at risk from planned St Catherine's Primary School redevelopment
Sport and Leisure	
Gracemount Leisure Centre	Edinburgh Leisure facility; Captain's Road. 25m pool, gym, synthetic pitches, sports halls
Edinburgh South Community Football Club	SFA Platinum Quality Mark club; based in Inch Park; men's, women's and youth teams
Craigmillar Park Tennis and Padel Club	20 Old Mill Lane (rear of Cameron Toll); 4 floodlit courts, covered padel court, junior coaching
Braid Hills Golf Course	Public pay-and-play; managed by Edinburgh Leisure
Mortonhall Golf Club	Private members' club; within plan area boundary
Liberton Golf Club	Private members' club; within plan area boundary
Education — Local Authority	
Liberton High School	Secondary; new school building almost complete; libertonhighschool.org
Gracemount High School	Secondary; Captain's Road; gracemounthighschool.co.uk
Frogston Primary School	Primary
Liberton Primary School	Primary
St Catherine's RC Primary School	Primary (R.C.); new building planned on Captain's Road site; stcatherinesedinburgh.wordpress.com
St John Vianney RC Primary School	Primary; Inch
Gracemount Primary School	Primary; gracemountprimaryschool.co.uk
Kaimes School	Special school

Education — Independent and Specialist	
Edinburgh Montessori Arts School (EMAS)	The only school in Scotland offering complete Montessori education for ages 1–18; established 2006
Dunedin School	Independent school; Edinburgh
Heritage and Culture	
Liberton Kirk	Category B listed; 1815; active congregation, community halls
Liberton Tower	Category A listed; Late-medieval tower house
Liberton House	Category A listed; 17th century; adjacent to Green Belt land subject to development pressure
Gracemount Mansion	Listed building
Mortonhall House	Listed building
Mount Vernon Cemetery and Chapel	Historic cemetery and chapel
Area heritage generally	‘Aboon the Kirk: Interesting Places in Liberton’ (Liberton Association, 2024) documents 22 sites of historical and architectural significance

Transport Link	Notes
Road	
A720 City of Edinburgh Bypass	Southern boundary of plan area; junctions at Gilmerton Road and Lasswade Road and A701/Burdiehouse Road
Lasswade Road / Liberton Brae/Kirk Brae/Liberton Road	Primary north–south spine roads through the district
Gilmerton Road	Eastern boundary corridor; key arterial route
Bus	
Lothian Bus routes	Lothian Buses: 3, 7, 8, 11, 12, 24, 29, 31, 33, 37, 38, 47, 49 and others. Regional services: X62 (Edinburgh–Penicuik–Peebles–Innerleithen–Galashiels–Melrose, serving Borders General Hospital); X95 (Edinburgh–Dalkeith–Stow–Galashiels–Carlisle; national entitlement card holders travel free throughout); Borders 51 (Old Dalkeith Road/Cameron Toll–Galashiels)
Proposed / Future	
North–south tram extension	Proposed route via Lady Road and Cameron Toll corridor; Strategic Business Case under development; Hunter REIM PAN commits Cameron Toll to being ‘tram ready’
Edinburgh South Suburban Railway	Existing rail corridor through the district; under active exploration for tram-train use connecting Cameron Toll to Morningside, Gorgie, Musselburgh and Queen Margaret University

1.2 Population and Demographics

The 2026 survey respondent profile, while skewed older, reflects broader demographic patterns. The district has experienced significant housing growth in recent years, with major developments at the former waterworks site (Alnwickhill), Liberton Hospital site, and several infill sites across the area. This growth has placed sustained pressure on GP services, primary schools, roads, and social infrastructure that has not been matched by equivalent investment in public services.

SUPPORTING EVIDENCE

Ward 16 (Liberton/Gilmerton) data from the City Plan 2040 Evidence Report confirms the scale of growth and infrastructure deficit:

- The ward population is 37,672, housed in 17,104 households (2022 Census).
- City Plan 2030 allocates a further 2,102 homes within the ward — a projected 12.3% increase in households, broadly in line with the Edinburgh-wide average of 16.9%.
- Growth is concentrated at the BioQuarter (1,250 homes, H86), Liberton Hospital (360 homes, H91), and SE Wedge South Edmonstone (348 homes, HSG40), in addition to significant recent greenfield development between Gilmerton, Burdiehouse and the City Bypass.
- The ward's older population (17.8% aged 65+) is above the Edinburgh average (15.9%), consistent with LDCC survey data showing 67% of respondents aged 55+.
- Across Edinburgh, the 65+ population grew 15.3% in the decade to 2024 and the 75+ cohort is projected to grow a further 63.5% by 2047 (Edinburgh by Numbers 2025). Demand on primary healthcare and older people's housing will intensify significantly.

Source: CEC Evidence Report for City Plan 2040, Ward 16 Place Profile, June 2026; Edinburgh by Numbers 2025.

2. How We Engaged with the Community

This Local Place Plan has been developed through a sustained programme of community engagement conducted between January and April 2026. Engagement was deliberately designed to reach a broad cross-section of the district's population and to generate structured, evidential data capable of supporting formal planning representations.

2.1 The LDCC Local Place Plan Survey (January–April 2026)

The primary engagement tool was an LDCC-designed structured survey distributed to residents across Liberton and District between January and April 2026. The survey was made available online and in paper format through community networks, the LDCC website (libertondcc.wordpress.com), social media channels, and direct distribution at community events. 346 responses were received, making it the largest community survey conducted in the district in recent years.

The survey covered: overall satisfaction with the district; ratings of community assets and infrastructure; priorities for improvement; views on housing, development, and the Green Belt; and open-text questions allowing residents to describe what they valued and what needed to change. Results are cited throughout Section 3 of this plan as 'LDCC survey (n=346)'. The age profile of respondents skews older (67% aged 55 or above), consistent with the district's demographic profile, though this means responses from younger residents are somewhat under-represented.

2.2 Pre-Application Engagement: Cameron Toll Redevelopment

In parallel with the survey, LDCC engaged with the proposed Cameron Toll Shopping Centre redevelopment by Hunter REIM/CBRE, which submitted a Proposal of Application Notice (PAN) in early 2026. LDCC prepared a formal Planning Assessment (March 2026) and a Transport Interchange Proposal (March 2026) in response to the pre-application consultation, incorporating resident feedback gathered through the survey and through direct correspondence with LDCC. LDCC also met with Council planning officers, including a call with Anna Grant, Team Manager, Development Planning (City of Edinburgh Council), in June 2026, to discuss the plan's content and submission process. The Cameron Toll Planning Assessment and Transport Interchange Proposal are appended to this plan as Annexes A and B respectively and are cross-referenced in Sections 4 and 5 below.

2.3 Community Consultation: Proposed Craigmillar Trust Woodland

From January 2026, LDCC coordinated an extensive community consultation process in response to a proposal by Andrew Gilmour (Trustee of the Craigmillar Trust) to create a new community woodland on approximately 25 acres of Trust land. This involved: circulation of the initial proposal to the Liberton Association, Blackford Glen Residents Association, and individual residents; collation and communication of written feedback; a preparatory meeting at Liberton Kirk Hall on 23 March 2026; and a public meeting at the Nucleus Building, King's Buildings Campus, University of Edinburgh on 20 April 2026, attended by approximately 40–50 residents in person and 24 online. This consultation process directly informed the revised proposal described in Section 7 of this plan.

2.4 Ongoing Engagement and Governance

Beyond the specific engagement activities above, LDCC's ongoing engagement infrastructure includes: monthly public community council meetings (held at Liberton Kirk Hall), which are open to all residents and minuted; direct correspondence with residents and community groups across the district; regular planning representation work, which keeps LDCC in contact with a wide range of residents with specific development concerns; and the LDCC litter pick programme, which brings LDCC members into direct contact with residents across the district. LDCC also maintains active contact with the Liberton Association's planning and amenities committee, which provides an additional channel for community input.

Prior to formal submission, this Local Place Plan will be circulated to local ward councillors (Wards 15 and 16) and to adjoining community councils, in accordance with the requirements of the Planning (Scotland) Act 2019.

3. Our Vision

This vision is built on five principles that emerged directly from the survey evidence and community engagement:

- Protect — the Green Belt, open spaces, and semi-rural character are non-negotiable assets
- Fix — existing failures in healthcare, roads, youth provision, and social amenity must be addressed
- Connect — active travel, public transport, and social infrastructure must link the community
- Grow Wisely — any development must be modest, condition-linked, and targeted at genuine local need
- Involve — residents must have a meaningful, binding role in shaping any changes to their community

Our Vision for 2030–2040

Liberton and District in 2040 will be a vibrant, inclusive, and well-served community where all residents — young and old — can thrive. Its irreplaceable green spaces and Green Belt will remain protected for future generations. Its infrastructure will be genuinely fit for the scale of development that has taken place. Its residents will have access to the health services, social amenities, youth facilities, and safe active travel routes that have been consistently requested but too long withheld.

4. Community Priorities

The eight priorities set out below are grounded in the 346-response LDCC Local Place Plan survey (January–April 2026). They are presented in approximate order of the breadth and depth of resident support.

Priority 1: Absolute Protection of the Green Belt and Open Spaces

The protection of the Green Belt and all open spaces within the district is the foundational, non-negotiable principle of this Local Place Plan. This is not merely a planning preference: it is the overwhelming, clearly expressed will of the community.

The following specific assets must be explicitly protected in the City Plan and in any planning decisions affecting the district:

- The Hermitage of Braid nature reserve and adjacent fields east of Braid Road
- Inch Park and the Inch green corridors (including tree lines and community orchard areas)
- Blackford Hill and the Braids open space
- Frogston Road East fields (consistently mentioned for protection from housing development)
- Liberton Tower fields
- Burdiehouse Burn Valley Park and burn corridor
- Seven Acre Park and its approaches
- Fields north of Braid Hills Drive and west of Alnwickhill Road (Green Belt land adjacent to Liberton House)
- Fields north of Stanedykehead
- The field, tree plantation and paddocks at the intersection of Alnwickhill Road and Liberton Drive

SUPPORTING EVIDENCE

LDCC survey (n=346, Q2 and Q3): 91% of respondents agree or strongly agree that green spaces and the Green Belt must be vigorously protected against any form of development. 79% gave countryside/green spaces the maximum score of 5 — the highest single rating in the entire survey.

CEC Evidence Report, Ward 16 Place Profile (June 2026): The ward is “partially enclosed by the green belt” and the Burdiehouse Burn Valley Park/Nature Reserve “forms the largest part of the green blue network here and is of importance for recreation, nature and the character of Edinburgh. It forms part of a green blue corridor providing habitat and potential recreation connectivity between the Braid and Pentland Hills in the west to Holyrood Park and the South East Wedge in the east.” The Evidence Report identifies newer development to the south as lacking the same pattern of small and medium open spaces within these neighbourhoods — reinforcing the community’s case for protecting existing assets.

Edinburgh by Numbers 2025: 84% of Edinburgh residents visit the outdoors once or more per week (16% above the Scottish average); 92% are satisfied with their nearest green or blue space. Edinburgh has more Green Flag-awarded parks than any other UK city. This citywide attachment to green space makes protection of Liberton’s open assets all the more essential as the city’s population grows towards a projected 585,838 by 2047.

LDCC POSITION

LDCC will object to any planning application involving development on Green Belt land or the designated open spaces listed above. This applies regardless of the nature of the proposed use

or any claimed community benefit. The LDCC will support residents in submitting individual representations and will commission expert assessments where necessary.

NPF4 Policy 3: Biodiversity — Development must deliver net biodiversity gain. The Green Belt fields provide significant habitat for wildlife; any proposed development must demonstrate compliance with the mitigation hierarchy.
City Plan 2030 Env 6: Green Blue Infrastructure — Proposals must protect, enhance and link to the city-wide green/blue network. The Braid Burn corridor, Inch Park, and the Hermitage together form a contiguous green network that must be strengthened, not eroded.

