

Planning Committee

10.00am, Tuesday, 19 December 2023

West Edinburgh Placemaking Framework and Strategic Masterplan

Executive/routine
Wards

All

1. Recommendations

- 1.1 It is recommended that:
- 1.1.1 The finalised West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM) (Appendix 1) and the Context Information for the West Edinburgh Placemaking Framework (Appendix 2) are approved and that these should come into effect once City Plan is adopted;
 - 1.1.2 If Committee approves the WEPFSM, the West Edinburgh Strategic Design and Landscape Frameworks are revoked as planning guidance once the WEPFSM comes into effect;
 - 1.1.3 If the City Plan 2030 report of examination changes the requirements for West Edinburgh, Committee will receive a report on how WEPFSM should address this;
 - 1.1.4 It is noted that Options remain in the WEPFSM for the Gogar Burn. Once dialogue with key stakeholders is concluded, the document may need to be updated. Committee will have oversight of this; and
 - 1.1.5 Officers are given delegated authority to create a publication version of the WEPFSM with improved illustrations, maps and formatting.

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West Edinburgh Placemaking Framework and Strategic Masterplan

2. Executive Summary

- 2.1 This report seeks approval for the finalised West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM), which will come into effect once City Plan 2030 is adopted.
- 2.2 Once it is in effect, it will be a material consideration as non-statutory planning guidance for the determination of planning applications in the WEPFSM area.

3. Background

- 3.1 The Council's finalised local development plan, City Plan 2030, states that a "West Edinburgh Master Plan will be prepared, to support future development of the [sic] Edinburgh toward net-zero through a housing led mixed-use development of a significant new 20-minute neighbourhood." If approved by Planning Committee, the finalised WEPFSM provides that document.
- 3.2 Committee approved a draft WEPFSM on 14 June 2023. Consultation was carried out for 12 weeks between 12 July 2023 and 4 October 2023.
- 3.3 There was consultation feedback from the community with 176 responses to the online survey. Appendix 3 sets out the consultation undertaken and a summary of the feedback received. There was engagement via an online questionnaire, staffed pop-up session, a drop-in session and two online webinars. Young people were engaged at three events in local schools and there was a presentation to Corstorphine Community Council. The Edinburgh Urban Design Panel reviewed the proposals and agencies. Edinburgh Trams and Lothian Buses were engaged. There were also meetings with key developers and landowners.
- 3.4 The West Edinburgh Strategic Design Framework (13 May 2010) and the West Edinburgh Landscape Framework (November 2011) are non-statutory guidance for the area. These will be superseded by the WEPFSM if it is approved.

4. Main report

- 4.1 The consultation feedback has allowed the draft version of the WEPFSM to be refined considerably.
- 4.2 A major theme from the consultation was that transport impacts upon the west of Edinburgh need to be considered. This emphasised the need for excellent active travel routes and public transport for West Edinburgh. These aspects remain core to the WEPFSM.
- 4.3 The document has been made more concise by removing aspects such as excerpts of text and repetition of policy and guidance found in other documents that already complement the WEPFSM. As it was a consultation draft, the consultation text has been removed. The context information has been moved to a separate section (Appendix 2) to enable the WEPFSM to focus on requirements rather than background information.
- 4.4 The WEPFSM has been amended to respond to consultation feedback as follows:
 - 4.4.1 The status of the WEPFSM is explained. It is non-statutory guidance to be read in conjunction with the development plan, which will be City Plan (once adopted) and National Planning Framework 4 (NPF4);
 - 4.4.2 On the question of phasing, the Infrastructure First, Delivery and Phasing chapter has been updated to be clear about requirements – particularly in relation to schools;
 - 4.4.3 In relation to delivery, the document has been adjusted to recognise that some developments may need to come forward in advance of others and that these are not wholly dependent on other sites. A junction has been more clearly shown on the A8 into the West Town site in respect of this issue;
 - 4.4.4 Illustrations and maps have been updated to be clearer;
 - 4.4.5 In relation to the vision, this section has been amplified to make clearer the ambition for the site;
 - 4.4.6 In relation to tram, additional guidance has been added to take account of operational requirements;
 - 4.4.7 The Airport area has been adjusted so that uses (town centre and school) that other development is dependent on are not shown within it. If an airport road is to be provided, this shall be dependent on improved public transport connections to the airport; and
 - 4.4.8 The options shown for the Gogar Burn have been developed to show its potential re-routing or augmentations on its existing alignment to better allow the passage of fish and improve biodiversity. Dialogue is expected to continue with the key agencies and the Airport on this. If it is concluded that one or other option is preferred, the WEPFSM could be updated. Authority to do this would be sought from Committee.

- 4.5 Feedback on the issue of prematurity suggested that the document is being brought forward too soon in relation to City Plan timing. If City Plan is fundamentally altered in respect of West Edinburgh through requirements of the report of examination, it may be necessary to update the WEPFSM to reflect that. In such circumstances, a report will be brought to Committee to set out how such changes should be addressed.
- 4.6 In relation to content, while there were differing views of the level of detail it should contain, the document provides strategic high level guidance. Keeping the guidance at this proposed level ensures it is not overly restrictive and is flexible.
- 4.7 There was concern about a lack of information, for example, in relation to education infrastructure. New schools will be required as a result of the new housing. The finalised guidance explains the assumptions and requirements in relation to this.

5. Next Steps

- 5.1 If Committee approves the WEPFSM, it will come into effect once City Plan has been adopted. In the meantime, it would provide developers with a clear indication of the Council's vision for the area which will assist them in preparing planning applications.
- 5.2 In the event there are, as a result of the report of examination, substantive changes to what City Plan advocates for West Edinburgh, a report will be brought to Committee with recommendations on how this should be addressed.

6. Financial impact

- 6.1 There is no financial impact resulting from the document.
- 6.2 Any necessary impacts on infrastructure (including affordable housing, education, transport, tram and health) arising from development will be addressed at planning application stage via legal agreements and planning conditions.

7. Equality and Poverty Impact

- 7.1 An Integrated Impact Assessment has been undertaken which identified the impacts and which groups they will affect. The delivery of housing including affordable homes located near to places of work and the creation of new places of work will have a positive impact. There is the creation of 20-Minute Neighbourhoods focusing on new local/town centres for the new community as well as serving the surrounding communities which will help reduce the need to travel to access services.
- 7.2 The emphasis on active travel and public transport will ensure the area is accessible to all and that strategic connections are made to other parts of the city

and beyond. The delivery of bus routes combined with other public transport is key for the development particularly to support a reduction in car parking.

- 7.3 Green blue infrastructure and provision of green space that addresses everyone's needs is a strong element to support the future community and to promote health and well-being. The routes and spaces within the development are designed to be overlooked by building frontages to promote safety.
- 7.4 Planning applications for the area will address these matters further.

8. Climate and Nature Emergency Implications

- 8.1 The document contains clear requirements in relation to the climate and nature emergency including energy use for buildings, sustainable transport and planting. These matters will be considered in detail through the application of policy and guidance when considering individual development proposals.

9. Risk, policy, compliance, governance and community impact

- 9.1 As set out within the report, the WEPFSM has been subject to consultation.
- 9.2 If the WEPFSM is not in place when decisions are made for planning applications for the area, these decisions may be considered premature. This could open them up to legal challenge.
- 9.3 There is a risk in bringing the WEPFSM forward in advance of City Plan adoption. This risk is mitigated by confirming that the document will not be used for the determination of applications until City Plan is adopted. As noted above, if the examination of City Plan results in change, this will be addressed via a committee report.

10. Background reading/external references

- 10.1 [West Edinburgh Placemaking Framework and Masterplan: Draft for Consultation report to Planning Committee](#).
- 10.2 [Proposed City Plan 2030](#) (in particular Place 16 West Edinburgh).
- 10.3 [National Planning Framework 4](#)

11. Appendices

- 11.1 Appendix 1 – Finalised West Edinburgh Placemaking Framework and Strategic Masterplan
- 11.2 Appendix 2 – Context Information for the West Edinburgh Placemaking Framework and Strategic Masterplan

11.3 Appendix 3 – Report of Consultation

APPENDIX 1

West Edinburgh Placemaking Framework and Strategic Masterplan

19 December 2023



Figure 1 (Collective Architecture)

CONTENTS

1	Introduction	5
2	The West Edinburgh Vision.....	7
3	Delivering Net Zero	9
4	Biodiversity, Green Blue Network and the Airport	10
5	Strategic Open Space, Play and Recreation.....	17
6	Strategic Connections, Access and Movement, Parking.....	20
7	Living Well Locally: Delivering 20-Minute Neighbourhoods.....	28
8	Creating a Distinctive Place	32
9	Infrastructure First, Delivery and Phasing	34

Key for maps in this document

	Greenspace		Major road
	Developable Areas		Tram Stop
	Development in consultation with Airport		Railway Station
	Town Centre	☆	Enhanced public transport interchange
	Existing Trees	▲	Mobility Hubs
	Rivers and streams	P	Park and Ride
	Potential Gogar Burn Route	↑	Potential active travel connection
.....	Path	↑	Proposed active travel connection
	Pedestrian crossing	🚦	Potential signalised junction
	Potential off road active travel green routes	↑	Option for connection north and west
	On Street Active Travel		Bus gate
	Existing Active Travel	B	Bus stop
	Bus Route	●	Good Playspace Standard
	Potential Bus Route	●	Very Good Playspace Standard
	Potential Bus Route		Excellent Good Playspace Standard
	Tram reserve for future route	☆	Skate Park
	Tram line		Multi-Use Games Area (MUGA)
	Railway		

