



Summary

On reviewing the SESPlan MIR Portobello Community Council took the position to gather local resident's views on a single issue within the report. It was hoped that this would also help to promote residents to then consider and respond to the MIR themselves.

Question 2 on spatial strategy was selected, as it felt this was both important and of particular relevance locally. Our consultation ran from 29 July to 28 September.

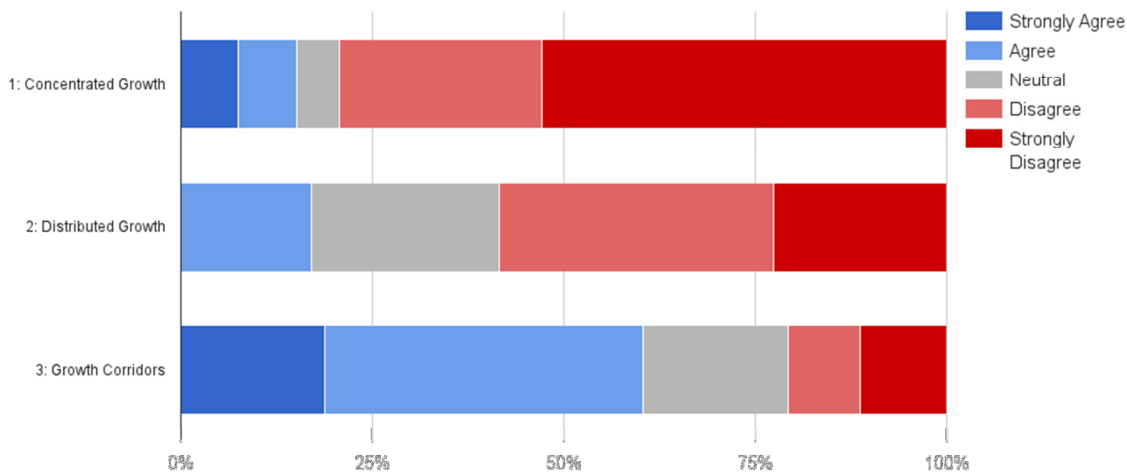
Q2: A Strategy for Edinburgh and South East Scotland

Based on our consultation responses **we agree with the preferred option 3 – growth corridors.**

Our consultation asked respondents to rank each of the three options on a five point scale (strongly disagree through to strongly agree)

We received 53 responses. To summarise support for option 1 (concentrated growth) was 15%, option 2 (distributed growth) 17% and option 3 (growth corridors) 60%. Numbers against were 79%, 58% and 21% respectively.

A Strategy for Edinburgh and South East Scotland



	1: Concentrated Growth	2: Distributed Growth	3: Growth Corridors
Strongly Agree	8%	0%	19%
Agree	8%	17%	42%
Neutral	6%	25%	19%
Disagree	26%	36%	9%
Strongly Disagree	53%	23%	11%



General comments

Low response

Portobello Community Council runs many consultations and the return rate on this one was very low – perhaps a fifth to an eighth of what we could normally expect. This is despite:

- A small subset of the MIR being consulted on (simpler)
- Online promotion being paid for
- Consultation being run for a significant time period

More than 10,000 people were reached by our awareness campaign. More than 1,000 engaged with the campaign materials but only 53 responded. Of those, 32 responded after we emailed a random sample of 500 from our mailing list asking them for their views. This could be down to apathy, or perhaps it is all too complicated for people to form a clear opinion?

It is probably reasonable to conclude that this community does not have a major issue with the preferred strategy of growth corridors.

Simpler consultation

The easy read report is a good addition, making the MIR more accessible. However to respond you are thrown into the complicated portal and the main MIR report. It should be much simpler to respond, using as wide a range of ways as possible.

It's good to see the range of events put on, and info boards in public locations, to promote the MIR. It would be good to take this further – ask people their comments using simple bite-sized questions where they are. For example focus on Q2 one day, asking people in a supermarket.