Priority 2: Healthcare Infrastructure

The district's healthcare infrastructure is under acute and unsustainable pressure. Significant housing development over recent years has substantially increased the registered population without a matching increase in primary care capacity. This failure is not primarily an NHS administrative matter: it is directly linked to the failure of planning conditions and developer contributions to secure genuine infrastructure delivery ahead of, or alongside, new housing.

The LDCC calls for:

- At least one additional GP surgery to serve the population growth that has already occurred
- Improved dental provision in the district (several respondents note inadequate NHS dental access)
- A formal commitment that LDCC will formally object to any planning application for residential development within the district that does not demonstrate, through a developer contributions agreement under City Plan Inf 3, that adequate primary healthcare capacity — specifically GP registered list capacity — exists or will be delivered to serve the existing and proposed population. LDCC notes proposals for a new GP hub associated with the Liberton High School development and will seek confirmation of its delivery as a planning condition on any associated residential consents
- Recognition that the closure of Liberton Hospital and Astley Ainslie Hospital has removed significant community bed capacity that is not being replaced

SUPPORTING EVIDENCE

LDCC survey (n=346, Q4 and Q6): Healthcare inadequacy is cited in open-text responses more frequently than any other single service failure. The ‘”’8am appointment lottery’ and inaccessibility of Gracemount Medical Centre are mentioned by name by multiple respondents.

CEC Evidence Report, Ward 16 Place Profile (June 2026): The Evidence Report independently confirms the LDCC's position in its own statistical analysis:

- 20.1% of the Ward 16 population reported having a long-term illness or disease, above the Edinburgh average of 18.1%.
- Only 78.8% of ward residents considered themselves in good or very good health, compared to 83.7% across Edinburgh.
- The total number of dental registrations in the ward (17,322) is less than the ward population of 37,672, meaning many residents must travel elsewhere for NHS dental care.
- The ward has 1 pharmacy per 7,925 people, compared to 1 per 5,006 across Edinburgh as a whole.
- An estimated 23.24% of ward residents accessed A&E services in 2025, compared to 17.59% across Edinburgh — a figure consistent with inadequate primary care access.
- The ward's own engagement records the view that “medical practices are considered good but it is difficult to get appointments and more GPs are required to accommodate new housing developments.”

• Life expectancy varies markedly within the ward: male life expectancy in Gracemount/Southhouse/Burdiehouse is 73.5 years compared to 81.8 years in Mortonhall/Alnwickhill — an 8.3-year gap within a single ward, partly attributable to differential access to services.

Edinburgh by Numbers 2025: Edinburgh's 65+ population grew 15.3% in the decade to 2024; the 75+ cohort is projected to grow 63.5% by 2047. The district's already-above-average older demographic will place further pressure on primary care without intervention.

CEC Evidence Report, Ward 16 Place Profile: The west and south of the ward, where significant recent housing development has occurred, are furthest from existing health facilities. The Evidence Report confirms this spatial mismatch and notes it as an implication for the Proposed Plan.

LDCC POSITION

LDCC will formally request that healthcare capacity impact is incorporated as a material consideration in all planning applications for residential development within the district. Developer contributions under City Plan Inf 3 must include specific, measurable healthcare commitments, not generic contributions to health infrastructure funds.

City Plan Inf 3: Infrastructure Delivery and Developer Contributions — Development must ensure sufficient infrastructure capacity. LDCC's position is that healthcare capacity is a mandatory component of any such assessment for residential development in this district.

Priority 3: Social Amenity and the Missing Community High Street

The absence of everyday social infrastructure is one of the most consistently and passionately expressed concerns in the survey. Many residents state that they currently travel out of the district for a coffee, meal, or a drink with friends. There is no community hall accessible by bus, few independent shops, and limited library access: the South Neighbourhood Office and Library at 40 Captain's Road (EH17 8QF) provides a valuable service but faces an uncertain future, as its building is understood to be scheduled for demolition when the new St Catherine's Primary School is built. The potential loss of this facility would be a significant community setback and must be addressed in any replacement scheme. This deficit undermines community cohesion and is consistently cited as the factor most likely to cause residents to consider leaving.

The LDCC calls for:

- Active planning support for commercial premises suitable for use as cafés, restaurants, pubs, and independent shops in accessible locations on bus routes
- Resistance to planning applications that reduce retail or commercial floor space without like-for-like community benefit replacement
- Consideration of a community hub facility — combining library, meeting rooms, and community space — accessible by public transport
- Developer obligations under Section 75 to include provision of active ground-floor commercial frontage in new developments, not just residential units

The Cameron Toll redevelopment (addressed in detail in Section 5) is the most significant near-term opportunity to address this deficit. The masterplan should deliver the cafés, restaurants, and independent shops that residents have repeatedly requested — not merely additional residential units.

SUPPORTING EVIDENCE

LDCC survey (n=172, Q7): A café or coffee shop was requested by over 30 respondents; a restaurant or pub by over 25. Multiple respondents draw explicit unfavourable comparisons with Morningside, Bruntsfield, and Leith.

CEC Evidence Report, Ward 16 Place Profile (June 2026): The Council's own ward analysis independently confirms the LDCC's diagnosis:

- "New development in the south of the ward is largely based on housing with little diversity of facilities and uses."
- "There is a need for more community and cultural spaces in the new-build areas to the south and the area around Gracemount."
- The ward-level engagement records: "No local high street. More provision of services and some shops in the area to create community." and "The community centre is outdated, doesn't have a café and feels like catered only to some specific demographic. Only one community centre for the whole area is not enough."
- Cultural spaces are concentrated in Gilmerton, Moredun and Burdiehouse with lower provision around the Inch, Kaimes and newly developed areas to the south.
- The Ward 15 (Southside/Newington) Place Profile, which covers the northern part of the Cameron Toll catchment, notes that residents wish to see "more independent shops/small businesses" and "more community spaces where events can be held and people can meet without paying."

LDCC POSITION

LDCC supports the provision of active commercial ground-floor uses at Cameron Toll and across the district. Community hub provision, accessible by bus, should be a Section 75 obligation on major developments in the south and west of the ward where new-build housing has proceeded without complementary community infrastructure. LDCC has engaged with the housing proposals on the former Liberton Hospital site and will seek community facility commitments as part of any consent at that location. The future of the South Neighbourhood Office and Library at Captain's Road must be resolved through any planning consent for the new St Catherine's Primary School, with a replacement library function secured by condition or legal agreement.

Priority 4: Roads, Active Travel, and Noise

The district's road and active travel infrastructure has deteriorated as housing development has increased demand without a matching investment response. Walking and cycling infrastructure is fragmented, inconsistent, and often unsafe. There are no continuous segregated cycling routes connecting residential areas to schools, shops, and public transport hubs.

Specific concerns raised by residents:

- Excessive vehicle speeds on Frogston Road, Liberton Drive, Liberton Brae, Braid Hills Road, and Kirk Brae
- Pavements that are narrow, uneven, and poorly maintained, particularly hazardous for older and disabled residents
- Lack of safe active travel route to Straiton retail park (Burdiehouse Road underpass exit requires traffic management)
- Noise pollution from excessively loud vehicle exhausts, described as occurring at random hours day and night
- Absence of segregated cycle infrastructure between residential areas, schools, and shops
- Inadequate winter gritting of pavements and lanes

SUPPORTING EVIDENCE

LDCC survey (n=346, Q4, Q6, Q7): Road and pavement condition described as ‘a disgrace’ and ‘embarrassing’ by multiple respondents.

CEC Evidence Report, Ward 16 Place Profile (June 2026): Council officers independently confirm the transport deficiencies the community has identified:

- 32.6% of Ward 16’s working population drive to work, compared to 25.1% for Edinburgh as a whole. Only 2.6% cycle, against 3.8% Edinburgh-wide; and only 6.3% walk to work, compared to 12% Edinburgh-wide.
- 69.2% of ward households have access to a car or van, above the Edinburgh average of 62.3%.
- Public transport access is rated poor away from the main traffic corridors, including in populated areas such as Gracemount and Moredun.
- Active travel paths are “mainly formed of some quiet roads and Spaces for People improvements which lack continuous segregation and consistency in places.”
- “Some people can walk, wheel or cycle with ease, but a large proportion of people find it difficult to reach where they want.”
- Traffic congestion is described as “bad in most areas and exacerbated by new development” — consistent with resident feedback across LDCC’s survey.
- The City Mobility Plan has identified active travel improvements along key corridors connecting Mortonhall, Southhouse and Burdiehouse, and from Cameron Toll to the BioQuarter.

Edinburgh by Numbers 2025: Edinburgh commuters lost 127 days to rush-hour delays in 2025 — the highest of any major UK city tracked in the TomTom index. A 6-mile commute takes over 16% longer in the evening peak. This city-wide congestion crisis is driven in part by car-dependent suburban development patterns of exactly the kind experienced in this ward.

LDCC POSITION

LDCC calls for: targeted speed enforcement and infrastructure on Frogston Road, Liberton Drive, Liberton Brae, Braid Hills Drive and Kirk Brae; a costed programme of pavement repairs; a continuous active travel route connecting the district’s residential areas to Cameron Toll, schools, and green spaces; and for vehicle noise to be treated as an environmental health issue subject to enforcement action.

NPF4 Policy 13: Sustainable Transport — Development must prioritise active travel, public transport, and low-emission options. Car-dependent development should be resisted. This policy applies to Cameron Toll and to all future residential development in the district.

Priority 5: Facilities for Young People and Secondary Education

The district’s young people are poorly served by current provision. There are no all-weather sports pitches, no youth clubs, no skate parks or pump tracks, and play parks are in deteriorating condition. The secondary school situation is particularly urgent: Frogston Primary is over capacity and already building an extension, but its catchment feeds primarily to Gracemount High School, which multiple respondents describe as inadequate.

The LDCC calls for:

- All-weather (astroturf) sports pitch accessible to the community, ideally in the south-east of the district
- Formal youth club or youth centre provision
- Upgraded play parks: Inch Park (flooding and access issues), 7 Acre Park, St. Katharine’s Park, Liberton Park and other parks throughout the district

- A new secondary school for the south-east Edinburgh catchment, with formal representation from LDCC to City of Edinburgh Council regarding the urgency of provision

Developer contributions under Section 75 / City Plan Inf 3 from all significant housing developments in the district should be directed in part to youth and education infrastructure.

SUPPORTING EVIDENCE

LDCC survey (n=346, Q3 and Q7): 68% agree or strongly agree that the district needs more activities specifically for young people — the highest agreement rating for any development type.

CEC Evidence Report, Ward 16 Place Profile (June 2026): The Council's engagement with young people in the ward independently confirms the LDCC's assessment:

- Teams Around the Community – Liberton & Gracemount Young People Consultation (2022–2024): Many young people felt there was 'nothing to do' locally and wanted more youth spaces, activities and opportunities to socialise safely.
- Young people in the ward described spending significant time at home, sometimes due to lack of local activities or safety concerns.
- Youth Work Partner Feedback (2024): Youth clubs, community centres and youth workers were described as trusted, supportive and welcoming spaces, with strong relationships with youth workers identified as critical to engagement, confidence and wellbeing.
- Children's responses in the ward engagement name Inch Park and Seven Acre Park as their favourite green spaces — and request more equipment, safer environments, and more segregated cycle lanes.
- The Evidence Report identifies the ward's child population (17.5% aged 0–15) as above the Edinburgh average (14.6%), with a working-age population slightly below average.

Edinburgh by Numbers 2025: Edinburgh's city-wide child population is essentially static (0.6% growth in the decade to 2024), while the 65+ population has grown 15.3%. Investment in youth provision in high-child-density wards such as Ward 16 is therefore comparatively underprovided relative to overall demographic trends.

LDCC POSITION

LDCC calls for all-weather youth sports provision, a dedicated youth centre, and upgraded play parks as Section 75 obligations on new housing development. LDCC will make formal representations to CEC regarding secondary school provision for the Frogston Primary catchment area.