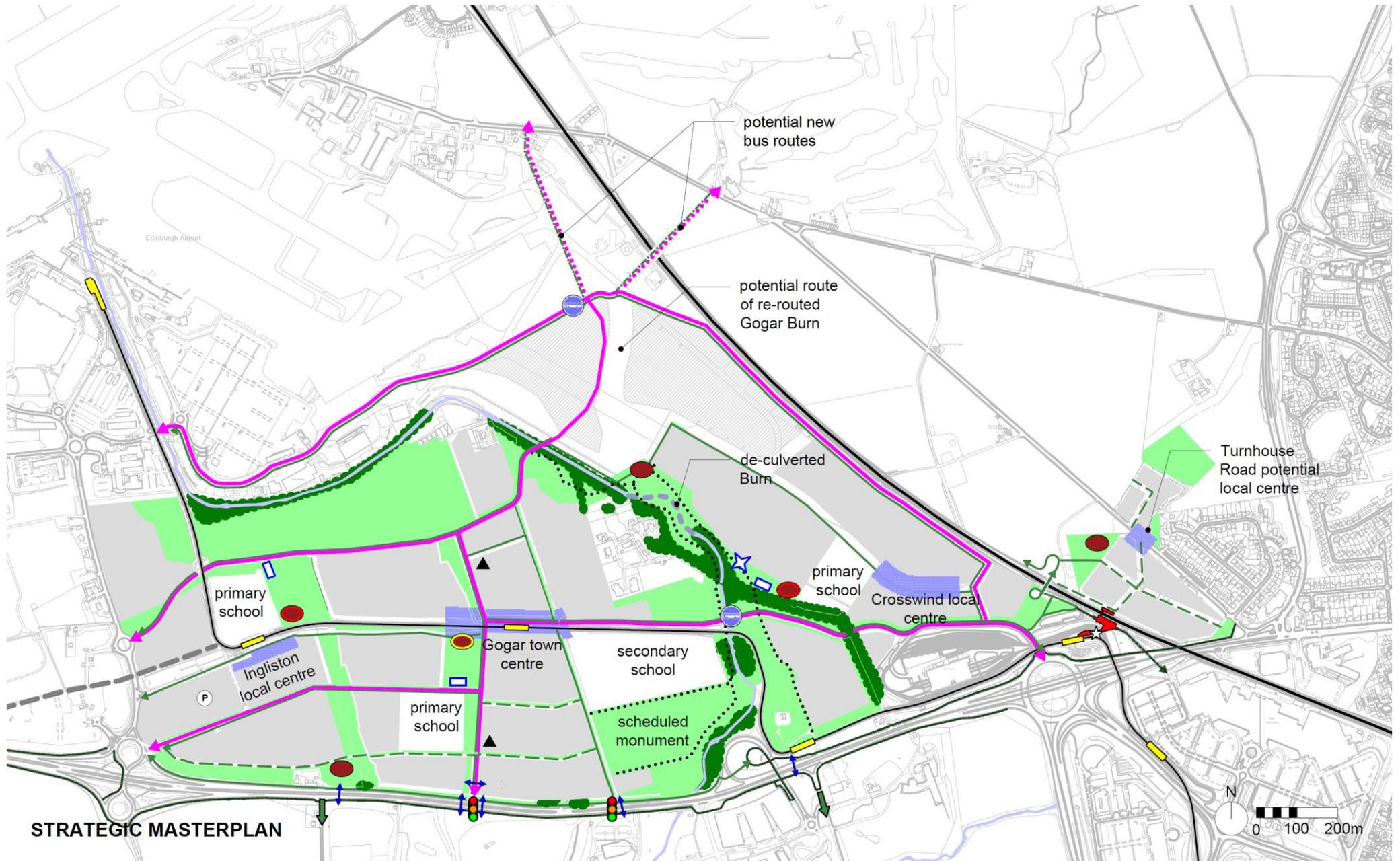


Figure 2 - The West Edinburgh Placemaking Framework and Strategic Masterplan

1.2 How does the WEPFSM inform development?

The West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM): -

- Provides non-statutory, 'place based' planning guidance to support the delivery of Proposed City Plan 2030, including the Place 16 West Edinburgh policy and the principles of the City Mobility Plan.
- Supports exemplary placemaking, with a particular focus on nature positive, green blue infrastructure, delivering net zero and Living Well Locally, to establish a network of interconnected 20-Minute Neighbourhoods.
- Establishes Council expectations for the spatial development of West Edinburgh, which informs requirements for individual

landholdings and component sites and the links between these.

- Sets out strategic infrastructure requirements, promoting an 'infrastructure first' approach to transport, green blue network, education and health care infrastructure required to deliver the levels of development proposed.
- Further clarifies the basis for legal agreements to secure developer contributions and other obligations where these arise from developments.
- Complements other Council initiatives, providing a basis for decision making and potential investment relating to strategic infrastructure and potential phasing of development.

Planning applications for significant Local, Major, or National development within the WEPFSM area will be supported by suitable site masterplans, phasing and delivery plans and design parameters, these being agreed at PPP, AMC, FUL stages as required. These must align with this guidance.

1.3 What is the planning status of the WEPFSM?

The WEPFSM is non-statutory planning guidance and a material consideration in the determination of planning applications, thus supporting the strategy, policies, and outcomes of the Development Plan.

The WEPFSM replaces the existing West Edinburgh Strategic Design Framework (WESDF) and West Edinburgh Landscape Framework (WELF).

2 The West Edinburgh Vision

The vision is for West Edinburgh to be a highly sustainable exemplar of best practice in development and urban design as Edinburgh transforms into a net zero city. West Edinburgh will be a vibrant, high-density, mixed-use extension to the city with a focus on placemaking, connectivity, biodiversity and strong landscape framework. Development should follow the following themes: -

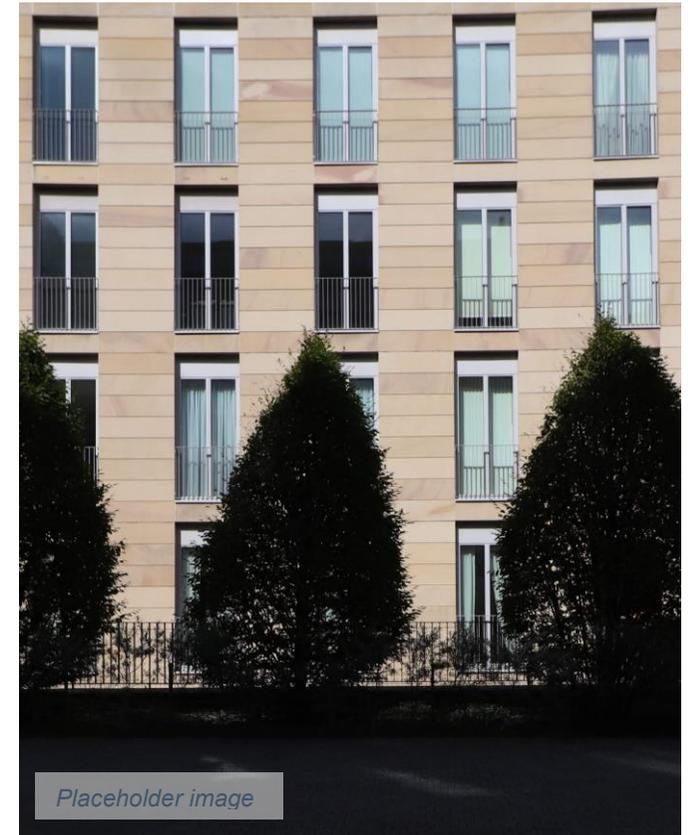
SUSTAINABLE: Design development around green blue network, active travel and public transport networks. The WEPFSM will integrate, enhance and expand nodes and routes to connect people and nature across West Edinburgh and the wider city.



CONNECTED: All parts of the development should incorporate employment, education, recreation, greenspace, local facilities and public transport to maximise opportunities for access within a 20 minute (round trip) by walking or wheeling.



LIVEABLE: Ensure all parts of the urban and natural environment are attractive and inclusive with high amenity standards that promote health and wellbeing that support communities at all life stages.



NET ZERO AND CLIMATE ADAPTED:

Tackle the challenge of achieving net zero through all aspects of the development including best practice in construction, building performance and longevity, using low and zero carbon energy and reducing transport emissions.

Complement existing features and topography with innovative design and nature-based solutions to achieve benefits such as noise and air quality, temperature regulation, water management, biodiversity and carbon sequestration.

GREEN: Put nature, beauty and recreation at the core of placemaking and ensure a wide range of inclusive and welcoming greenspaces that are accessible via attractive green blue networks woven through the whole area and beyond.



THRIVING: Support a wide range of businesses, services and transport choices that create vibrant town and local centres and public spaces through mixed use development at a range of densities.



3 Delivering Net Zero

All development in West Edinburgh should serve as an exemplar for best practice as Edinburgh transforms into a net zero city.

3.1 Sustainable Development and Buildings

All development will be assessed against Development Plan policy on reducing emissions from developments and buildings.

3.2 Energy

The location and proposed density of development in West Edinburgh provides an opportunity to generate and utilise energy from net zero sources.

Heat Networks represent a particular opportunity given the density of development. Similarly, opportunities for communal renewable electricity generation should be explored.