Appendix: Consultation responses

SD: Strongly disagree; D: Disagree; N: Neutral; A: Agree; SA: Strongly Agree

Postcode	Opt1	Opt2	Opt3	Comments
EH153Dx	SD	N	A	I do agree that the 3rd option seems best. to give up any more greenbelt in Edinburgh would be a disaster, in 20-30 years time and we owe it to the next generation to leave well alone. the travel arrangements from the public transport corridors would likely need some "tweaking" or upgrading where possible. 20 years along, we cant tell what the mode of transport or fuel supplies for that mode,are going to be but if more rail transport is possible, with possible links to our small crossrail systems, this in turn can reduce pollution in the city.
EH151Dx	SD	N	D	It would be preferable not to destroy Amy parts of the green belt. There are many gap sites, old industrial grounds and uninhabited properties which could be used instead of destroying green belt areas. The housing to be built needs to be a balance of isocial housing, and private sells, which are affordable. The properties built should not be allowed to be sold to Buy to Let landlords as this perpetuates the housing crisis.
EH152Ex	SD	SD	SA	Growth should be along corridors with good public transport access which should avoid the necessity of building on the Green Belt. The plan ignores the economic benefits of maintaining the historic setting of Edinburgh which the Green Belt provides. If the setting and character of Edinburgh is destroyed by doing away with the Green Belt then fewer major companies and businesses will be attracted to Edinburgh.
EH164Gx	D	D	SA	Expanding housing along the east coast train line would be the best option in my opinion. The infrastructure already exists to transport people to and from the city centre. The land around the A1 is used for farming however there is massive amounts of land available
EH152Dx	D	D	A	
EH152Px	D	D	N	Concerned about release of green belt when there is so much brown field sites available, near where there is transport links and employment. The loss of green belt in the west and southeast of the city will have a devastating impact on the environment and wellbeing of all who live in and near Edinburgh. There is so much land along the shore that is still to be developed, once funding is available for it, that is currently owned by bankrupt developers.
EH152Qx	D	N	A	
EH151Tx	SA	N	A	It is imperative that growth in and around Edinburgh should be restricted to areas on sites either within the boundaries of the City or in the South, Western and Eastern corridors where communication and travel infrastructure are capable of coping with increased pressure and do not encroach on the greenbelt!
EH151Qx	SD	D	A	Vital to protect green belt as much as possible. There remain a lot of untapped areas that have already been urbanised but are in need of redevelopment. and for those areas being connected by development of commuter routes, need to focus on public transport infrastructure and ensure we don't ultimately have same negative effect on environment that we're trying to avoid, through queued cars and traffic!
EH151Ax	A	N	SA	
EH151Hx	N	N	N	I am really sorry but development must be dealt with on a case by case basis. IF the long term aim is to keep green belt fine but then the loss may be jobs schools etc., People will not be there to maintain them. It is a balanced judgement on the best advice around at the time
EH151Hx	N	N	N	Why should growth not be distributed? Why should people not live local AND work local? Regardless of how I'm reading the above diagrams the big problems are a) people are unable to afford to live within acceptable walking/cycling/bus journeys of where they work (bearing in mind that some separation of work/life is usually desirable) and b) development (housing at least) is usually poorly served by amenities - schools, shops, etc. thus forcing people to make short car journeys. If people could live and work locally that would be better all round - not everyone needs to work in Edinburgh surely? Ok, e.g. renewables in the Forth may require travel. Ironically those who need to travel further often can do so more easily than those living in the suburbs. E.g. a commute from Portobello to Polwarth/Meggetland is slow and prolonged by bus (single decker, 30 min service, 1 hr at best journey) whereas rail from Dunbar to Edinburgh is pleasant and quick. It is expensive of course and thus it is much better value to work in Glasgow and live in Dunbar - 1 hr 30 journey say (a lot of work time) and in work at 08.30/09.00. Ironically commuting to Meggetland via Slateford station is impossible as the 0800 train perfect for an 08.45 start refuses to stop! Perhaps the corridors is the best option but all I see is Edinburgh spreading out like tentacles... the downside of the distributed model of course being that inevitably all the districts will coalesce given time. But is this not inevitable regardless of model unless we re-think our need to travel to work in the city? Broadband? Teleworking? Work fewer hours, smarter and make up the rest of the time contributing to one's local