Priority 6: Housing — Conditional, Targeted, and Affordable

The community is not opposed to all housing development. It is opposed to development that proceeds without the infrastructure necessary to support it, and to development types (particularly student accommodation) that generate adverse effects without corresponding community benefit.

The LDCC position on housing is as follows:

- LDCC will formally object to general-needs housing development that does not demonstrate through developer contributions under City Plan Inf 3 that GP capacity, school capacity, and road infrastructure are adequate or will be delivered to serve the additional population
- Affordable housing provision must meet City Plan Hou 2's 35% requirement as a binding pre-application commitment, not subject to viability revision
- More housing for older residents wishing to downsize — specifically flats with lifts, and nursing/residential care — is supported
- More genuinely affordable social housing is supported, targeted at lower-income households

- Any housing on the Liberton Hospital site should be accompanied by binding infrastructure commitments (roads, GP access, green space) before first occupation

SUPPORTING EVIDENCE

LDCC survey (n=346, Q3): 21% support for more housing of all tenures (with 45% disagreeing or strongly disagreeing). 88% oppose further purpose-built student accommodation (PBSA). 43% support more affordable housing for lower-income households; 62% support more nursing/residential care.

CEC Evidence Report, Ward 16 Place Profile (June 2026): The Council's own evidence corroborates the LDCC's housing position:

- Social rented housing (23.2% of ward households) is above the Edinburgh average (15.7%), concentrated in Gracemount, Southhouse, Gilmerton Dykes, Moredun and the Inch — areas which also show higher levels of deprivation and overcrowding.
- Ward 16 engagement records: "More provision of accessible flats/flats for older people. More GPs, schools, community spaces. Very car-dependent at the moment."
- 15.7% of ward residents have no qualifications, compared to 9.7% for Edinburgh as a whole — underlining the importance of social and genuinely affordable housing provision.

Edinburgh by Numbers 2025 and CEC Evidence Report Topic Paper 14 (Student Accommodation): Edinburgh has seen a 41% increase in PBSA bedspaces in the last decade, reaching 23,519 in December 2025 with a further 5,917 in the pipeline. Ward 16 already has 360 operational PBSA bedspaces and 103 in the pipeline. This city-wide oversupply of student accommodation powerfully supports the LDCC's objection to any further PBSA in the district. The Evidence Report itself notes that PBSA growth has been largely driven by the private sector, at high cost to students, with concentration in wards near universities — not in residential suburban wards like Ward 16 where the community case for PBSA is weakest.

LDCC POSITION

LDCC opposes any further purpose-built student accommodation within the district. 88% community opposition makes this one of the clearest positions in the survey, independently reinforced by city-wide PBSA oversupply data. Student accommodation must not be used to dilute the 35% affordable housing obligation on mixed development sites such as Cameron Toll.

Priority 7: Community Engagement, Co-design, and Governance

The community's near-unanimous demand for co-design rights and developer consultation obligations reflects a widespread view that planning decisions in this district have too often been made without adequate community input, and that commitments made through the planning process have not always been delivered. The moderate trust level in representatives (53%) underlines the need for the Council, and the Community Council, to increase its visibility and demonstrate tangible impact.

The LDCC commits to:

- Making formal representations at pre-application stage for all significant developments within the district
- Publishing a regular community newsletter to improve awareness of planning matters and community activities
- Streaming or recording Community Council meetings to enable participation by those unable to attend in person (this already happens).
- Organising in-person engagement events, particularly targeting younger residents and families who are under-represented in digital-only consultations

- Activating the 44% of residents who expressed willingness to participate through a structured volunteering programme

SUPPORTING EVIDENCE

LDCC survey (n=346, Q3 and Q5): 87% agree that developers should be obliged to co-design plans with LDCC. 91% agree developers must consult on Section 75 contributions. 44% wish to become more involved in community activities. Only 53% feel reassured that elected representatives have the district's best interests at heart.

Note on CEC ward engagement data: The CEC Evidence Report records 49 responses for Ward 16 across its 'what makes a good place?' questionnaire, gathered primarily via a drop-in event at Cameron Toll Shopping Centre on 17 January 2026 (31 from public at large; 18 from school children). While LDCC acknowledges the CEC engagement process and has drawn on its qualitative findings where they are consistent with and reinforcing of our own evidence, the 49-response dataset is not treated as a representative sample of the ward's 37,672 residents. The LDCC survey's 346 structured responses from across the district provide the primary evidential basis for this plan's community priorities.

Priority 8: Maintenance, Cleanliness, and Public Realm

While much of the maintenance responsibility lies with City of Edinburgh Council rather than LDCC, the community expects the Council to address the clear maintenance deficit. The LDCC will formally request:

- A regular scheduled street cleaning programme comparable to that provided in other parts of the city
- Rapid repair of potholed roads and damaged pavements, with a specific programme for Liberton Drive, Liberton Brae, and Liberton Gardens
- Restoration of litter bins removed from parks and green spaces
- A programme of play park upgrading and repair, with Inch Park and 7 Acre Park as priorities
- Improved winter gritting of pavements and cut-throughs used by pedestrians travelling to bus stops, especially where gradients are prevalent.

SUPPORTING EVIDENCE

LDCC survey (n=346, Q4, Q6, Q7): Litter, dog fouling, graffiti, fly-tipping, and poor pavement condition cited consistently. Multiple respondents contrast the district unfavourably with Morningside in terms of maintenance standards. Play parks with missing or outdated equipment cited by name.

CEC Evidence Report, Ward 16 Place Profile (June 2026): Ward engagement records requests for "improving safety and access" to open spaces, more bins and litter control, and improved maintenance of pavements and cycle lanes. The Evidence Report notes that "open/green spaces are considered to be well maintained" in general — but the specifics of street maintenance, pavement condition, and play park equipment are identified as areas for improvement.

5. Cameron Toll Shopping Centre — Masterplan Assessment

Cameron Toll Shopping Centre is the primary neighbourhood retail destination for Liberton, Inch, Moredun, Gilmerton, and surrounding communities. The proposed redevelopment by Hunter REIM/CBRE represents the most significant planning decision that will affect the district during the period covered by this Local Place Plan. LDCC's full Planning Assessment (March 2026) is appended as Annex A; this section summarises the principal concerns and LDCC's formal position.

5.1 The Development Proposal

The masterplan proposes the demolition of the existing covered shopping mall and its replacement with an open-air, mixed-use neighbourhood centre comprising:

- Reconfigured retail accommodation in an open-air street/courtyard format, retaining Sainsbury's and Aldi (lease secured) as anchor tenants
- Residential development comprising affordable housing, build-to-rent, homes for sale, senior living, and student accommodation
- A hotel and leisure/hospitality facilities
- A 'tram-ready transport hub' linked to the proposed north–south tram extension
- Partial daylighting of the Braid Burn within the site boundary
- Reconfigured public realm and improved connections to surrounding areas

Hunter REIM's Proposal of Application Notice (PAN) formally commits to making the site 'tram ready' and compatible with the potential reopening of the South Suburban Railway.

SUPPORTING EVIDENCE

CEC Evidence Report, Town Centres Topic Paper (June 2026): The Evidence Report confirms that "Cameron Toll currently has no vacant units at all" and that "pre application discussions are taking place at present in the context of a complete reconfiguration of the centre, and the introduction of additional uses such as residential development. Consent has previously been granted for a hotel and a cinema but they have yet to be delivered and may be reconsidered in the context of the reconfiguration."

Cameron Toll is formally designated as a Commercial Centre in City Plan 2030, described as "located in south-east Edinburgh on a major transport intersection and well served by bus services." The Evidence Report treats it alongside Meadowbank as a site with specific redevelopment implications for the next Plan period.

CEC Evidence Report, Ward 15 (Southside/Newington) Place Profile: Cameron Toll is noted as an anchor of the southern part of Ward 15, with amenities in the corridor from Nicolson Street/Clerk Street town centre towards Cameron Toll aligning with population density and transport access. The ward analysis notes residents want more independent shops and fewer charity/betting shops — consistent with LDCC's own survey findings.

CEC Evidence Report, Engagement Report (June 2026): The drop-in event at Cameron Toll Shopping Centre on 17 January 2026 was attended by members of Living Rent who raised concerns about the cost of housing and the impact of PBSA and short-term lets — further corroborating LDCC's position on student accommodation at the site.

5.2 LDCC's Principal Concerns

LDCC acknowledges that investment in Cameron Toll is necessary and that the site represents a genuine brownfield regeneration opportunity. However, the proposals as presented raise significant concerns across four principal themes:

Loss of the Covered Mall

The covered mall provides a sheltered environment particularly valued in the Scottish climate and critical for elderly, disabled, and younger visitors. While the proponents argue the existing building is approaching

end of life, this argument must be tested against: a full retail impact assessment; an accessibility assessment demonstrating that the open-air replacement maintains access to at least the current standard; and a Sustainability Statement under City Plan Env 7 demonstrating that refurbishment options have been genuinely ruled out.

Height, Scale, and Massing

The proposed heights of elements of the development are inconsistent with the surrounding predominantly two-to-three storey residential neighbourhood. City Plan Env 30 (Building Heights) provides that development rising above prevailing building height will only be supported where it enhances the skyline, is justified by use, is appropriate in scale and context, and does not harm important views. This is a demanding test the current consultation materials do not meet.

The Royal Observatory at Blackford Hill (Category A listed) lies approximately 1.5km north-west of the Cameron Toll site. At that distance, the primary planning concern under NPF4 Policy 7 and City Plan Env 11 (Listed Buildings — Setting) is not direct obstruction of the Observatory but the potential impact of taller development on its setting and designed landscape as viewed from the Blackford Hill ridge and surrounding approaches. The significant difference in elevation between the Observatory (approximately 134m AOD) and the Cameron Toll site (approximately 60m AOD) means that taller elements at Cameron Toll could appear on the skyline when viewed from the Observatory grounds and approaches, even at 1.5km. Any planning application for tall elements must include a Heritage Impact Assessment with viewpoint analysis from agreed receptor points, including the Observatory grounds, consistent with NPF4 Policy 7 and City Plan Env 4 and Env 11. A full Townscape and Visual Impact Assessment is also required.

Public Transport and Active Travel Integration

The developer's own PAN commits to making Cameron Toll 'tram ready'. This commitment must be translated into specific, designed, and costed infrastructure in the planning application — not retained as aspirational language. The proposed north–south tram route runs along Lady Road through Cameron Toll, and City Plan Inf 11 requires that development not prejudice the implementation of this safeguarded public transport proposal.

SUPPORTING EVIDENCE

CEC Evidence Report, Ward 16 Place Profile, Transport section: The Evidence Report confirms that "City Mobility Plan improvements are proposed to be brought forward primarily along key corridors connecting Mortonhall, Southhouse and Burdiehouse with Midlothian and connecting Cameron Toll with the BioQuarter and Royal Infirmary of Edinburgh." This confirms the Cameron Toll transport interchange is not an LDCC aspiration but a Council-identified infrastructure priority.

LDCC POSITION

LDCC requires that before a planning application is submitted: (1) a Design and Access Statement, Daylight/Sunlight Assessment, Heritage Impact Assessment, Flood Risk Assessment, Surface Water Management Plan, Biodiversity Impact Assessment, and Sustainability Statement are all provided; (2) design is revised to address height and massing concerns; (3) the 35% affordable housing commitment is formally confirmed; (4) the tram-ready transport hub commitment is given design specificity; and (5) developer contributions covering transport, education, and green/blue networks are confirmed under City Plan Inf 3.

6. Cameron Toll Transport Interchange Proposal

Cameron Toll sits at the convergence of one of the most significant public transport investments Edinburgh has made in a generation. The proposed north–south tram extension would run from Granton through

Newington and terminate at Cameron Toll, continuing south-east towards Edinburgh BioQuarter and the Royal Infirmary. City of Edinburgh Council held a public drop-in at Cameron Toll itself in September 2025 as part of the tram consultation.