3.3 Sustainable Travel

For West Edinburgh to be a sustainable extension of the city, it is essential that travel within it and to and from it is sustainable. Chapter 7 sets out expectations for sustainable travel.

4 Biodiversity, Green Blue Network and the Airport

4.1 Green Blue Network

This shall create connectivity for species, habitats, water and active travel as well as a landscape structure and green network as a setting for development that incorporates north-south and east-west corridors, linked blue/green spaces, water management and ecosystem services. The Green Blue Network has various components, ranging from larger scale open spaces (see 5.2) and connecting green corridors/routes, down to small scale individual green blue features such as street trees and on-street rain gardens.

The Green Blue Network shall allow people to move comfortably through and beyond the WEPFSM area by walking, wheeling and cycling in attractive, safe, green

environments. Central to this is a connected network of green corridors with sufficient width to contain safe, overlooked off-road active travel routes known as green routes (see 5.6). In certain instances, these corridors also contain other features such as the tram line and roads within them however the active travel routes should be separate to these and be set within greenspace.

Green Streets within the Green Blue Network must be wide enough to provide multi-functional benefits.

Different landscape treatments will provide a robust landscape structure that corresponds to the proposed Character Areas creating a

strong sense of identity and providing ecosystem services.

There shall be a presumption against noise fencing in WEPFSM with landscape solutions to mitigate noise.

Green blue infrastructure within the proposed network shall be maintained and planning applications are expected to set out how this will be achieved. This does not include private gardens and areas which would be maintained by the Council, including all Large Parks, roads and public realm.

Any requirements for Section 7 under the Sewerage (Scotland) Act 1968 should be explored at the planning application stage.

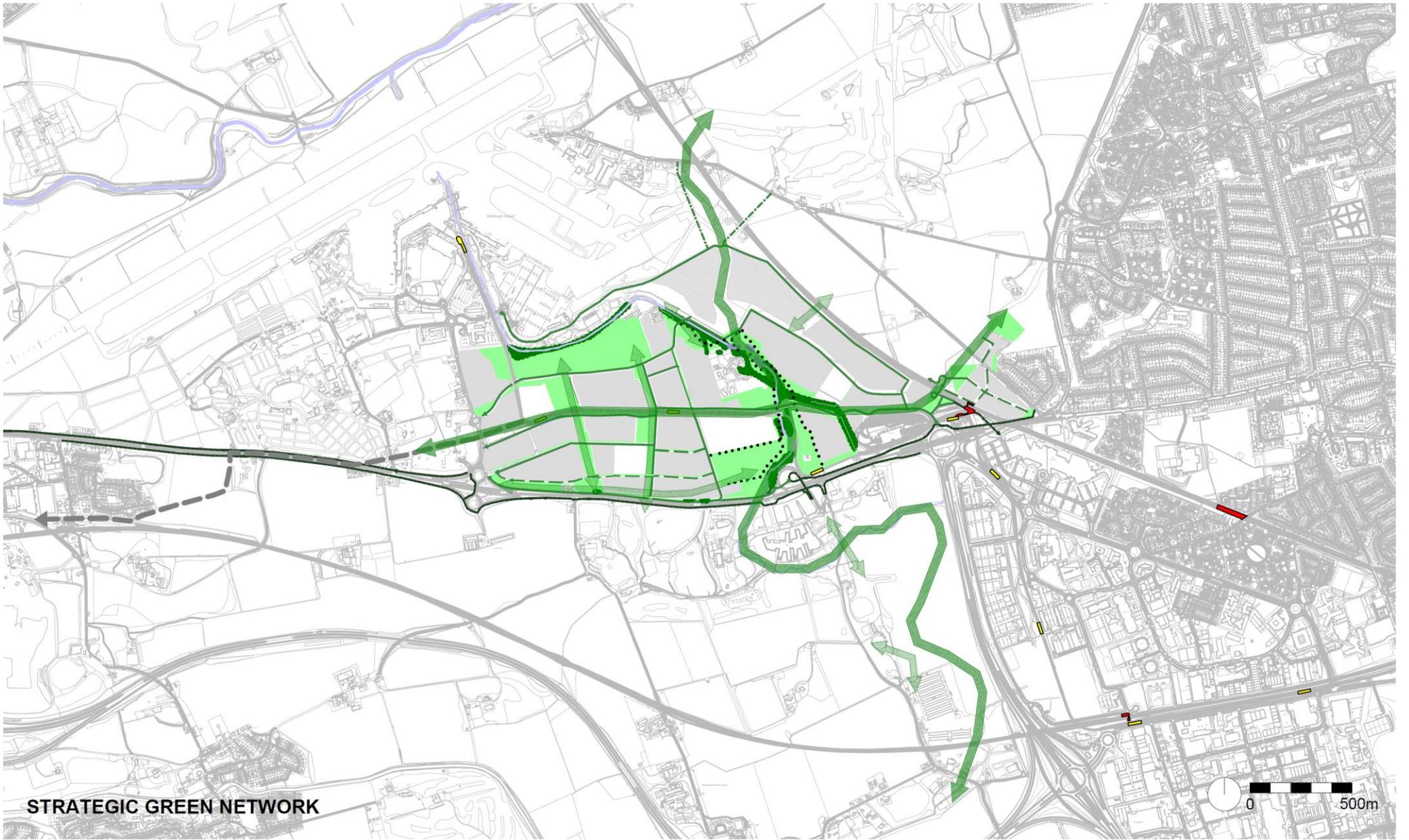


Figure 4 - Strategic Green Network

4.2 The Water Environment

The conveyance and management of surface water must be considered early in the design process of the Green Blue Network. This must accord with current flood regulations, Council policy and Edinburgh's Water Management Vision.

Surface water will be managed using SUDS and nature-based solutions integrating green and grey infrastructure with a presumption against gullies, tanking or surface water entering the sewage system.

All local level storm events up to the 1 in 30 years (+ climate change) shall be attenuated within plots, green streets, green corridors and green spaces using nature-based solutions including planted dry swales, SUDS trees and raingardens along the routes.

Landscape and roads within the development should be designed to convey exceedance flows caused by storm events up to 1 in 200 years (+ climate change) to greenspaces for attenuation and infiltration.

Greenspaces used for attenuation should provide attractive multifunctional basins avoiding over engineered design solutions. In limited circumstances, these could form part of usable open space. This will require a waiver

agreement with Scottish Water. Selected hard landscaped areas can also be designed to provide temporary attenuation.

Existing natural drainage features within the WEPFSM area shall be retained as part of development.

The Green Blue Network will allow water to move safely, preventing standing water, to reduce bird hazard risk to the Airport. (See 4.4.) Landscape features will be used to safely move the water above ground for reuse and dispersal during larger rainfall events.

Potential for harvesting surface water drained from raingardens and sports pitches for reuse in drought periods should be explored. Underground storage tanks are not encouraged.

Existing man-made drainage features within the WEPFSM area shall be carefully considered, retained and re-meandered in green routes/corridors.

4.3 The Gogar Burn

2 options are shown for the Gogar Burn.

These have been developed to show its potential re-routing or augmentations on its existing alignment to better allow the passage of fish and improve biodiversity. Dialogue is

expected to continue with the Key Agencies and the Airport on this. If it is concluded that one or other option is preferred, the WEPFSM could be updated. Authority to do this would be sought from the Council's Planning Committee.

Option 1 shows potential improvements along the existing route including the de-culverting of the burn at Castle Gogar. Option 2 shows a new route through the Airport land and land to the north. Delivery of the new route would provide flood alleviation capacity for up to 1 in 1000 year (+ climate change) and provide benefits for water quality. This has the potential to reduce flood risk to the Airport and the risk of standing water to the surrounding landscape.

If Option 2 proves undeliverable, it is expected that improvements to the existing route (as shown in Option 1), will come forward with development of adjacent sites and in conjunction with the Airport.

The presence of invasive Giant Hogweed is common along the Gogar Burn and requires co-ordinated removal.