				community? Why must we all rush to work far away and do car-based shopping on the way home? Madness!
EH76Tx	A	D	A	
EH152Rx	SD	A	SD	Strongly disagree with both options one and three, as both of these proposals have implications for the character of Edinburgh as a city, and the maintenance of vital greenbelt. Furthermore, no consideration has been given to the implications for already overloaded road infrastructure in the southeast of the city of proposals one and three. Option to is not without its issues, but could provide real economic benefits to communities outside Edinburgh, and a strategic approach to building fast efficient public transport infrastructure to serve these communities and link them with Edinburgh could certainly make option two viable.
EH152Nx	SD	N	SA	What do you mean by first question?! It is unclear! Do agree that it will lead to environmental degradation- yes Do I agree that it should be not concentrated and spread out? Yes!
EH152Qx	SD	SD	SA	
EH152Ex	SD	D	A	Growth corridors should be developed along the A1, the Borders Railway and other local rail networks. They should encroach as little as possible on Green Belt land to avoid compromising the integrity of the city, particularly on the land between Edinburgh and Musselburgh.
EH151Hx	D	A	D	
EH151Jx	D	D	A	
EH218Qx	SD	SD	SD	<p>1st comment: Option 1 & 3 basically look the same and remove large chunks of greenbelt within specific targetted areas. By doing so and through mass over development ultimately changing the whole character, environment and location desirability. As per the actual comments in the SES plan the greenbelt is required to be 'maintained' in order to 'enhance the quality of living". Neither option 1 or 3 takes this into consideration and in fact they offer an actual reduction in the quality of living through the promotion of dense over population, increased conjection on a struggling infrastructure and removal of visually pleasing environmentally friendly land.</p> <p>2nd comment: Option 3 does not meet the SES plan objectives to maintain and protect the quality of the environment or living standards. It does however do the opposite of increasing current conjection, removing all remaining wildlife, increasing air pollution and eradicating all remaining greenbelt land within South East Edinburgh. This does not support what the local council communities and councillors have been seen to raise concerns and objections to regarding the huge loss of greenbelt land and over development within designated local areas. These very same people have then approved these plans and now seem to be further promoting the very plan that they objected to in the first place by issuing option 3 as the preferred option. The only benefit in this option being the increase through tax revenue to the council. Duplicity springs to mind in these proceedings and as for any consultation it would appear that this is purely a going through the motion process as the plans seem to have been rubber stamped long before any small consultation window appears. As is also evident when new access roads are built on greenbelt land prior to any public consultation about changing the status of said land for development purposes. Concerns and objections, no matter how valid or the volume are simply ignored. The local development plan is therefore both autocratic and not fit for purpose.</p> <p>3rd comment: This is the third time that I have been asked to fill out this survey and on seeing this request I am absolutely livid that Option 2 which was my preferred option previously now involves the release of greenbelt land in the east which it did not previously. As a result none of these options are acceptable unless you alter the wording of option 2 to reflect what it was previously i.e deelopment away from the city centre. In fact I am going to pick this up with my local councillor as this is not on. I am therefore not happy that my local council is changing the survey option content to meet it's needs this is what is called preferred option engineering which is not acceptable nor should it be tolerated. If you are not getting the responses that you want i.e. no further development in the South East it's because there is not sufficient infrastructure to meet what you are planning. Traffic is already a nightmare and will be worse when the new Portobello High School is complete so please stop to consider this as well as the negative impact that any further development will have on the landscape and the all so important environment. It's high time that the council listened rather than changing option wording to manipulate those who ultimately voted for you!! As per the two responses that I have already supplied please count my feedback as being none of the options above however my previous two responses about development being away from the city count - Evening News should be interested in this!</p>
EH152Ex	D	D	A	
EH87Sx	D	D	N	If I am being completely honest I do not understand any of this. I have answered to the best of my knowledge but do not think the options are clear enough.