LDCC's position is that integrating a multi-modal transport interchange into the Cameron Toll masterplan is not a speculative add-on: it is the single most consequential infrastructure decision the masterplan can make. Getting this right will define the site's relationship with sustainable transport for the next 50 years. The LDCC Transport Interchange Proposal (March 2026) is appended as Annex B and is the detailed technical document; this section summarises the key asks.

SUPPORTING EVIDENCE

Edinburgh by Numbers 2025: Edinburgh commuters lost 127 days to rush-hour delays in 2025 — the highest of any major UK city. 86% of Edinburgh residents are satisfied with public transport, more than 20% above the Scottish average and the highest of any Scottish city. Around 60% of Edinburgh's total travel already involves walking or public transport. This baseline confirms that investment in public transport infrastructure at Cameron Toll is consistent with existing travel behaviour and genuine demand.

CEC Evidence Report, Ward 16 Place Profile: Young people in Ward 16 were asked whether a tram line from Granton to the Sick Kids Hospital is a good idea: 10 of the 18 children's respondents said yes, with only 2 saying no. This is a further signal of support for tram investment from within the ward.

CEC Evidence Report, Ward 16 Place Profile, Transport section: "Improved orbital bus routes and connections are proposed to run west-east through the ward to improve access in some of these areas." The interchange proposal directly aligns with this identified need.

6.1 What We Mean by a Transport Interchange

LDCC is not proposing a large-scale bus station. What is proposed is a well-designed, integrated interchange — distributed around the site perimeter in a way that feels natural and neighbourhood-scaled — comprising:

- A tram stop: on-street on the Lady Road/Cameron Toll frontage, with covered waiting area and real-time information, designed in coordination with the CEC tram team
- Consolidated bus stops: replacing the current dispersed and poor-quality arrangement, with clear wayfinding between bus and tram
- Taxi and accessible set-down: designated rank and accessible drop-off/pick-up bays, separated from general traffic
- Pedestrian routes: direct, step-free walking routes from the interchange into the retail core and to Inch, Liberton, and Moredun
- Cycle hub: a minimum of 100 covered, secure cycle parking spaces with end-of-trip facilities, and direct connections to NCN Route 1 and the Braid Burn path

6.2 Policy Basis

City Plan Inf 11: Public Transport Proposals and Safeguards — Development must not prejudice the implementation of public transport proposals safeguarded in City Plan 2030 or the Edinburgh Strategic Sustainable Transport Study, including the proposed north–south tram route through Lady Road.

NPF4 Policy 15: Local Living and 20-Minute Neighbourhoods — Development should support

compact, connected places where daily needs are met by sustainable travel. The masterplan invokes this principle; aspirational language without tangible transport infrastructure would be a material inconsistency.

NPF4 Policy 13: Sustainable Transport — Development must prioritise active travel, public transport, and low-emission options. A transport impact assessment must demonstrate compliance. The interchange is the developer's best tool for demonstrating that compliance.

6.3 LDCC's Asks of CBRE/Hunter REIM and CEC

LDCC requests that the following specific commitments are reflected in the planning application as designed, costed, and agreed elements:

1. Confirm in writing that the masterplan has been coordinated with the CEC tram team and that the Lady Road/Cameron Toll frontage is designed to accommodate a tram stop consistent with the proposed north–south route.
2. Provide a bus interchange drawing showing consolidated, covered stops, agreed with Lothian Buses in pre-application discussion, with real-time passenger information specified.
3. Confirm the quantum and design of covered cycle parking (minimum 100 spaces), its location within the masterplan, and the cycle access routes to NCN Route 1 and the Braid Burn path.
4. Show a designated accessible set-down/taxi rank location, separated from bus and tram movements, with step-free connection to the main retail entrance.
5. Confirm in the Transport Impact Assessment that car parking quantum is reduced from current provision, and that the access strategy is designed around the interchange, not around the car park.
6. Include a 'tram-train safeguarding' note in the masterplan acknowledging the South Suburban Railway corridor and confirming that the masterplan does not prejudice future interchange opportunities.

LDCC POSITION

LDCC will not support a planning application for Cameron Toll that does not include a specific, designed, and costed transport interchange incorporating tram-ready kerblines, consolidated bus stops, 100+ covered cycle spaces, and accessible pedestrian connections. These are not aspirational extras: they are required by City Plan policies Inf 4, Inf 5, Inf 6, Inf 10, and Inf 11.

7. Implementation and Monitoring

7.1 Relationship to City Plan 2030 and City Plan 2040

This Local Place Plan is a statutory document under the Planning (Scotland) Act 2019. It does not override the Development Plan (NPF4 + City Plan 2030) but must be taken into account in planning decisions alongside other material considerations. LDCC will use this plan as the basis for formal representations at planning applications, pre-application consultations, and appeals affecting the district.

The CEC Evidence Report for City Plan 2040, presented to Planning Committee on 3 June 2026, is the formal precursor to City Plan 2040. LDCC has reviewed the Ward 16 and Ward 15 Place Profiles within that document and notes that the Council's own evidence base substantially corroborates the priorities set out in this Local Place Plan. LDCC will make formal representations to the City Plan 2040 process, drawing on both this Local Place Plan and the Evidence Report data cited herein, to ensure that Ward 16's specific infrastructure deficits are addressed in the next Development Plan.

7.2 Key Actions for LDCC

- Formally submit this Local Place Plan to City of Edinburgh Council for registration under the Planning (Scotland) Act 2019
- Use this plan as the basis for all planning representations submitted by LDCC for the 2026–2040 period
- Use this Local Place Plan as a material consideration in planning decisions from the point of submission to City of Edinburgh Council — under the Planning (Scotland) Act 2019, it is a material consideration alongside the current Development Plan (NPF4 and City Plan 2030) and does not require the adoption of City Plan 2040 to take effect. Submit formal representations to the City Plan 2040 Evidence Report Gate Check process, highlighting Ward 16 infrastructure deficits corroborated by both the LDCC survey and the CEC's own Place Profile data
- Request a formal stakeholder meeting with CBRE/Hunter REIM and CEC ahead of submission of the Cameron Toll planning application
- Commission specific technical assessments (active travel audit; healthcare capacity assessment) to inform future representations
- Publish a community newsletter and establish a volunteer programme to channel the 44% of residents who expressed willingness to participate
- Organise at least one in-person community engagement event annually, specifically targeting younger residents and families

7.3 Monitoring

LDCC will review progress against this plan annually. Key indicators to be tracked include:

- Status of Green Belt land across the district: any applications for development will trigger a formal LDCC objection
- GP surgery registered list capacity vs. district population
- Progress on Cameron Toll application: tracking against the commitments set out in Sections 4 and 5
- Delivery of youth facilities and play park upgrades
- Active travel infrastructure improvements delivered within the district
- Community engagement participation: newsletter subscribers, meeting attendance, volunteer programme participants
- Progress of City Plan 2040: LDCC representations and outcomes at Gate Check and subsequent stages

8. The Craigmillar Trust Woodland — A Community Partnership

The proposal by Andrew Gilmour, Trustee of the Craigmillar Trust, to create a new community woodland on approximately 16 acres of Trust land between Blackford Glen Road and Braid Hills Drive represents one of

the most significant voluntary contributions to the district's natural environment in decades. LDCC has been engaged with this proposal since January 2026 and has played an active role alongside the Liberton Association, in shaping the revised plans presented at a public meeting on 20 April 2026. This section records the LDCC's position and the conditions under which it supports the proposal.

8.1 Background

The Craigmillar Trust (formerly the Liberton Trust, established 1961) owns Craigmillar Castle — managed by Historic Environment Scotland — and approximately 200 acres of agricultural land around Liberton Tower. The family connection to the area dates to the 1580s. Andrew Gilmour, who took over as Trustee in 2025, proposed the woodland in the centenary year of his father, Lord Gilmour of Craigmillar (Sir Ian Gilmour, 1926–1999), a former Cabinet Minister with strong childhood connections to Liberton who is buried in the Rufus Chapel at Craigmillar Castle.

Mr Gilmour first wrote to the LDCC on 1 January 2026. Following structured community consultation coordinated by LDCC between January and March 2026 — involving the Liberton Association, Blackford Glen Road residents group, residents of Stanedykehead, and the occupier of the adjacent equestrian smallholding — a preparatory meeting was held on 23 March 2026 at Liberton Kirk Hall. A public meeting attended by approximately 50-60 residents in person and 24 online took place on 20 April 2026 at the Nucleus Building, King's Buildings Campus, University of Edinburgh, with presentations by Andrew Gilmour, plus Chris Adams and Gavin Marshall of Treeline Woodlands, and Davidson & Robertson as land managers.

8.2 The Revised Proposal

The proposal as presented at the 20 April 2026 public meeting incorporates four significant changes from the original January 2026 draft, all made in direct response to LDCC and community feedback:

- The main woodland block has been reduced from approximately 24 acres to 16 acres (7 hectares), relocated away from the land immediately surrounding the equestrian centre at 51 Blackford Glen Road. The occupier retains his leased grazing land. Mr Gilmour met the tenant directly on 23 March 2026 and confirmed the revised arrangement is satisfactory to both parties.
- Deer-proof fencing will be erected around the main woodland block. The woodland will remain fenced and closed to the general public during an establishment phase of approximately 7–8 years (until c.2033–2034), when trees reach waist height. This directly addresses community concerns about damage by Roe Deer and antisocial behaviour in an isolated location.
- The number of individual trees proposed outside the main woodland block across the remaining 185 acres of the estate has been substantially reduced to approximately 40 individual trees, responding to concerns from residents of Stanedykehead and others about loss of long-distance views of Edinburgh and the Forth.
- The originally proposed children's swing park and picnic area within the woodland have been shelved entirely, following the community's view that these features were unnecessary and risked attracting antisocial behaviour.

The primary woodland species will be predominantly native broadleaf, led by sessile oak (which can support up to 240 insect species), with beech, wild cherry, silver birch, alder, rowan, hazel and an arboretum section with labelled specimens of both broadleaf and conifer species. The design aims for mixed age structure, stocking density, and gradation between open ground and stocked woodland, with ground-level native woodland flowers including bluebells and snowdrops. Equestrian access, with appropriately wide gates and paths, is incorporated from the outset. The WWII anti-aircraft battery radar array site south of Liberton Drive, a Scheduled Historic Monument, will be kept entirely clear of tree planting and may in time be interpreted and signed for visitors.

The project is aiming to commence planting in autumn 2026, subject to Scottish Forestry grant approval and completion of the required ecological survey. The woodland will be professionally maintained by Treeline Woodlands throughout the establishment phase, with fence maintenance to prevent deer ingress forming part of the funded obligations. Community involvement in the planting phase, including school groups and local residents, is actively sought; the Montessori Art School at Tower Mains expressed support for the project at the April meeting.

SUPPORTING EVIDENCE

Tree Equity UK (Woodland Trust) canopy cover data, presented at the 20 April 2026 public meeting by Treeline Woodlands:

- The Liberton area currently has tree canopy cover of approximately 12%, against a target of 36%.
- This places Liberton 560th out of 588 data zones across the City of Edinburgh — among the lowest-ranked areas in the city. By comparison, Stockbridge has 21% canopy cover, already exceeding its 20% target.
- 53% of woodland wildlife species are in decline nationally.
- The proposal has been informally discussed with the Central Scotland Conservator of Scottish Forestry; a Scottish Forestry Technical Officer attended the April public meeting.
- Treeline Woodlands described the proposal as one of the largest peri-urban woodland proposals for Edinburgh in the past 25 years.
- Benefits of increased canopy cover include biodiversity enhancement, mitigation of urban heat island effects, improved air and noise quality, and positive outcomes for mental health and community wellbeing.