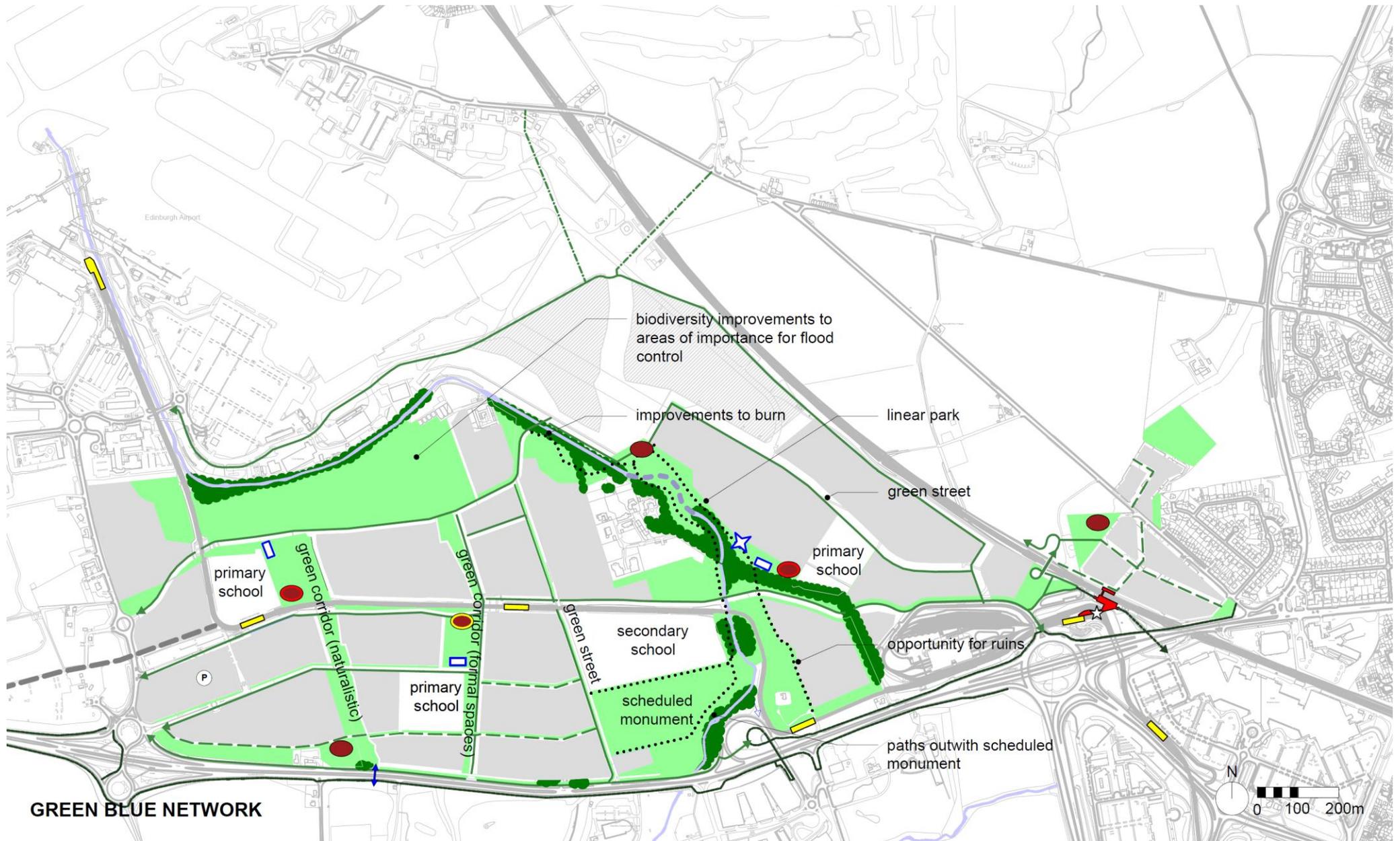


Figure 5: Green Blue Network

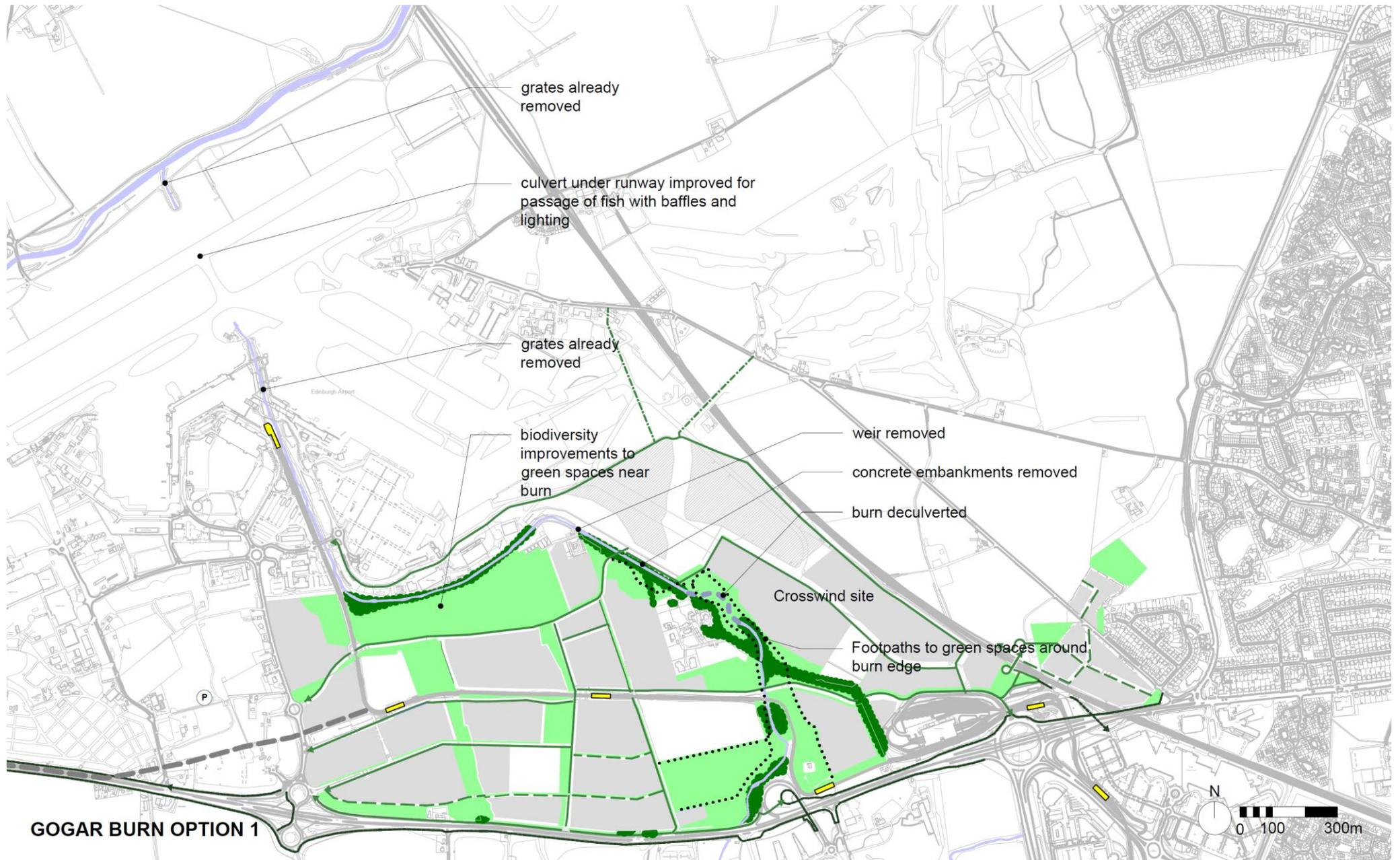
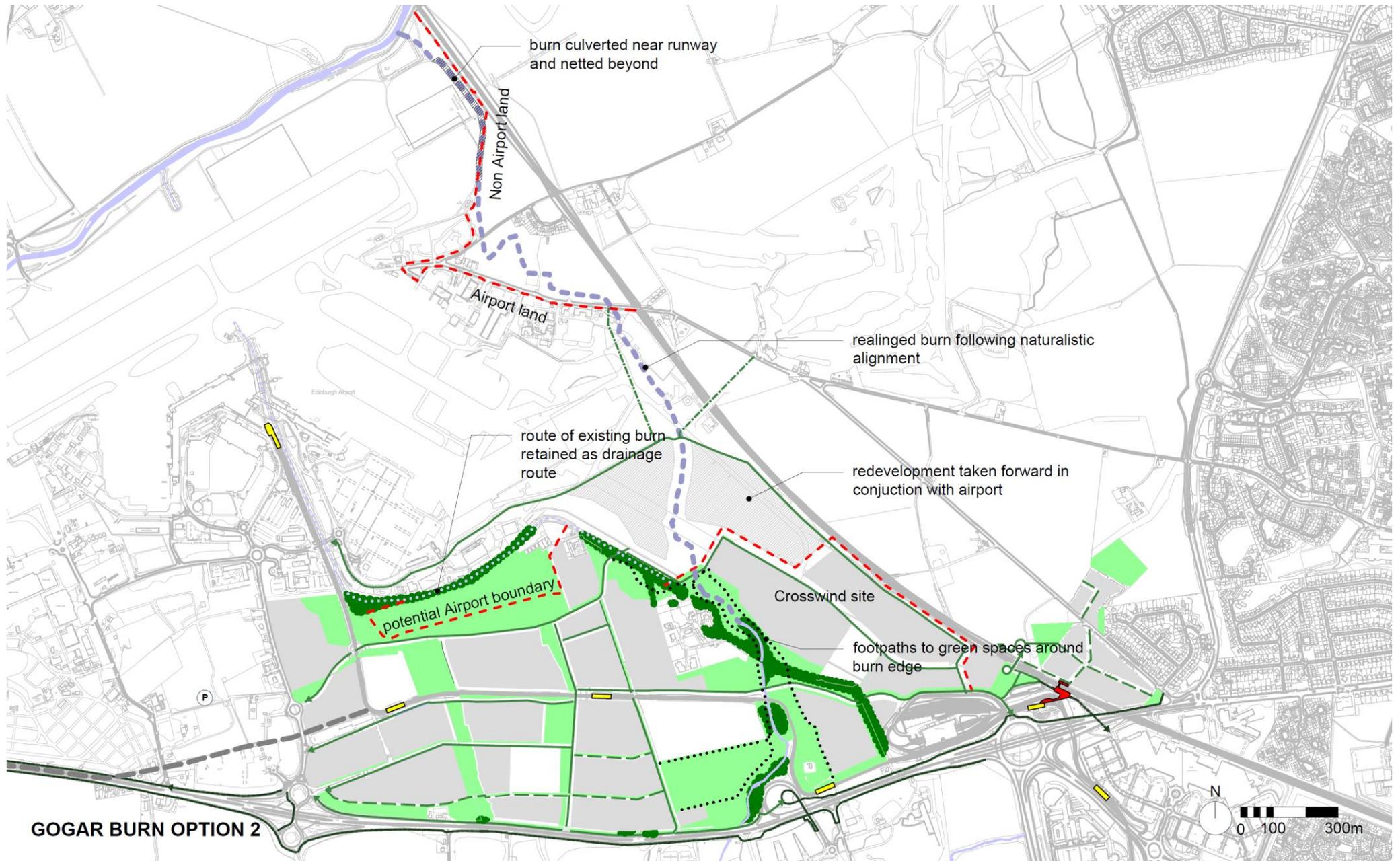


Figure 6: Blue Networks and Surface Water Management: Option 1



GOGAR BURN OPTION 2

Figure 7: Blue Networks and Surface Water Management: Option 2

4.4 Creating places for nature close to the Airport

Developing places to maximise opportunities for nature will be possible through careful and detailed landscape design but must be done in consultation with Airport Safeguarding.