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EH151Hx	D	D	SA	
EH165Xx	SD	D	N	Sprawling suburbs would be the absolute worst thing Edinburgh could turn into. As much green space as possible should be planned for. Investment into mass transit lines that work with allowing for well flowing traffic patterns and much much needed dedicated and safe cycle routes that rival continental systems. The technology exists and is affordable to use solar roads that tie into grids and keep lights on. It is time to invest in infrastructure that is sustainable and actually helps people and the planet. Also- Edinburgh has shamelessly hurt the sustainability of neighbourhood demographics by not adhering to a %30 student housing limit.
EH151Nx	N	N	N	I have no preference for either of the options that have been presented. My overarching concern for each of the options is that we do not have the road infrastructure in place to support any growth on the outskirts of the city. The city bypass is already well over capacity and a plan is required to either add additional lanes or build suitable roads which could be used as alternatives.
EH151Lx	A	A	A	
EH151Hx	A	D	SA	
EH152Hx	SA	SD	N	I think that the continued nibbling away of areas of East Lothian, the mass commute that has developed from Fife, etc. cannot continue. The essence of modern cities is about "scale". Edinburgh has the potential to become - to use the modern jargon - a "powerhouse" for the region and Scotland as a whole. My preference would be to rethink the existing greenbelt (which to me is stuck in 1970's think) and allow a major expansion of our national capital. Even if this does occur Edinburgh will remain a beautiful city, with a green heart (in the form of Arthur's Seat, the Meadows, etc.) and with easy access to beautiful countryside.
EH152Nx	SD	SD	SD	I strongly disagree with the council building on any Green Belt area within the City / immediate vicinity i.e. within the City Bypass or between Edinburgh and Musselburgh. There is lots of brown belt land around West of Leith and closer to the Firth of Forth which should be used. There is little enough green belt around Edinburgh as it is without losing any more. Young people will not have anywhere to go to enjoy wildlife as there won't be any. Think about the environment too.
EH152Jx	SD	SD	A	
EH152Lx	D	D	D	I believe road congestion is currently bad enough in and around portobello and musselburgh, without compounding the situation in this area.
EH222Qx	SA	SD	N	
EH152Bx	D	D	A	
EH152Hx	SD	A	D	No need to give up (for ever!) green belt. Instead, put in some new, fast public transport options (i.e., more suburban trains radiating out of Edinburgh) and develop along these rail corridors - outside & beyond the green belt. A commute from 20+ miles away by train is going to be faster and more pleasant than a commute from the edge of the city by bus. The so-called 'preferred option' of growth corridors will create very long commutes within the city, many of which will presumably be by bus (because there are too few suburban train lines out of Edinburgh). Such bus commutes will be very slow.
EH152Px	SD	A	SD	Already far too much traffic in the east and west of the city - would prefer developments to the North or creation of alternate commuting links to Fife (e.g. Hovercraft / Ferry)
EH152Nx	SD	N	A	The wording within the option descriptions is biased toward option 3 so is will undermine the value of the results
EH151Hx	SD	SD	SA	
EH152Jx	SD	A	A	What is the objection to increasing the size of the existing smallish villages/ towns in the area and doing what should have been done , better roads ,extending rail networks. This would be costly in the short term but if we are really looking to the future this will all become necessary sooner than later.
EH151Rx	SD	N	A	
EH151Hx	SD	A	A	I am in favour of a combination of option 2 and 3. There are a limited number of transport corridors already (or soon to be) available such as along the A1 towards the east Lothian (up to Dunbar) and along the new railway up to Galashiels towards the south. (one of the arrows in option 3 does not seem to extend beyond Dalkeith/Gorebridge.) My preference is for retaining whatever there is of a green character for Edinburgh itself and to provide a pleasant semi-rural environment for new communities, served by efficient means of