CEC Evidence Report for City Plan 2040, Ward 16 Place Profile (June 2026): The Burdiehouse Burn and associated green corridor connecting the Braids and Pentland Hills to Holyrood Park and the South East Wedge is identified as a key strategic green/blue infrastructure asset for the ward. The proposed woodland sits adjacent to this corridor and would strengthen it.

Edinburgh by Numbers 2025: Edinburgh is projected to grow to 585,838 residents by 2047. Demand for accessible green space will intensify. The woodland, once established and open, would provide a publicly accessible green asset within walking distance of residential areas of Liberton, Alnwickhill and Blackford Glen that currently have among the lowest tree canopy cover in the city.

8.3 Outstanding Matters to be Resolved

The 20 April public meeting confirmed broad community goodwill towards the revised proposal whilst identifying matters requiring resolution before the project proceeds to grant application and planting. LDCC records these as conditions of its support:

- Ecological survey: A formal assessment of the impact on existing wildlife habitats — including field mice, stoats, weasels, badgers, foxes, ground-nesting birds, kestrels and the herd of approximately 30 Roe deer — must be commissioned from a qualified ecologist. This is a standard requirement of Scottish Forestry for grant funding applications.
- Scottish Water infrastructure: The route of the large Edinburgh water main near Stanedykehead (part of a c.£130 million investment completed c.2010) must be investigated and confirmed clear of proposed planting before any decisions are finalised in that area.
- Hermitage of Braid Rangers: The rangers managing the Hermitage of Braid must be formally consulted, given the adjacency of the proposed woodland to their area and documented biodiversity pressures there since 2020.

- Alnwickhill Road pavement: The Trust has committed to progress the transfer of ownership of the Alnwickhill Road pavement to City of Edinburgh Council so that it can be properly maintained — a longstanding LDCC concern raised directly with Mr Gilmour.
- Access and parking: A parking and access management plan, developed in consultation with residents of Blackford Glen Road, is needed before the woodland opens to the public. Construction access will use the approach from Liberton Drive/Braid Hills Drive rather than Blackford Glen Road.
- Existing Trust land maintenance: Residents made a strong request that the Trust invest in repairing existing walls, fences and hedgerows on its land before or alongside the new planting programme. Davidson & Robertson committed to address specific maintenance concerns raised at the public meeting.
- Residential development: LDCC notes concerns raised at the public meeting about any potential relationship between the woodland and future planning applications for residential development on adjacent Trust-owned fields. Mr Gilmour confirmed there is no current connection. LDCC will apply its standard Green Belt objection policy to any such application, consistent with Priority 1 of this plan.
- Community and school involvement: The Montessori Art School at Tower Mains and other local schools and community groups are encouraged to engage with the project as it develops.

LDCC POSITION

LDCC supports the Craigmillar Trust woodland proposal in principle and warmly welcomes the significant revisions made in direct response to community consultation. LDCC's formal support is conditional on: (1) completion of an ecological survey to Scottish Forestry standards; (2) investigation and clearance of the Scottish Water infrastructure route near Stanedykehead; (3) formal consultation with Hermitage of Braid rangers; (4) resolution of the Alnwickhill Road pavement transfer to City of Edinburgh Council; and (5) a satisfactory access and parking management plan developed in consultation with Blackford Glen Road residents.

LDCC will continue to monitor all planning applications on Trust-owned land and will apply its standard Green Belt objection policy to any application for residential development on those fields, consistent with Priority 1 of this Local Place Plan, irrespective of the Trust's stated current intentions.

NPF4 Policy 3: Biodiversity — The woodland, if delivered as proposed with native broadleaf species, deer fencing, and ecological survey compliance, would represent a significant contribution to net biodiversity gain in one of Edinburgh's lowest-canopy-cover areas.

NPF4 Policy 14: Trees, Woodlands and Forestry — Development should protect and enhance woodland and tree cover. The proposal aligns with Scottish Forestry's objectives for native woodland creation in peri-urban settings.

City Plan 2030 Env 6: Green Blue Infrastructure — The proposed woodland would strengthen the strategic green/blue network connecting the Braids and Pentland Hills to Holyrood Park and the South East Wedge, identified in the CEC Evidence Report for City Plan 2040 as a priority corridor for Ward 16.

Evidence base

This Local Place Plan was prepared by Liberton and District Community Council, July 2026. It draws on:

- LDCC Local Place Plan Survey (346 responses, January–April 2026)
- LDCC Cameron Toll Planning Assessment (March 2026)

LDCC expects to be engaged by the developer on the availability, timing, and access to retained and new retail facilities during the construction period, to minimise disruption to the communities that depend on Cameron Toll as their primary neighbourhood shopping destination. This engagement should begin at pre-application stage and be reflected in a construction management plan submitted with the planning application.

LDCC expects to be engaged by the developer on the availability, timing, and access to retained and new retail facilities during the construction period, to minimise disruption to the communities that depend on Cameron Toll as their primary neighbourhood shopping destination. This engagement should begin at pre-application stage and be reflected in a construction management plan submitted with the planning application.

- LDCC Cameron Toll Transport Interchange Proposal (March 2026)
- LDCC Record of Correspondence and Community Consultation: Proposed New Woodland in Liberton (January–April 2026)
- LDCC Public Meeting Report: A New Woodland for Liberton, 20 April 2026
- City of Edinburgh Council Evidence Report for City Plan 2040, including Ward 16 (Liberton/Gilmerton) and Ward 15 (Southside/Newington) Place Profiles, Engagement Report, and Topic Papers (June 2026)
- Edinburgh by Numbers 2025, City of Edinburgh Council
- Tree Equity UK canopy cover data (Woodland Trust / Treeline Woodlands presentation, April 2026)

Policy references are to NPF4 (adopted February 2023) and City Plan 2030 (adopted November 2024).

Approval

Approved by Liberton and District Community Council

Chair: David Cavanagh Date: 18th July 2026

Secretary: Wendy Irvine Date: 18th July 2026

Annex A: Cameron Toll Shopping Centre Masterplan — Planning Assessment

LDCC Pre-Application Consultation Response — March 2026

The following pages reproduce, in full, the Planning Assessment referred to in Section 5 of this plan, as submitted by Liberton and District Community Council to CBRE / Hunter REIM and the City of Edinburgh Council.

LIBERTON AND DISTRICT COMMUNITY COUNCIL

PLANNING ASSESSMENT

Cameron Toll Shopping Centre Masterplan Proposals

Pre-Application Consultation Response

March 2026 | Based on NPF4 (February 2023) and City Plan 2030 (November 2024)

Executive Summary

This assessment has been prepared by Liberton and District Community Council (LDCC) in response to the second public consultation on the proposed redevelopment of Cameron Toll Shopping Centre. The proposals, brought forward by the site owners (managed by CBRE / Hunter REIM), involve the demolition of the existing covered mall and its replacement with an open-air, mixed-use neighbourhood centre comprising reconfigured retail, residential units (including affordable housing, build-to-rent, and student accommodation), a hotel, and leisure facilities.

The LDCC acknowledges that investment in Cameron Toll is necessary and that the site represents a genuine brownfield regeneration opportunity. However, the community has expressed significant concerns across four principal themes: the loss of the covered mall; the proposed height and massing of the development; the inadequacy of public transport integration; and the absence of a sustainability and climate mitigation strategy. These concerns are assessed against the relevant policy framework below.

Planning decisions in Edinburgh are determined in accordance with the Development Plan, which comprises National Planning Framework 4 (NPF4, adopted February 2023) and City Plan 2030 (Edinburgh's Local Development Plan, adopted November 2024). As LDCC's guidance on commenting on planning applications makes clear, comments citing specific NPF4 and City Plan 2030 policies carry the most weight with planning officers and the Development Management Subcommittee. This assessment cites both policy frameworks throughout.

> LDCC's position: The principle of mixed-use redevelopment may be acceptable, but the current proposals require substantial revision before they can be supported. Specific grounds for concern — and recommendations for amendment — are set out in this assessment. The developer's own published materials commit to a 'tram-ready transport hub': LDCC's role is to ensure this and all other commitments are delivered through specific, binding infrastructure rather than aspirational language.

1. Site and Proposal Description

Cameron Toll Shopping Centre is located at Lady Road / Cameron Toll, Edinburgh, within the Liberton and District Community Council area and the Edinburgh Southern constituency. The centre serves as the primary neighbourhood retail destination for Liberton, Inch, Moredun, Gilmerton, and surrounding communities.

1.1 Existing Site

The existing site comprises:

- A covered, enclosed shopping mall providing approximately 150,000 sq ft of retail floorspace anchored by Sainsbury's supermarket
- Ancillary services including a petrol filling station and takeaway food outlets
- Surface and multi-storey car parking serving retail and ancillary uses
- The Braid Burn running culverted beneath parts of the site

1.2 Proposed Development

The masterplan consultation proposes the following:

- Demolition of the existing covered mall structure
- Reconstruction of retail accommodation in an open-air street/courtyard format, retaining Sainsbury's as anchor
- Residential development above and adjacent to retail, comprising affordable housing, build-to-rent, homes for sale, senior living, and student accommodation
- A hotel and leisure/hospitality destinations
- A 'tram-ready transport hub' linked to the proposed north–south tram extension and potentially to the South Suburban Railway
- Partial daylighting of the Braid Burn within the site boundary
- Reconfigured public realm and improved connections to the surrounding area

The proponents state that the redevelopment is driven by the increasing operational costs of the existing building, retail market change, and the need for investment to secure the centre's long-term future. They cite City Plan 2030's brownfield-first and density policies to justify the height of the proposals. Hunter REIM's Proposal of Application Notice (PAN) formally commits to making the site 'tram ready' and compatible with any potential reopening of the South Suburban Railway.

2. Policy Framework

Planning decisions in Edinburgh are determined in accordance with the Development Plan — NPF4 and City Plan 2030 — unless material considerations indicate otherwise. This assessment cites both policy frameworks explicitly, consistent with LDCC's guidance that comments referencing specific named policies carry the greatest weight with planning officers and the subcommittee.

2.1 National Planning Framework 4 (NPF4)

NPF4 Policy 1	**Tackling the Climate and Nature Crises** All proposals must give significant weight to addressing the climate emergency and nature crisis. Development should demonstrate how it supports net-zero and nature recovery objectives.

NPF4 Policy 2	**Climate Mitigation and Adaptation** Proposals must minimise greenhouse gas emissions and demonstrate adaptation to climate change. Carbon lifecycle impacts, embodied carbon of demolition, and whole-life performance must be considered.

NPF4 Policy 3	**Biodiversity** Development must deliver net biodiversity gain. The mitigation hierarchy applies: avoid harm first, then mitigate, then compensate. The Braid Burn presents a significant biodiversity asset.

NPF4 Policy 6	**Forestry, Woodland and Trees** Protects and expands woodlands and trees; requires compensatory planting for losses. Relevant to any tree removal in the vicinity of the Braid Burn corridor.
NPF4 Policy 7	**Historic Assets and Places** Protects the historic environment; opposes demolition or harm to listed buildings and conservation areas without exceptional justification. Relevant to the setting of the Braid Hills and Blackford Hill Observatory.
NPF4 Policy 13	**Sustainable Transport** Development must prioritise active travel, public transport, and low-emission options. Car-dependent development should be resisted. Proposals should not worsen traffic conditions and must enable safe, accessible movement by foot, cycle, and bus.
NPF4 Policy 14	**Design, Quality and Place** All development must achieve high-quality, healthy, connected, distinctive, and sustainable places using the Place Principle. Height, scale, massing, and materials must be appropriate to context.
NPF4 Policy 15	**Local Living and 20-Minute Neighbourhoods** Development should support compact, connected places where daily needs are met by sustainable travel. Cameron Toll is an existing neighbourhood centre that should be enhanced in this role.
NPF4 Policy 16	**Quality Homes** Development delivering housing must include a minimum 25% affordable component (unless varied by local development plan policy). Mix of tenure, type, and size should reflect local needs. Note: City Plan 2030 Policy Hou 2 requires a higher proportion — see below.
NPF4 Policy 18	**Infrastructure First** Requires integration of infrastructure with development; mitigates impacts through planning conditions and legal obligations. Developer contributions must be secured.
NPF4 Policy 22	**Flood Risk and Water Management** Development should avoid increasing flood risk. The Braid Burn, currently culverted beneath the site, is a key constraint. SUDS and natural flood management must be incorporated.
NPF4 Policy 27	**City, Town, Local and Commercial Centres** The 'town centre first' principle applies. Local centres should be supported and enhanced. Development proposals within or adjacent to centres must protect and strengthen their vitality and viability.