All water attenuation features shall be designed to avoid holding standing water for more than 48 hours to deter birds in line with Airport safeguarding requirements.

Based on initial discussions with Airport Safeguarding, measures which may be acceptable include:

- Retaining natural features of ecological value and linking existing habitats at ground level.
- Containing an appropriate selection of trees, hedging, grassland and shrubs subject to agreed maintenance regimes to ensure the planting design does not attract hazard bird species.
- Planting appropriate trees but maintaining space between canopies.
- Maximise pollinators using native or sterile planting mixes which do not provide food for hazard bird species and ensure grass management systems are in place.
- Avoid all flat roofs, green roofs, blue roofs and any upstanding solar panel on roofs to avoid the habitats that attract hazard species e.g. gulls.

5 Strategic Open Space, Play and Recreation

5.1 Open Space Hierarchy

Development should accord with open space and play requirements of the Development Plan (including BGN-52-56) and the Council's Open Space Strategy.

Open space and green networks should form connections to adjacent parks and strategic Green Blue Network, e.g. new large parks now implemented as part of the West Craigs/Maybury development (Figure 5: Green Blue Network).

All Open Space within WEPFSM area should:

- Interconnect with other parks, the wider strategic Green Blue Network as part of an overall landscape framework, including green streets.
- Provide clear visual and actual connections with the wider green network for those walking wheeling and cycling, with parks being accessible for all users from multiple points and directions so access can be achieved from each of their main boundaries.

5.2 Large Parks

Large Parks should meet the Large Greenspace standards set in the Council's [Open Space Strategy](#). These should:

- Contain open areas and facilities that meet the needs of all people living in West Edinburgh (taking account of age, gender, disability) alongside more natural areas with greater planting that provide habitat value.
- Explore potential for renewable energy provision through ground source heat pumps.

To support the level of development proposed, it is expected that the WEPFSM area would include the following: -

- 1) Parkland focussed on the Gogar Burn, lying to the east of the Castle Gogar Estate, including land safeguard for a possible future realigned Gogar Burn.
- 2) Archaeological Park based on the Gogar Mains Scheduled Ancient Monument (SAM). Due to its heritage significance, the underlying landform must be retained with no groundworks. No trees can be planted on this space.
- 3) Linear green space – with a range of different types of spaces and facilities within it

which encourage a range of uses, e.g., sitting, playing, sport, skateboarding, with planting to support biodiversity, drainage and visual amenity.

4) North-western park located north-east of the Ingliston local centre and associated primary school.

5.3 Local Parks

It will be necessary to provide some local parks to supplement the network of large parks in addition to the green space shown on the Masterplan/ Park and Play Facilities maps. They should provide a range of character and function as per Large Parks, however it is recognised these will be of a smaller scale. Local Parks should meet Local Greenspace Standard set in the Council's [Open Space Strategy](#).

5.4 Play Spaces/Sports and Leisure Facilities

Play space should meet the requirements of the Play Access Standard in the Council's [Open Space Strategy](#).

A skatepark and Multi-Use Games Areas (MUGA) shall be provided as per Figure 9: Parks and Play Facilities. There should also be sports pitches/ courts and indoor leisure facilities available during evening and daytime

hours for both schools and community. This means some facilities will be needed both within and outwith schools.

5.5 Allotments and Community Gardens

The design of allotment sites should meet the standards set out in the Scottish Allotments Site Design Guide 2013.

5.6 Green Routes and streets

Green Routes within the Green Blue Network shall be wide enough to provide multi-functional benefits, including off-road segregated paths for walking, wheeling and cycling within a quieter, semi-natural green corridor that also benefits ecology and surface water management. All green routes within the WEPFSM area should seek to promote a continuous, connected off-road path network to facilitate recreation and safe routes, and should include circular walks and running routes.

Designs should take account of the perception and reality of safety for people and all footpaths and cycleways should be

illuminated.

Green Streets comprise urban streets with sufficient width to incorporate segregated active travel alongside a variety of green features and spaces such as trees, linear and pocket parks, play opportunities, gardens,

quiet seating areas and meeting places offering opportunities for SUDS features including raingardens and urban swales.

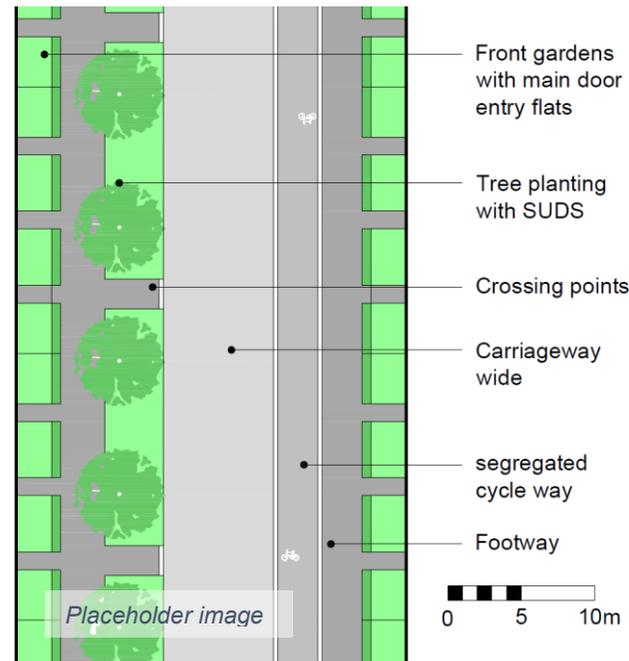


Figure 8 - Sketch showing potential green street

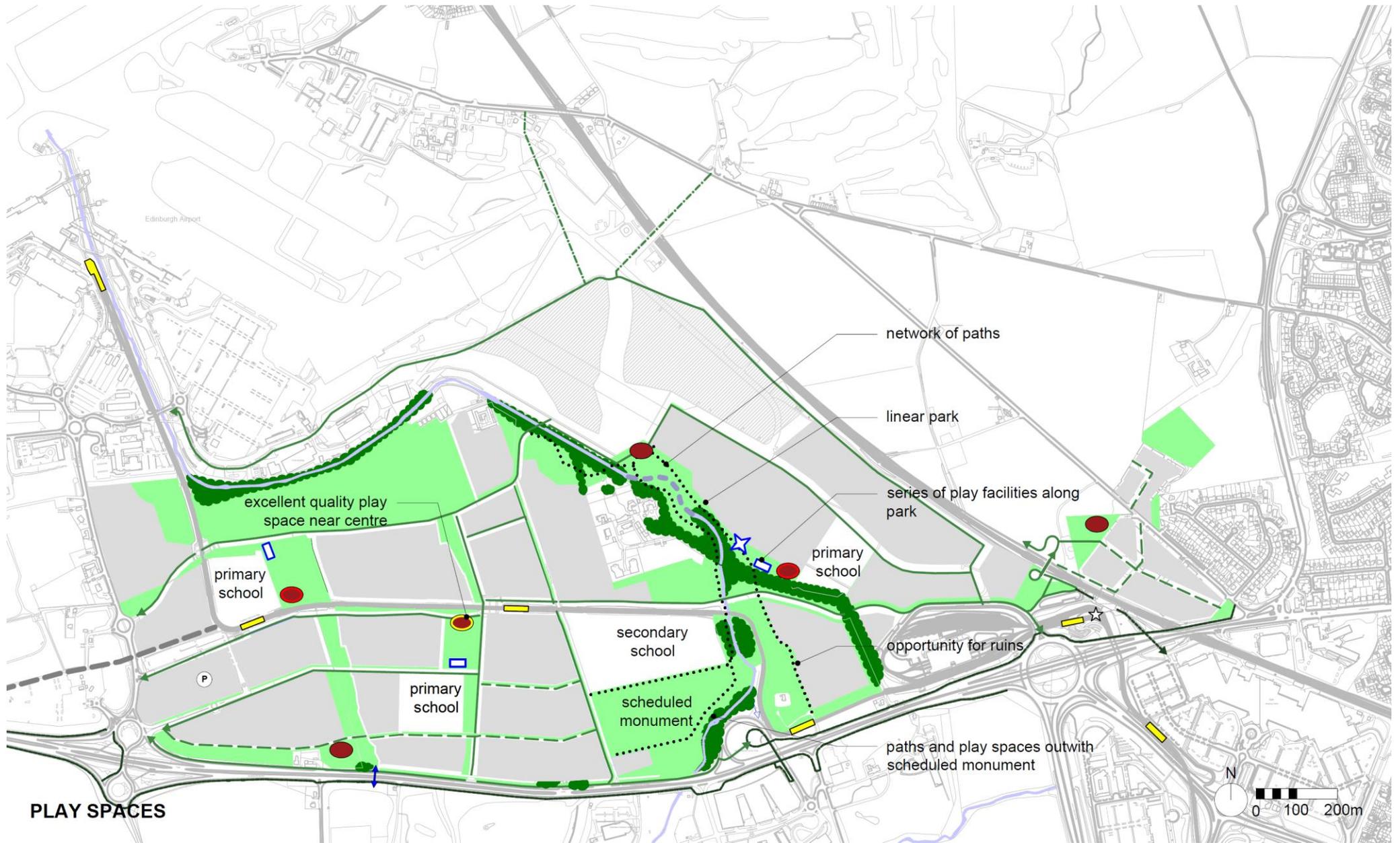


Figure 9: Parks and Play Facilities

6 Strategic Connections, Access and Movement, Parking

Development must adopt the transport hierarchy of the National Transport Strategy, NPF4, City Mobility Plan and City Plan 2030 to create successful places by minimising private car movements for all journey types, especially short, local ones.