				transport to and from the city. Supporting services such as schools, doctor's surgeries, post office, small scale shopping and sportsfields will have to arise wherever new development takes places closer by or further away. Aecessibility is the key.
EH152Rx	D	D	A	As the population rises, which it inevitably does, more land is needed for homes. That goes without saying. They need supporting infrastructure. That too goes without saying, although past developments have not provided it. Whatever plan is selected, it has to provide what is needed, not necessarily what we would like. Some loss of greenbelt is therefore, in my view, going to happen, but if it can be minimised then that has to be the best route.
EH151Lx	D	D	A	Increased focus needed also to develop 'inner-city' brownfield sites which are not currently utilised following earlier industrial/commercial use.
EH152Qx	D	D	A	
EH151Lx	SD	SD	SA	Growth corridors is a better option than the alternatives. Existing Greenbelt policy is too restrictive, simply displacing development elsewhere, increasing commuting and less sustainable travel patterns. An emphasis supporting development where demand is greatest is sensible, whilst ensuring that biodiversity and protecting greenspace with amenity and landscape value is a key consideration in identifying appropriate sites.
EH151Dx	SD	SD	A	
EH76Qx	SD	D	N	should be protecting as much of the green belt as possible. what business development will be offered/encouraged to the surrounding areas beyond the green belt such that there are plenty of employment opportunities there and avoid huge commuting into the city?
EH151Jx	SD	SD	A	Further depletion of our green belt areas is unacceptable to most Edinburgh residents. Our city can only grow a certain amount due to it's location. Vast expansion will inevitably impact on the look, feel, vibe and heritage of our great city. Money would be better spent improving the problems that our city already faces:- dreadful roads, major parking problems, run-down housing estates and a deluge of badly-designed, repeatative new-builds which spring up whenever a gap appears! The money could also be spent improving transport links to outlying areas which could better accommodate expansion with easy access to the city of Edinburgh.
EH152Dx	SD	A	A	We need to take a much longer view into the future than any of these options promote. Land that can be used for growing food should not be squandered under houses and roads. Cars are an unsustainable, non-inclusive mode of transport. Public transport requires high-density housing developments such as in 'old Edinburgh'. The Internet is reducing the need for some types of travel. NO GREEN BELT LAND SHOULD BE BUILD ON until the "town the size of Falkirk" is built in north Edinburgh and the tram link established to it.
EH152Ex	SA	N	N	I do not accept the argument which suggests less investment would be needed in option 3 as communities would need eduction and health service expansion.Much more detail re proposals would be required for me to give a considered opinion.
EH151Qx	SD	A	SD	The preferred option would destroy communities such as Portobello. Investment should be made in run-down areas further out from the city. Many people are now able to work from home at least some of the time and this is likely to increase in the future.
EH151Jx	SD	D	D	No green belt should be taken for developments. Edinburgh is already becoming highly congested, building on green belt will mean more cars coming into the city, despite what people say. The money wasted on the tram system could have been much better spent improving other transport links.The trams have just added to the congestion of the roads, whereas utilising existing and old train links would have been much more sustainable. There are still a lot of brownfield sites that can be redeveloped and stop allowing the building of ghasly flats everywhere.
EH152Hx	SD	SD	SD	We should examine the reasons why we need to spread the tentacles and address these issues instead of trying to build our way out of them. A good example would be to emphasise the benefits of BIRTH CONTROL amongst the ethnic minority immigrants.
EH153Ex	SD	N	SA	