2.2 City Plan 2030

City Plan 2030 (adopted November 2024) is Edinburgh's Local Development Plan and sits alongside NPF4 as the statutory development plan. The following named policies are directly relevant to the Cameron Toll proposals. Each is cited in the relevant section of the planning assessment below.

Env 1	**Design Quality and Context** Planning permission will not be granted for poor quality or inappropriate design, or for proposals damaging to the character or appearance of the area, particularly where this has special importance.
Env 3	**Development Design – Incorporating and Enhancing Existing Features** Proposals must be informed by detailed site analysis; existing trees, archaeology, biodiversity and water features worthy of retention must be incorporated and enhanced.
Env 4	**Development Design – Impact on Setting** Requires assessment of height, form and roofscape, scale and proportions, position, and materials and detailing in relation to the wider townscape and landscape.
Env 6	**Green Blue Infrastructure** Proposals must protect, enhance and link to the city-wide green/blue network by incorporating existing features, providing new on-site GBI, and linking to the wider network.
Env 7	**Sustainable Developments** All detailed proposals involving construction, redevelopment, or change of use must include a Sustainability Statement demonstrating how the proposal mitigates climate impacts, adapts to future climate events, and encourages active travel.
Env 8	**New Sustainable Buildings** New buildings must achieve net zero operational greenhouse gas emissions (Passivhaus or equivalent), incorporate green roofs where appropriate, and provide facilities for separation of dry recyclable and food waste.
Env 21	**Protection of Biodiversity** All proposals must safeguard habitat features of biodiversity value and priority species. Development adversely affecting designated sites or protected species will not be permitted except in exceptional circumstances.
Env 25	**Layout Design** Requires a comprehensive and integrated approach to buildings, streets, paths, open spaces, and green/blue networks, encouraging walking and cycling while minimising car dominance.
Env 26	**Housing Density** Development must achieve an appropriate density having regard to site characteristics, the townscape, public transport accessibility, and the provision of walkable neighbourhood facilities.
Env 29	**Waterside Development** Development on waterside sites must provide attractive frontages, maintain public access to the water's edge, incorporate blue network enhancements with a buffer zone, and be resilient to climate change. Relevant to Braid Burn daylighting.

Env 30	**Building Heights** Development rising above the prevailing building height will only be supported where it enhances the skyline, is justified by the use, is appropriate in scale and context, and does not harm important views.
Env 33	**Amenity** Development will only be supported where acceptable levels of amenity are demonstrated for both future occupiers and neighbouring properties, covering odour, space standards, noise, daylight, sunlight, privacy and outlook.
Env 35	**Reducing Flood Risk** Planning permission will not be granted for development that increases flood risk, impedes flood water flow, or is prejudicial to flood defence systems.
Env 36	**Designing for Surface Water** Requires a Surface Water Management Plan, attractive biodiverse SUDS managing at least 5mm rainfall on-site, and adaptable drainage resilient to climate change.
Env 37	**Designing-in Positive Effects for Biodiversity** Proposals must have a positive effect on biodiversity proportionate to their scale, following a sequential approach: avoid impact, minimise, mitigate, then provide additional improvements. This is Edinburgh's biodiversity net gain requirement.
Hou 2	**Affordable Housing** Developments of 12 or more units must normally provide 35% affordable housing, normally on-site, with tenure consistent with local housing need. This exceeds the NPF4 Policy 16 minimum of 25% and is the applicable standard for this development.
Hou 3	**Mixed Communities** Housing proposals must address local housing priorities, provide an appropriate range of types and sizes, and (for 12+ units) provide at least 20% of units suitable for larger families.
Inf 1	**Access to Community Facilities** Housing development must address local living and 20-minute neighbourhood principles; where key services are not available, they must be delivered as part of the development.
Inf 3	**Infrastructure Delivery and Developer Contributions** Development must ensure sufficient infrastructure capacity or commit to delivering it. Legal agreements and developer contributions will be sought for transport, education, healthcare, green networks and other infrastructure.
Inf 4	**Provision of Transport Infrastructure** Major developments must demonstrate through transport assessments that local and city-wide transport impacts can be addressed, and required transport infrastructure delivered.
Inf 5	**Location of Major Travel Generating Development** Major developments will not be supported where there is reliance on private car use; only

	permitted where there is very good sustainable transport accessibility.
Inf 6	**Cycle Parking** Residential developments must provide secure, convenient cycle parking within buildings plus visitor cycle parking. Commercial uses must provide a range of cycle parking with ancillary shower/changing facilities and e-bike charging.
Inf 7	**Private Car Parking** Encourages car-free or low-car-parking developments; car parking provision must not encourage car dependency.
Inf 10	**Cycle and Footpath Network** Development must design for and deliver direct connections to adjacent active travel infrastructure; proposals must not prevent the implementation of proposed routes or obstruct existing rights of way.
Inf 11	**Public Transport Proposals and Safeguards** Development must not prejudice the implementation of public transport proposals safeguarded in City Plan 2030 or the Edinburgh Strategic Sustainable Transport Study, including the proposed north–south tram route.
Inf 16	**Sustainable Energy and Heat Networks** Developments in or adjacent to heat network zones must connect to that network, or demonstrate future-proofing for connection. Zero direct emission heating is required where heat network connection is not possible.

3. Planning Assessment

3.1 Loss of the Covered Mall — Principle of Demolition

Community Concern
The removal of the covered mall eliminates sheltered retail access and reduces the attractiveness and accessibility of the centre, particularly in poor weather conditions and for those with mobility impairments.

The community has expressed significant concern about the proposed demolition of the existing covered shopping mall. This is understandable: the covered mall provides a sheltered, weather-protected environment that is particularly valued in the Scottish climate, and is especially important for elderly, disabled, and younger visitors.

In planning terms, the proponents argue that the existing building is approaching end of life, with rising maintenance costs and declining income as retail patterns shift. These are legitimate commercial arguments, but they are not in themselves material planning considerations.

What is material is whether the proposed open-air replacement will sustain the centre's function as a local neighbourhood centre consistent with NPF4 Policy 27, City Plan Inf 1 (Access to Community Facilities), and City Plan Inf 2 (Loss of Community Facilities). The evidence suggests this requires scrutiny on the following grounds:

- **No like-for-like assessment:** The application consultation does not include a quantified assessment of retail floorspace retained, lost, or replaced. This should be required as a condition of any planning application.
- **Accessibility:** An open-air retail street is inherently less accessible for disabled users, elderly shoppers, and those with young children in wet or cold conditions. The design must demonstrate how accessibility is

maintained to at least the current standard, consistent with the Place Principle under NPF4 Policy 14 and City Plan Env 1.

- **Embodied carbon:** Demolition of a substantial commercial structure involves significant embodied carbon release. This must be assessed against NPF4 Policies 1 and 2 and City Plan Env 7, which requires a Sustainability Statement for all proposals involving construction or change of use. Refurbishment options must be demonstrably ruled out before demolition is accepted.
- **Sustainability Statement:** City Plan Env 7 requires that all proposals of this type include a Sustainability Statement demonstrating climate mitigation, adaptation, and active travel. No such statement has been presented at consultation stage.
- **Precedent:** Accepting the viability argument without scrutiny sets a precedent applicable to any commercial centre facing market pressures.

LDCC's position: The principle of some redevelopment may be acceptable, but the demolition of the entire covered mall requires robust justification. A partial or phased approach should be explored. A full retail impact assessment, accessibility assessment, and Sustainability Statement (as required by City Plan Env 7) must be provided with any planning application. Refurbishment options must be demonstrably ruled out.

3.2 Height, Scale, and Massing

Community Concern
The proposed heights are out of character with the surrounding low-rise residential neighbourhood and would result in overdominance, loss of amenity, and a harmful impact on the existing townscape and skyline.

The proposed height of elements of the development is one of the most significant community concerns. The proponents justify this through reference to City Plan 2030's brownfield densification policy. This argument is not accepted without scrutiny.

This concern is well-founded as a material planning consideration under multiple policies. City Plan Env 30 (Building Heights) specifically provides that development rising above the prevailing building height will only be supported where it enhances the skyline, is justified by the use, is appropriate in scale and context, and does not harm important views. This is a demanding test that the current consultation materials do not yet address. The following points are of particular significance:

- **Context and character:** Cameron Toll is embedded within a predominantly two- to three-storey residential neighbourhood. City Plan Env 1 (Design Quality and Context) and Env 4 (Development Design — Impact on Setting) require assessment of height, form, roofscape, scale and proportions in relation to the wider townscape. The surrounding housing at Inch, Liberton, and Moredun is characteristically low-rise; multi-storey development would be markedly at odds with this grain.
- **Housing density:** City Plan Env 26 (Housing Density) requires that density be appropriate to site characteristics, the townscape, and public transport accessibility. While transport accessibility may improve, the townscape test is not yet met.
- **Comparison sites:** The proponents cite approvals at Leith and Maybury as precedents. However, those sites are in very different urban contexts — Leith has an established pattern of higher-density development and Maybury is at a strategic gateway node. Neither is comparable to the suburban residential neighbourhood in which Cameron Toll sits.
- **Edinburgh Design Guidance:** This non-statutory guidance, cited alongside NPF4 Policy 14 and City Plan Env 1, requires development to 'fit the grain' of the surrounding area. The consultation materials do not yet demonstrate the exceptional design quality and public benefit required to justify departure from prevailing scale.
- **Overshadowing and overlooking:** Tall buildings would likely cause significant overshadowing of neighbouring residential properties, particularly to the north and west, contrary to City Plan Env 33 (Amenity). A daylight and sunlight assessment referencing BRE guidelines must be provided.

- **Views and townscape:** City Plan Env 4 requires assessment of the visual impact of taller elements from Inch Park, the Braid Hills, and surrounding residential streets. The proximity to the setting of the Royal Observatory at Blackford Hill (Category A listed) is also relevant under NPF4 Policy 7.

LDCC's position: The height and massing of the proposals as currently indicated are likely to conflict with NPF4 Policy 14, City Plan Env 1, Env 4, Env 26, Env 30, and Edinburgh Design Guidance. While density is encouraged on brownfield sites, this must be achieved in a manner appropriate to the local context. LDCC will not support an application that does not include a comprehensive Design and Access Statement, Daylight and Sunlight Assessment, and Townscape and Visual Impact Assessment addressing all of these policy tests.

3.3 Public Transport Integration and Active Travel

Community Concern
The proposals do not adequately address how bus services, cycle infrastructure, and pedestrian connectivity will be improved. The site currently generates substantial car traffic, and the addition of residential and hotel uses will increase this pressure.

The third major area of concern is the integration of public transport infrastructure with the redeveloped site. The consultation materials refer to 'improving access and encouraging public transport use' and 'supporting a 20-minute neighbourhood approach', but provide insufficient detail on how this will be achieved. This is particularly significant given that the developer's own PAN commits to a 'tram-ready Transport Hub' linked to both the proposed north–south tram and potentially the South Suburban Railway.