Reducing the need to travel: Development should ensure that as many appropriate services as possible are provided within West Edinburgh, delivering the 20-Minute Neighbourhood concept and reducing the need to travel elsewhere.

Integration: All proposed active travel, public transport and road improvement measures must support the delivery and integration of the infrastructure emerging from the West Edinburgh Transport Improvement Programme study (WETIP). Infrastructure emerging from WETIP relates to the A89/A8 corridor. Key infrastructure improvements within the WEPFSM area shall be carried out by developers or secured through suitable conditions or legal agreements.

It is a key requirement that the sites within the WEPFSM area all connect together to create a single 'place'. Connectivity between the sites is essential as is maximising linkages to neighbouring areas (Figure 9).

6.1 Access

Strategic access into the WEPFSM area should be from Gogar Roundabout, Eastfield Road and potentially the A8 subject to detailed assessment. City Plan's provision for local access from the A8 would also provide options for opening up sites should the full strategic network not be available, for example if certain sites are delayed in commencing.

Key locations for a series of 'at grade' signalised crossings over the A8 should provide effective linkages with areas to the south including Redheughs Village and Edinburgh Park. Measures to 'calm' the A8 should be investigated including reducing the speed limit to 30 mph.

If access is to be provided from the A8 to the West Town site, the junction is required to provide the following:

- Excellent access for buses entering and exiting the site with bus lanes in proximity to traffic lights from the A8 and onto the A8 to enable buses to access the junction without being unduly caught in traffic.
- Toucan crossings over each carriageway with the crossing for the "missing link" cycle route designed so that it is a single crossing over the new road that would adjoin the A8.

6.2 Strategic East-West Routes

WEPFSM promotes east-west transport corridors including a 'Gogar Link Road' running from Gogar Roundabout to Eastfield Road, via Edinburgh Gateway and crossing the Gogar Burn via new bridge to the south of Castle Gogar.

A second corridor will serve the northern part of the WEPFSM area. This will comprise a link to the north of Castle Gogar over the burn to connect the Gogar Link Road to both the new Northern Link (see 6.4 below) and to the Gogar Roundabout via Crosswind.

A strategic active travel/public transport route will also run from the Dumbbells Roundabout via the Ingliston Park & Ride facility to connect to the Gogar Link Road.

6.3 North- South Routes – Gogar Mains Road

Preferred locations for new north-south primary and secondary routes must consider safe connections across the tram corridor along with all the factors listed above.

Gogar Mains Road will be retained and modified as a secondary north-south route linking residential areas across the tramline. A new junction will be required.

6.4 Northern Link

To ensure good public transport connectivity, a public transport route needs to be established over the railway at the north-east part of the site. This may be achievable over the existing railway bridge on Turnhouse Road or via a new bridge over the Edinburgh-Fife railway.

6.5 Airport Access Route

There is an option for a potential Airport access route which would include public transport; this is shown as being accessed from Gogar Roundabout/ Myreton Drive and running close to the railway line as indicated on the Masterplan map. This route would be considered in terms of broader transport requirements in the wider West Edinburgh and City context.

If cars are to use this road, this will only be supported if there are a range of measures provided which improve public transport to the airport and the WEPFSM area. These measures include provision of the northern link including agreement that public transport buses can traverse airport land as illustrated.

6.6 Public Transport

West Edinburgh has a baseline of public transport infrastructure – most notably Edinburgh Tram Line 1, Edinburgh Gateway Intermodal Station, Edinburgh Park rail station and Ingliston Park & Ride facility. Existing bus routes also pass through the area and

services are focused on the Airport, the A8 Corridor and West Lothian. However, strategic access and movement beyond the framework area is constrained by edges including dual carriageways, railways, and land uses with limited public access. Access to adjacent areas of the city, particularly Maybury and West Craigs to the north-east is restricted by:

- Limited active travel connections between the site and surrounding area.
- Proximity of active travel routes to heavy traffic and lack of continuity due to a fragmented network.

Additional capacity for public transport, principally buses, will be required to support the development of the WEPFSM area and complement the existing tram route, thus ensuring effective public transport connectivity to the rest of the city and seeking to establish sustainable travel habits from the outset of development.

Core Bus Routes through the WEPFSM area would be focussed upon the strategic east-west and north-south corridors. This should be further supplemented by a Northern Link over the railway to support delivery of the proposed Core Orbital Bus Route outlined in City Plan.

The public transport strategy outlined through WEPFSM has the potential to support and

facilitate a range of bus services across the Edinburgh City region, including established West Edinburgh communities, orbital routes to serve north and south Edinburgh and West Lothian (Figure 11).

Carriageways for buses should generally be a minimum of 7.5m wide.

6.7 Tram

Any works carried out near the tram must not adversely affect the operation of the tram. Some works may need to be done prior to the development of the wider site.

In relation to the tram, development needs to be designed so that:

- Trams are not required to operate at lower speeds than currently between the new West Town tram stop and existing stops as a lower speed may require additional trams to maintain the same levels of service. This means additional crossings over and above those already in place should be avoided.
- Sightlines are maintained from the tram.
- Pedestrians are not able to cross the tram other than at existing tram crossings or at tram stops. Where buildings, footways, cycleways or carriageways are fronting onto the tram, this is likely to require a new and robust 1200mm high fence to be installed along the length of the tram with beech hedge planting either side.

- Trees can shed significant amounts of leaves onto the tram tracks as these can cause operational, safety and maintenance issues. It is expected that trees will be set back from the tram lines and planted at centres not greater than 18m.
- Any levelling of ground or other changes in ground level do not impact on the tram track structure or ballast.

The existing ballast construction cannot be overlaid with soils and grass. If works are being carried out close to the tram, this may require the overhead cables to be switched off. This can only be done for a short period overnight when the tram is not in operation. Note that each switching off of the tram requires payment to the tram company.

6.8 Walking, Wheeling and Cycling

The proposed Green Blue Network shall work in tandem with the proposed vehicular routes. Off-road active travel routes would form part of the Green Blue Network (Figure 11: Public Transport and Active Travel Routes). A comprehensive wayfinding strategy should be incorporated across all sites. A cycle route parallel to the north of the A8 needs to be provided to connect the existing routes.

Footways on main streets should be a minimum of 3m wide. Segregated cycle ways should be a minimum of 3m wide.

6.9 Cross boundary connections for Active Travel and Green Routes

Green Routes are shown, including links with the strategic Green Blue Network in the following locations: -

- A8/Gogarstone Road – potential ‘at-grade’ crossing over the A8 to provide a link with Gogarstone Road (promote as a potential ‘Quiet Route’), open countryside and Ratho village.
- A8/Gogar Station Road – At-grade crossing over the A8 to provide a link between Castle Gogar Estate via the Gogar Burn corridor, Redheughs Village, open countryside and Riccarton Campus.
- Northern bridge link over the railway to Turnhouse Road – potential linkages to open countryside including Lennie Hill, Cammo Park Estate, River Almond valley and John Muir Way at Cramond Brig.
- Bridge over railway to link Edinburgh Gateway with Green Routes being implemented as part of West Craigs/Maybury development.

6.10 Parking Strategy

The parking strategy for development shall be based on the following:

- Parking levels for new housing should be no more than 25% provision, e.g. 1 space per 4 dwellings (including EV spaces).

- A potential Controlled Parking Zone
- Limited on-street parking provision with minimised visual impact and all spaces subject to adoption by the Council as Roads Authority.
- Restricted on-street parking provision for accessible parking, short stay parking, deliveries and uplift.
- Promote use of centralised parking facilities, e.g., multistorey.
- Only consider ‘in curtilage’ or front of curtilage parking in exceptional circumstances with any exceptional requirement limited to a single space per dwelling including integral garaging.
- Minimal use of courtyard and deck parking for residential and essential business users.
- Appropriate provision of cycle parking which should be more conveniently located than car parking all in line with Council guidance.
- For non-residential uses, Zone 1 parking standards would apply as outlined in the Council’s current Parking Standards.
- Any provision which exceeds these standards would need to be justified against net zero and Transport policies.

6.11 EV Charging Infrastructure

Given the timeframe in which the area will be developed, all residential and essential business parking spaces should be equipped with electric vehicle charging infrastructure

from the outset, supported by a dense network of public charging infrastructure. This will be considered alongside building standards requirements.

6.12 Key Strategic Transport Interventions
The table below highlights further some of the potential key transport interventions for the

WEPFSM area as identified in Table 8 of City Plan.

Intervention	Proposal	Relevant City Plan Proposals
Upgrading (dualling) of Eastfield Road and Dumbbells Roundabout improvements	Upgrading to enhance route capacity of principal vehicular route serving the Airport, whilst improving facilities for public transport, walking, wheeling and cycling through innovative street design. Initial proposal identified as part of the IBG Phase 1 application 15/05580/PPP – subject to call-in by Scottish Ministers.	WE22, WE23, WE24, WE24
Establishing a ‘Main Street’ and the Gogar Link Road	<p>An east-west transport corridor serving the WEPFSM area, to link Eastfield Road with Edinburgh Gateway and the Gogar Roundabout, this being needed to realise strategic transport objectives established through the WETA Refresh Study and City Plan 2030 Transport Appraisal.</p> <p>Route could serve as a strategic multi-modal route with access for general traffic, although may prioritise or be limited to public transport and active travel only. Route must prioritise direct east-west bus movements through the area supported by an additional public transport spur from Dumbbells/ Ingliston to the south-west.</p> <p>Route should be established within a green setting – as per Chapter 4, Green Blue Network with design adopting a range of characters along its route.</p> <p>Route would pass close to the Gogar Town Centre, although alignment should seek to minimise impact of through traffic within the Town Centre Plaza.</p> <p>A bridge crossing will be required over the Gogar Burn. Due to physical constraints this should be positioned to the south of Castle Gogar and the historic bridge. Design of this section must minimise impact to mature trees on the Castle Gogar Estate and setting of listed buildings.</p>	R4, WE18, WE27, WE28, BGN48

Intervention	Proposal	Relevant City Plan Proposals
Public transport/Active Travel route connecting Dumbbells to Gogar Link Road	This route will run from the Dumbbells Roundabout via the Ingliston Park and Ride facility to the Gogar Link Road.	WE 18, PT 4
Establishing a Northern East-West Access	<p>A secondary east-west transport corridor serving the northern part of the WEPFSM area, to link Eastfield Road with Edinburgh Gateway and the Gogar Roundabout via Crosswind. This would complement the 'Main Street' (Gogar Link Road) as referred to above. The route has the potential to provide secondary access to and from the Airport, including the Airport Freight Terminal.</p> <p>Street design should facilitate efficient east-west bus movement, with provision for walking, wheeling and cycling and general traffic.</p> <p>Delivery of this route would require an overbridge crossing over the existing Gogar Burn. Due to physical constraints, this should be positioned between Gogar Mains Farm and the Castle Gogar Estate.</p>	PT1, WE27, BGN48,
Northern Link	<p>Link forming a connection between the north of the WEPFSM area to Turnhouse Road/Craigs Road and the strategic Green Blue Network.</p> <p>This would prioritise public transport to facilitate the development of the Core Orbital Bus Corridor (PT1) with provision for walking, wheeling and cycling.</p> <p>Delivery of this route would require either a new overbridge spanning the Edinburgh-Fife railway or it could potentially link to the existing railway bridge on Turnhouse Road to the north.</p>	PT1, PT6, WE12, BGN48
A new Gogar Tram Stop	<p>To be located between existing Ingliston and Gogarburn tram stops, this would be designed as an integral part of the proposed Gogar Town Centre Plaza.</p> <p>Expected that design would utilise foundations and adjacent track crossings installed as part of original tram construction.</p>	PT1, WE12, WE30

Intervention	Proposal	Relevant City Plan Proposals
Potential Additional Access from A8	Potential for additional A8 access to assist in reducing speeds on the A8 whilst facilitating local access and development delivery. Careful consideration would be given for such additional access against the WEPFSM objectives.	As shown in Map 24 of City Plan
Crossing and Calming the A8	<p>Investigate measures to strengthen connections beyond the WEPFSM area including linkages across and measures to ‘calm’ the A8 dual carriageway – this supporting the delivery of 20-Minute Neighbourhoods and a strategic Green Blue Network. Measures may include a reduction of the speed limit from 40mph to 30mph. A series of ‘at grade’ crossings over the A8, to support walking, wheeling and cycling in the following locations should also be explored:</p> <ul style="list-style-type: none"> • Gogar Station Road – connections to Redheughs Village and Edinburgh Park • Gogarstone Road – connections to Ratho village • Maybury junction – connections between Turnhouse Road, The Gyle and Edinburgh Park • A8 Corridor – connections to Ratho Station, Newbridge and Kirkliston including off-road routes. 	WE5, WE6, WE7, WE11, WE31, BGN48
Gogar to Maybury additional eastbound traffic lane	This would provide additional capacity to provide bus movement along this congested route.	WE 5
Redheughs Village	<p>Potential development of a bus and active travel route through the site and through bus movement to Edinburgh Park.</p> <p>Explore potential for an ‘at grade’ crossing over the A8 at Gogar Station Road, as outlined above.</p>	PT5, ATPR 49, ATSG5, WE11, WE13, BGN48
Mobility Hubs	Seek to establish Mobility Hubs at principal arrival points to the area including Gogar Town Centre, Edinburgh Gateway and Ingliston. These should be developed in conjunction with the Council and service providers.	WE39, WE40



Figure 10: Strategic Connections

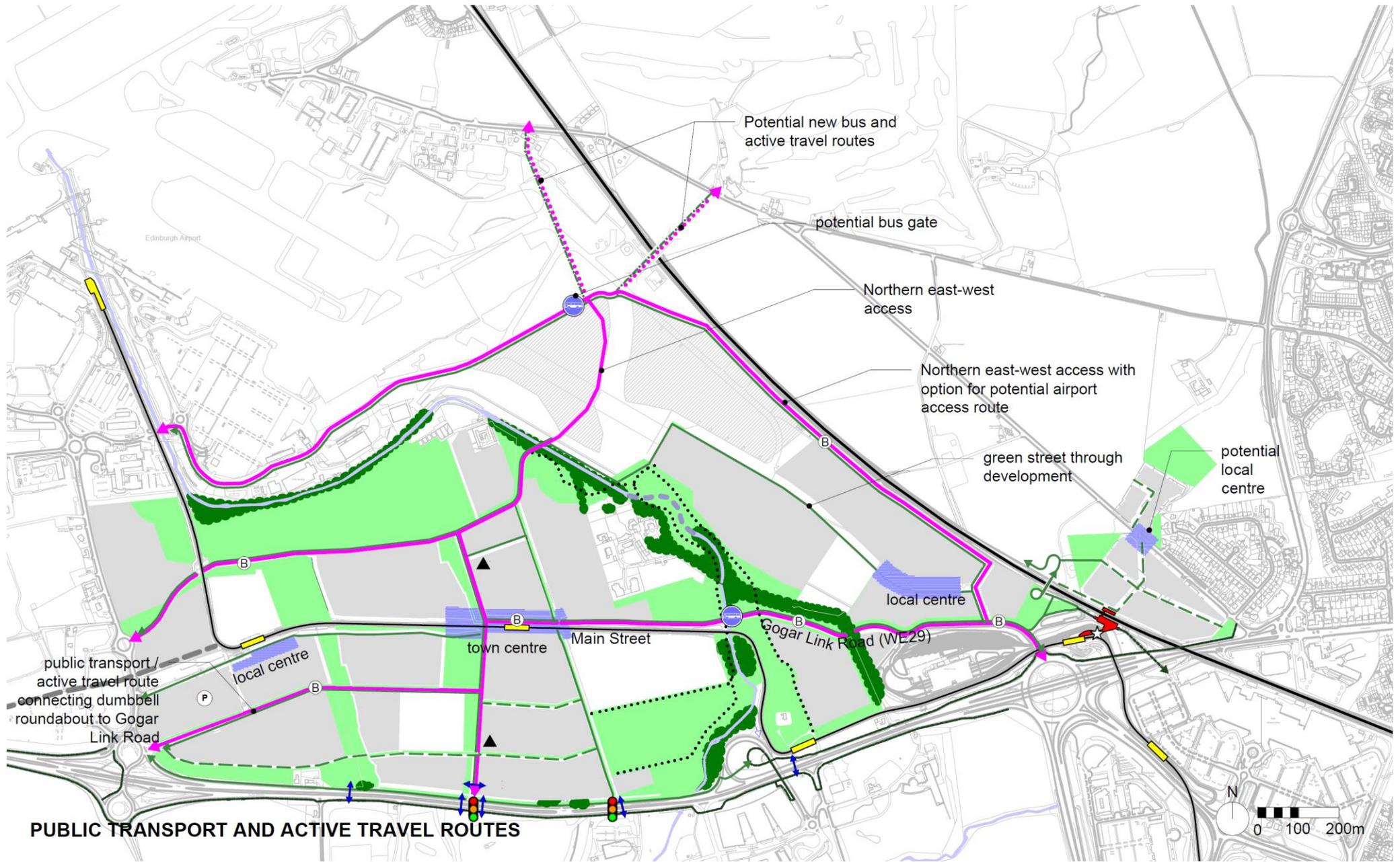


Figure 11: Public Transport and Active Travel Routes

7 Living Well Locally: Delivering 20-Minute Neighbourhoods

In order to achieve successful 20-Minute Neighbourhoods, a network of local centres with a suitable mix of uses must be provided alongside local and strategic connections.