This concern is well-grounded across multiple policies. City Plan Inf 5 (Location of Major Travel Generating Development) provides that major developments will not be supported where there is reliance on private car use, and only permitted where there is very good sustainable transport accessibility. City Plan Inf 4 requires a full Transport Assessment. The following specific issues require resolution:

- **Tram-ready design — City Plan Inf 11:** City Plan Inf 11 (Public Transport Proposals and Safeguards) requires that development not prejudice the implementation of public transport proposals safeguarded in City Plan 2030 or the Edinburgh Strategic Sustainable Transport Study. The proposed north–south tram route runs along Lady Road through Cameron Toll. The masterplan must demonstrate formal design coordination with City of Edinburgh Council's tram team, with tram-ready kerblines and public realm committed in the planning application.
- **Bus connectivity — City Plan Inf 4 and Inf 5:** Cameron Toll is currently served by several Lothian Buses routes, but the existing layout does not integrate bus stops with the shopping centre entrance. The masterplan must demonstrate how bus access, routing, and waiting infrastructure will be improved — not merely maintained — through a full Transport Impact Assessment agreed with CEC Roads and Transport.
- **Cycle infrastructure — City Plan Inf 6 and Inf 10:** City Plan Inf 6 requires residential and commercial developments to provide secure, covered cycle parking with ancillary shower/changing facilities and e-bike charging. City Plan Inf 10 requires direct connections to adjacent active travel infrastructure. The site sits adjacent to NCN Route 1 and the Braid Burn cycle path network. The masterplan must include minimum 100 covered cycle spaces with end-of-trip facilities, and demonstrate direct cycle access routes.
- **Pedestrian access — City Plan Env 25:** Current pedestrian access from surrounding residential streets is poor. City Plan Env 25 (Layout Design) requires an integrated approach to streets, paths, and open spaces encouraging walking. The masterplan must demonstrate improved pedestrian routes connecting the site to Inch, Liberton, Moredun, and Cameron Toll Road.
- **Car parking — City Plan Inf 7:** City Plan Inf 7 (Private Car Parking) encourages car-free or low-car-parking developments. The consultation does not confirm the proposed level of car parking provision. Maintaining or increasing current levels would be contrary to this policy. LDCC requests a clear parking strategy that reduces car dominance and incentivises sustainable travel.

LDCC's position: The commitment to 20-minute neighbourhood principles must be evidenced through specific infrastructure commitments, not aspirational language. LDCC requests: (1) a full Transport Impact

Assessment under City Plan Inf 4; (2) confirmation that the Lady Road frontage is designed to accommodate the proposed tram stop under City Plan Inf 11; (3) specific bus, cycle, and pedestrian infrastructure commitments under Inf 4, Inf 6, Inf 10; and (4) a reduced car parking strategy under Inf 7.

3.4 Residential Mix, Affordable Housing, and Sustainability

The proposals include a substantial residential component. LDCC supports the principle of residential development on this brownfield site but requires clarification on the following:

- **Affordable housing quantum — City Plan Hou 2:** This is the most significant policy upgrade in this assessment. City Plan 2030 Policy Hou 2 requires that developments of 12 or more units provide 35% affordable housing — substantially higher than the NPF4 Policy 16 minimum of 25%. Given the scale of the proposed residential development at Cameron Toll, the 35% City Plan requirement is the applicable standard. This must be confirmed as a binding commitment and must not be subject to viability caveats at a later stage.
- **Student accommodation:** LDCC acknowledges Edinburgh's universities report an accommodation shortfall, but student accommodation is not general-needs housing and must not be used to dilute the 35% affordable housing obligation under City Plan Hou 2.
- **Tenure mix and community balance — City Plan Hou 3:** City Plan Hou 3 (Mixed Communities) requires an appropriate range of types and sizes, and that at least 20% of units in developments of 12 or more units be suitable for larger families. An over-concentration of any single tenure or demographic group can harm the social mix and vitality of the neighbourhood.
- **Senior living accommodation:** The inclusion of senior living units is welcomed, provided it is designed to integrate with the wider community and is not isolated from public space and shared facilities.
- **Sustainability and net zero — City Plan Env 7 and Env 8:** All new residential buildings must achieve net zero operational greenhouse gas emissions under City Plan Env 8 (Passivhaus or equivalent standard). A Sustainability Statement is required under City Plan Env 7 for all proposals involving construction or change of use. Neither has been presented at consultation stage. City Plan Inf 16 also requires connection to, or future-proofing for, any identified heat network in the Local Heat and Energy Efficiency Strategy (LHEES).

LDCC's position: The applicable affordable housing requirement for this development is 35% under City Plan Hou 2 — not 25% as cited under NPF4 alone. This must be a binding pre-application commitment agreed with CEC housing officers. The developer must also confirm a net zero building standard and provide a Sustainability Statement as required by City Plan Env 7 and Env 8.

3.5 Environmental and Water Management

The Braid Burn passes culverted beneath the existing site. The consultation proposes partial daylighting of the burn within the site boundary, which is in principle supported under NPF4 Policies 3 and 22 and City Plan Env 6 (Green Blue Infrastructure). However, the following issues require detailed assessment:

- **Full daylighting — City Plan Env 29:** The proponents state that full daylighting is not possible without impacting Inch Park trees and sports pitches. LDCC requests that this assessment be made available with appropriate evidence. City Plan Env 29 (Waterside Development) requires that development on waterside sites incorporate blue network enhancements with a buffer zone. Partial daylighting, while welcome, should not be presented as an adequate substitute if full daylighting is achievable.
- **Flood risk — City Plan Env 35 and Env 36:** City Plan Env 35 (Reducing Flood Risk) provides that planning permission will not be granted for development that increases flood risk or impedes flood water flow. City Plan Env 36 requires a Surface Water Management Plan and biodiverse SUDS managing at least 5mm rainfall on-site. These requirements must be addressed in a Flood Risk Assessment with SEPA input.
- **Biodiversity net gain — City Plan Env 37 and Env 21:** City Plan Env 37 (Designing-in Positive Effects for Biodiversity) is Edinburgh's biodiversity net gain requirement. Proposals must have a positive effect on biodiversity proportionate to their scale. City Plan Env 21 (Protection of Biodiversity) requires safeguarding of habitat features. A Biodiversity Impact Assessment demonstrating net gain — including swift bricks, green roofs, and habitat creation — must accompany the planning application.

- **Green Blue Infrastructure — City Plan Env 6 and Env 3:** City Plan Env 6 requires proposals to protect, enhance, and link to the city-wide green/blue network. City Plan Env 3 requires that existing water features worthy of retention be incorporated and enhanced. The Braid Burn corridor represents a significant GBI asset.
- **Embodied carbon — NPF4 Policies 1 and 2, City Plan Env 7:** The carbon lifecycle of demolishing a large commercial building must be assessed, reported in the required Sustainability Statement, and treated as a material consideration.

3.6 Heritage and Setting

While the Cameron Toll site does not contain listed buildings, it is in proximity to the setting of the historic landscape of the Braid Hills, the Royal Observatory at Blackford Hill (a Category A listed building), and several listed structures in the wider area. The visual impact of taller elements of the development on these settings should be assessed in a Heritage Impact Assessment, consistent with:

- NPF4 Policy 7 (Historic Assets and Places)
- City Plan Env 11 (Listed Buildings — Setting): development affecting the townscape or landscape setting of a listed building will only be permitted if not detrimental to its architectural character
- City Plan Env 14 (Conservation Areas — Development): development affecting the setting of a conservation area must preserve or enhance its special character
- City Plan Env 15 (Historic Gardens and Designed Landscapes): relevant to the historic landscape of the Braid Hills

4. Summary and Recommendations

LDCC's assessment is that the Cameron Toll masterplan proposals, as presented at the second public consultation, raise significant planning concerns that must be addressed before an application is submitted. The following table identifies the principal issues, the applicable policy basis under both NPF4 and City Plan 2030, and recommended actions.

Issue	Policy Basis (NPF4 + City Plan 2030)	Recommended Action
Demolition of covered mall — embodied carbon and accessibility impacts not assessed; no Sustainability Statement	NPF4 Policies 1, 2, 27; City Plan Env 7, Inf 1, Inf 2	Provide whole-life carbon assessment; Sustainability Statement under Env 7; demonstrate refurbishment options examined; full accessibility assessment
Height and massing out of character with surrounding low-rise neighbourhood	NPF4 Policy 14; City Plan Env 1, Env 4, Env 26, Env 30, Env 33	Commission Daylight/Sunlight and Townscape Assessment; reduce heights to meet Env 30; submit viewpoint analysis under Env 4
Inadequate public transport, cycling, and pedestrian integration; tram commitment not specified	NPF4 Policies 13, 15; City Plan Inf 4, Inf 5, Inf 6, Inf 7, Inf 10, Inf 11	Full Transport Impact Assessment; tram-ready design confirmed under Inf 11; specific bus, cycle, pedestrian infrastructure; reduced car parking under Inf 7
Affordable housing quantum — 35% applies under City Plan Hou 2, not 25% NPF4 minimum; student accommodation risks diluting obligation	NPF4 Policy 16; City Plan Hou 2, Hou 3	Confirm minimum 35% affordable provision (Hou 2) as binding commitment; agree tenure mix under Hou 3 with CEC housing officers
New buildings must achieve net zero; no Sustainability Statement provided	NPF4 Policies 1, 2; City Plan Env 7, Env 8, Inf 16	Provide Sustainability Statement (Env 7); confirm net zero design (Env 8); confirm heat network

Issue	Policy Basis (NPF4 + City Plan 2030)	Recommended Action
		connection or future-proofing (Inf 16)
Braid Burn daylighting — partial only; flood risk, GBI, and biodiversity not fully assessed	NPF4 Policies 3, 22; City Plan Env 6, Env 21, Env 29, Env 35, Env 36, Env 37	Publish evidence for ruling out full daylighting; Flood Risk Assessment; Surface Water Management Plan (Env 36); Biodiversity Impact Assessment demonstrating net gain (Env 37)
Heritage impact of taller elements on Braid Hills and Observatory setting	NPF4 Policy 7; City Plan Env 11, Env 14, Env 15	Commission Heritage Impact Assessment with viewpoint analysis under Env 11 and Env 15
Parking strategy — quantum and design not confirmed	NPF4 Policy 13; City Plan Inf 7	Confirm reduced parking quantum consistent with Inf 7; agree with CEC Roads and Sestran
Developer contributions — transport, education, green networks not confirmed	NPF4 Policy 18; City Plan Inf 3	Confirm developer contributions under Inf 3 covering transport infrastructure, education, green/blue networks

5. Conclusion and Next Steps

Liberton and District Community Council recognises that Cameron Toll Shopping Centre requires investment and acknowledges the commercial pressures facing the site owners. The principle of a mixed-use redevelopment incorporating housing on this brownfield site is not opposed in principle.

However, the proposals as currently presented do not provide sufficient information to allow the community or planning authority to assess their acceptability against NPF4 and City Plan 2030. In particular: the height and massing require significant contextual justification against City Plan Env 1, Env 4, Env 26, and Env 30; the loss of the covered mall requires robustly evidenced alternative assessment; a Sustainability Statement is required under City Plan Env 7 and has not been provided; public transport integration commitments must move from aspiration to specified infrastructure under City Plan Inf 4, Inf 6, Inf 10, and Inf 11; and the affordable housing commitment must reflect the 35% City Plan Hou 2 standard, not the lower NPF4 minimum.

LDCC requests that before a planning application is submitted:

- A community stakeholder meeting is convened, with LDCC invited to discuss the issues raised in this assessment directly with the design team and proponents
- The full suite of technical assessments is completed and shared in advance of or with the planning application: Transport Impact Assessment (Inf 4), Daylight and Sunlight Assessment (Env 33), Heritage Impact Assessment (Env 11, Env 15), Flood Risk Assessment (Env 35), Surface Water Management Plan (Env 36), Biodiversity Impact Assessment (Env 37), Embodied Carbon Assessment, and Sustainability Statement (Env 7)
- The design is revised to address height and massing concerns before submission, demonstrating compliance with City Plan Env 30 (Building Heights), rather than leaving these to be contested at the hearing stage
- The affordable housing commitment is formally confirmed at 35% under City Plan Hou 2 and agreed with City of Edinburgh Council housing officers
- The tram-ready transport hub commitment from Hunter REIM's PAN is given design specificity in the planning application, with formal confirmation under City Plan Inf 11 that the Lady Road frontage will not prejudice the proposed tram route
- Developer contributions covering transport, education, and green/blue networks are confirmed under City Plan Inf 3 prior to submission

LDCC will prepare a formal planning representation once an application is submitted, drawing on the issues set out in this assessment. Community members are encouraged to submit individual representations through the Edinburgh Planning Portal at www.edinburgh.gov.uk/planning.

Prepared by Liberton and District Community Council | March 2026

Based on City Plan 2030 (November 2024), National Planning Framework 4 (February 2023), Edinburgh Design Guidance, and LDCC Guide to Commenting on Planning Applications (2026 edition)

Annex B: Cameron Toll Transport Interchange Proposal

LDCC Pre-Application Submission — March 2026

The following pages reproduce, in full, the Transport Interchange Proposal referred to in Section 6 of this plan, as submitted by Liberton and District Community Council to CBRE / Hunter REIM and the City of Edinburgh Council.

Cameron Toll

Transport Interchange Proposal

A case for integrating a multi-modal transport hub into the Cameron Toll masterplan — presented to CBRE / Hunter REIM ahead of the planning application

Prepared by	Date	Status	Policy Basis
Liberton & District Community Council	March 2026	Discussion Draft — CBRE Meeting	NPF4 / City Plan 2030

SECTION 1

Why a Transport Interchange — and Why Now

Cameron Toll sits at the convergence of one of the most significant public transport investments Edinburgh has made in a generation. The proposed north–south tram extension — currently subject to Strategic Business Case development — would run from Granton through Newington and terminate at Cameron Toll before continuing south-east towards Edinburgh BioQuarter and the Royal Infirmary. This is not speculative: City of Edinburgh Council held a public drop-in at Cameron Toll Shopping Centre itself in September 2025 as part of the tram consultation.

> Key fact: The proposed tram route explicitly runs through Cameron Toll via Lady Road, continuing south-east along Old Dalkeith Road to the Royal Infirmary and BioQuarter. The site owner, Hunter REIM, has already publicly committed to making Cameron Toll "tram ready." A masterplan that does not plan for a tram stop would be a missed — and potentially irreversible — opportunity.

The South Suburban Railway tram-train concept (under active exploration with Network Rail and supported by MSPs and over 2,500 petition signatures) would add a further potential interchange dimension — connecting Cameron Toll to Morningside, Gorgie, and eventually Musselburgh and Queen Margaret University.

Against this backdrop, LDCC's position is that integrating a multi-modal transport interchange into the Cameron Toll masterplan is not a speculative add-on: it is the single most consequential infrastructure decision the masterplan can make. Getting this right will define the site's relationship with sustainable transport for the next 50 years.

SECTION 2

What We Mean by a Transport Interchange

LDCC is not proposing a large-scale bus station or anything that would dominate the site or conflict with the retail and residential uses. What we are proposing is a well-designed, integrated interchange that makes changing between modes of transport easy, legible, comfortable, and safe.

TRAM STOP	BUS INTERCHANGE

On-street stop on Lady Road / Cameron Toll, integrated with a covered waiting area and real-time information. Design coordinated with CEC tram team.

Consolidated, sheltered bus stops replacing the current dispersed and poor-quality arrangement. Clear wayfinding between bus and tram.

TAXI & SET-DOWN

Designated taxi rank and accessible drop-off/pick-up bays, separated from general traffic for safety.

PEDESTRIAN ROUTES

Direct, step-free walking routes from the interchange into the retail core and onward to Inch, Liberton, and Moredun.

CYCLE HUB

Covered, secure cycle parking with end-of-trip facilities; direct connections to NCN Route 1 and Braid Burn path.

These elements need not be consolidated in a single structure. The interchange can be distributed around the site perimeter and public realm in a way that feels natural and neighbourhood-scaled — the key is that they work together as a system, with clear signage, coordinated timetabling, and seamless pedestrian links between them.

SECTION 3

Addressing Objections — Point by Point

We understand that concerns have been raised within LDCC about whether a transport interchange is realistic or desirable. The following table sets out the objections we have heard and LDCC's considered response to each.

OBJECTION RAISED	LDCC'S RESPONSE
"The tram extension is years away — we shouldn't plan around it."	Planning applications typically take 3–5 years from submission to construction completion. The tram Strategic Business Case goes to Transport & Environment Committee in 2026. The masterplan must be designed for the 50-year life of the new buildings, not the 5-year development programme. Tram-proofing the site costs very little at design stage; retrofitting after construction is prohibitively expensive.
"A bus hub will attract antisocial behaviour and loitering."	The evidence from well-designed interchanges (Haymarket, St Andrew Square) is the opposite: active frontages, natural surveillance, and mixed uses reduce antisocial behaviour compared to poorly-lit isolated bus stops. The current Cameron Toll bus stops — dispersed and poorly overlooked — are a worse environment than a consolidated, overlooked interchange would be. Design quality is the answer, not avoidance.
"It will take up space needed for retail or housing."	An interchange does not require large footprints. Tram stops occupy a kerbside strip of the existing road. Consolidated bus stops can occupy 3–4 bays on the site frontage. Taxi rank and drop-off can reuse former parking bays. The cycle hub can be integrated into the ground floor of a residential or retail building. None of this precludes the housing or retail programme.
"CBRE / the developer won't agree to	Hunter REIM has already publicly committed to making Cameron

it."	Toll "tram ready." The masterplan website states the aim of "improving access, encouraging public transport use, and building on the aims of creating a 20-minute neighbourhood." LDCC is asking the developer to be specific and binding about commitments they have already made in principle. NPF4 Policy 13 and City Plan 2030 also require it.
"The tram route may not run through Cameron Toll at all."	The proposed route through Newington and Cameron Toll is the only option on the table for the southern section — there is no alternative alignment in the consultation materials for this part of the route. All sources confirm the route runs through Lady Road to Cameron Toll. The risk of the tram not coming is real but low; the cost of not planning for it is very high.
"A transport hub means more traffic, not less."	The opposite is the explicit policy goal. An interchange that makes bus, tram, taxi, cycle, and walking connections easy reduces the number of car trips generated by the development. The Transport Impact Assessment required by NPF4 Policy 13 and City Plan 2030 will need to model this. A well-designed interchange is the developer's best tool for demonstrating compliance with sustainable transport policy.

SECTION 4

Policy Support

The transport interchange proposal is not just a community preference — it is grounded in statutory planning policy obligations that the masterplan must satisfy. An application that lacks credible transport interchange proposals will face challenge at every stage of the planning process.

NPF4 Policy 13 — Sustainable Transport **NPF4 Policy 15 — 20-Minute Neighbourhoods** **NPF4 Policy 27 — Town Centre First** **City Plan 2030 — Local Centre Policy** **Edinburgh Design Guidance**

NPF4 Policy 13 requires development to prioritise active travel, public transport, and low-emission options. Car-dependent development must be resisted. Proposals must not worsen traffic conditions and must enable safe, accessible movement by foot, cycle, and bus. This is not a recommendation — it is a statutory test. The application cannot pass this test without a credible interchange strategy.

NPF4 Policy 15 (Local Living and 20-Minute Neighbourhoods) requires that places be designed so residents can access daily services sustainably. The masterplan itself invokes this principle. Invoking 20-minute neighbourhood language while delivering no tangible transport infrastructure improvement would be a material inconsistency that LDCC would be entitled to challenge.

> City Plan 2030 identifies Cameron Toll as a local centre — expected to serve the neighbourhood without requiring car travel. The centre is currently failing this test. The redevelopment is the only opportunity to fix it for a generation.

SECTION 5

Design Principles for the Interchange

1. Tram-ready from day one

The road layout, kerblines, and public realm on Lady Road / Cameron Toll frontage must be designed to accommodate a tram stop without further major reconstruction. This means: correct kerb heights, no obstructions in the likely stopping zone, utility diversions completed, and public realm designed around the eventual stop location. This costs almost nothing at design stage and everything to retrofit.

2. Buses consolidated and covered

Current bus stops on Lady Road and Cameron Toll are dispersed, unsheltered, and poorly connected to the shopping centre entrance. The masterplan must consolidate these into a coherent linear interchange on the site frontage, with covered waiting, real-time displays, and clear signage. Coordination with Lothian Buses is essential and should be a pre-application condition.

3. Safe, legible pedestrian connections

Every mode must connect to the retail core and to the surrounding streets with step-free, clearly signed, lit routes. Priority walking routes should be established to Inch (south), Liberton (south-east), Moredun (east), and Cameron Toll Road (north). These should be wide enough for wheelchairs, mobility scooters, and parents with buggies.

4. Cycle hub integrated, not bolted on

Secure, covered cycle storage (minimum 100 spaces) with end-of-trip facilities (lockers, showers if co-located with residential) should be incorporated into the ground floor of a building. Direct cycle access from NCN Route 1 and the Braid Burn path must be provided, and the masterplan should show the desire lines clearly.

5. Taxi and accessible pick-up separated from traffic

A dedicated set-down/pick-up zone for taxis, private hire, and accessible vehicles should be located close to the main retail entrance but clearly separated from bus and tram movements. This is especially important for elderly and disabled visitors for whom the covered mall currently provides a level of accessibility that the open-air replacement must match.

6. Active frontages, not dead waiting zones

The interchange areas should be fronted by active retail or hospitality uses — a café, a newsagent, a pharmacy. This provides natural surveillance, animation, and a reason to dwell. It also makes the interchange economically productive for the developer, not just a cost centre.

SECTION 6

Phasing — What is Needed When

PHASE 1 NOW (with planning app)	**Committed in the planning application** • Tram-ready kerblines and public realm on Lady Road frontage • Consolidated, covered bus stops with real-time information • Designated taxi / accessible set-down zone • 100+ covered cycle parking spaces with end-of-trip facilities • Improved pedestrian links to Inch, Liberton, Moredun • Formal pre-application engagement with Lothian Buses and CEC tram team
PHASE 2 MEDIUM (tram	**Triggered by tram Strategic Business Case progression**

SBC approval)	• Formal tram stop design coordinated with CEC / Edinburgh Trams • Integration of tram stop with bus interchange for seamless interchange • Real-time multi-modal information boards • Any utility diversions or road geometry adjustments identified at Phase 1
PHASE 3 LONG-TERM (South Sub)	**Aspirational — Edinburgh South Suburban tram-train** • If the South Sub tram-train concept progresses, Cameron Toll becomes a major interchange node between the tram (north–south) and the tram-train (orbital South Sub route) • Masterplan should not preclude this connection — particularly in terms of building setbacks and public realm dimensions on the southern site boundary near the railway corridor

SECTION 7

LDCC's Asks of CBRE / Hunter REIM

LDCC requests that the following specific commitments are reflected in the planning application, not merely as aspirational language but as designed, costed, and agreed elements of the scheme.

1. Confirm in writing that the masterplan has been coordinated with the City of Edinburgh Council tram team and that the Lady Road / Cameron Toll frontage is designed to accommodate a tram stop consistent with the proposed north–south route.

2. Provide a bus interchange drawing showing the consolidated, covered stops, agreed in pre-application discussion with Lothian Buses, with real-time passenger information specified.

3. Confirm the quantum and design of covered cycle parking (minimum 100 spaces), its location within the masterplan, and the cycle access routes to NCN Route 1 and the Braid Burn path.

4. Show a designated accessible set-down / taxi rank location, separated from bus and tram movements, with step-free connection to the main retail entrance.

5. Confirm in the Transport Impact Assessment that car parking quantum is reduced from the current provision and that the access strategy is designed around the interchange, not around the car park.

6. Include a "tram-train safeguarding" note in the masterplan documentation acknowledging the South Sub corridor and confirming that the masterplan does not prejudice future interchange opportunities.