7.1 A Network of Town and Local Centres

Each centre should comprise the following: -

- Gogar Town Centre – A well connected, centrally located plaza forming a major civic destination and community hub. This would be focussed upon the green routes/corridors and active travel intersections and the proposed tram stop with principal east-west bus routes located in the vicinity. Potential to incorporate a Mobility Hub.
- Ingliston Local Centre – A bustling urban square focussed on the green routes/corridors and active travel intersections and the Ingliston tram stop, characterised by strong urban forms, active streets and green routes/corridors. This area would be distinct from the Gogar Town Centre, located 650 metres to the east. Potential to create a Mobility Hub.
- Crosswind Local Centre – A bold civic gateway into West Edinburgh accessed via the green network and focussed upon an established rail/tram hub, providing

connections to the city centre and the wider region. A new urban plaza would be formed to the north of the existing station offering a focus for commercial and leisure development. Potential to incorporate a Mobility Hub.

- Turnhouse Road (H59) – There is an opportunity for a small local centre at this site.

Ground floor uses within the town and local centres should comprise active frontages offering a mix of retail, multi-functional business space with opportunities for community-based activities. Each town centre should be of high-quality public realm and incorporate distinctive/placemaking public art.

7.2 Residential Uses (Use Classes 8, 9, Sui Generis – Flatted development)

The delivery of residential uses must be approached as part of a mixed-use development primarily based upon a high and medium density model, which achieves a vertical mix of uses to integrate residential with business and employment.

Development should promote a range of housing options and tenures, to create

housing diversity and a mixed community with the ability to age in place.

7.3 Retail, Business and Commercial Floorspace (Use Classes 1a, 3, 4, 7)

The delivery of retail floorspace must address relevant Development Plan policies and be focussed within proposed town and local centres. However, the development of such uses should be approached organically to allow for the delivery of a range of unit and floorspace types with a focus on units suitable for a range of smaller, independent, start-up businesses and third sector uses.

It is expected that the principal focus of town and local centres is likely to be towards Class 1a (Shops, and financial, professional and other services), Class 3 (Food & drink) and Class 4 (Business uses); these should be vertically integrated as part of mixed-use development. These areas may also present opportunities for the development of office, studio and workshop spaces at street level; offering the potential to support creative industries, low key manufacturing processes and storage/distribution if compatible with adjacent residential properties.

In order to ensure adequate town and local centre floor space is provided, meanwhile uses should be considered for early phases of development.

Single storey mono-uses will not be supported.

7.4 Industrial Uses (Use Classes 5, 6)

The nature and range of activities/operations permitted will mean these uses are likely to require physical separation from nearby residential uses. It is expected that such uses would be concentrated in the northern edge of the WEPFSM area. It is also intended this area would provide separation with the Airport offering potential for green blue infrastructure, SUDS, flood attenuation, open space, playing fields and green blue infrastructure.

7.5 Education, Community facilities (Use Classes 10, 11)

Schools in the surrounding area do not have capacity for the children that will arise from the development. Therefore, new schools will be required.

A High School site of 5.2 ha and three primary school sites, each greater than 2 ha, are shown. It is expected that two sites will be non-denominational primary schools to accommodate three streams of classes (21 classes) and a further primary school site will accommodate a two-stream (14 classes)

denominational primary school alongside a two-stream non-denominational primary school. Each primary school will also incorporate early learning and childcare places.

Education infrastructure needs to be in place for the children arising from initial phases of development. It is expected that developers will work with the Council on a delivery plan for this prior to planning permission in principle being granted. Education infrastructure needs to be deliverable and fully funded by developers and until these guarantees are in place, housing numbers will be restricted. If new schools are to be provided on a site by site basis (see section 9.4 for the circumstances that would trigger this) additional schools and school sites will be needed.

The location of schools follows the principles of delivering 20-Minute Neighbourhoods by ensuring all schools are located immediately adjacent to generous greenspace, play facilities and Multi-Use Games Areas (MUGAs) (Figure 12: Education Infrastructure).

Community facilities should be provided to support the development of 20-Minute Neighbourhoods. Such facilities should include health and social care, lifelong learning, sports pitches/ courts, indoor leisure facilities, cultural

venues and workspace. Some of these facilities can be located within or near to schools.

The delivery of flexible spaces outside of the High School, for example in the town and local centres, is also important to achieve a greater level and wider spread of leisure, workspace and community activities.

7.6 Health Care Provision

In line with the City Plan requirements, health care provision (GP practice(s)) will be required, and the necessary spaces identified. The nature and extent of this is to be finalised, however, it shall be of a level necessary to fully serve the required communities. Cumulative contributions from development are likely to be required. This should be co-located with other development e.g., with schools.

7.7 Edinburgh Airport

It is expected that the lands occupying the northern part of the WEPFSM area will remain closely associated with the operation of Edinburgh Airport, although the Proposed City Plan and WEPFSM also recognise the importance of this area in delivering strategic connections and supporting the development of the strategic Green Blue Network.

This area could potentially support business and activities closely related to the operation

of the Airport including Class 5 (Storage and distribution), Class 6 (General industrial) and Class 4 (Business). The physical separation of such uses from residential could be achieved through green blue infrastructure.

Images to be inserted to show 20 minute principles eg – high quality mixed use development

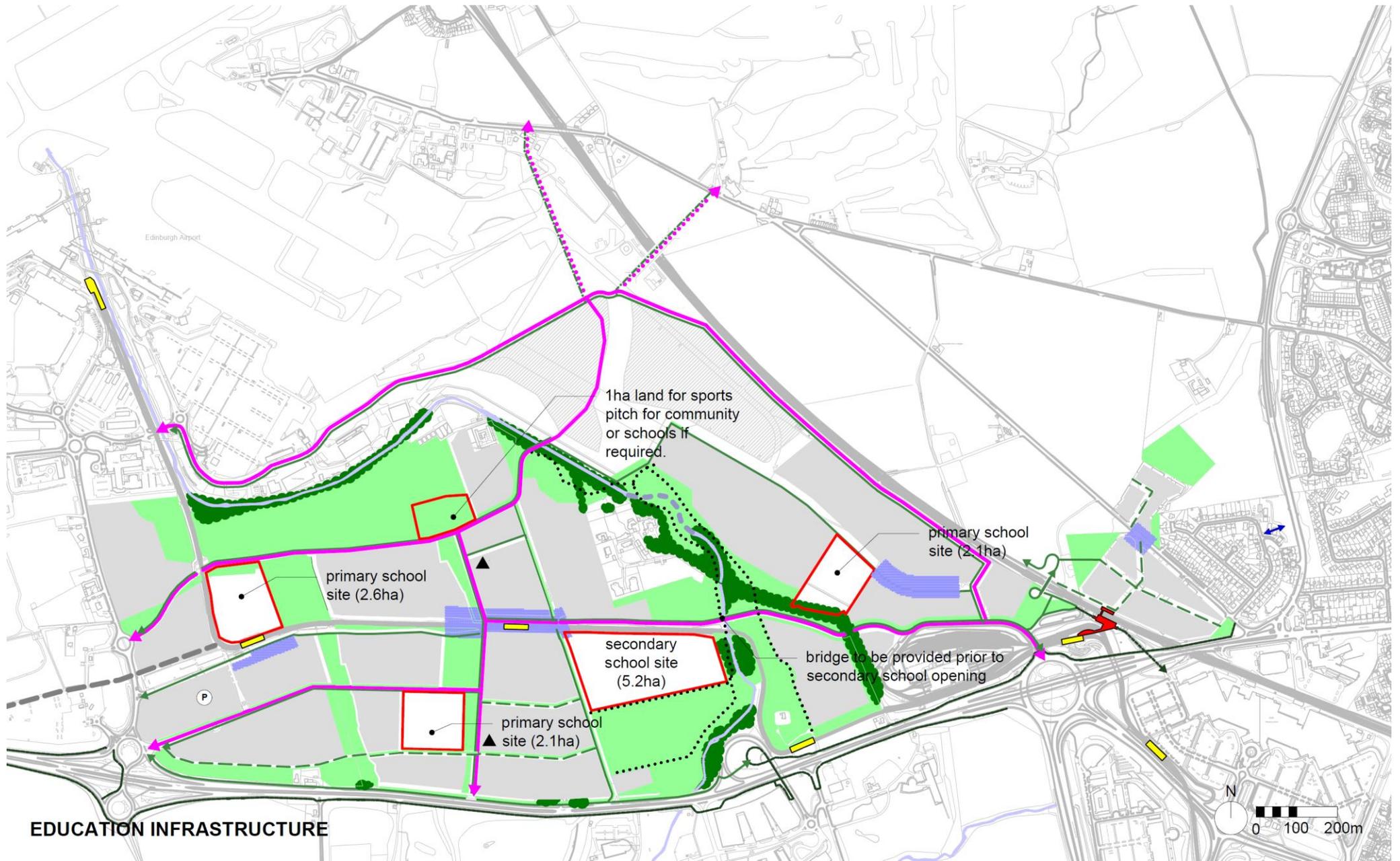


Figure 12: Education Infrastructure

8 Creating a Distinctive Place

8.1 Character Areas

Each of the areas within West Edinburgh should have a strong sense of identity and character. This should be achieved through street design, use of open space, building types (e.g., tenements, colony housing, mews), architectural design, integration of planting and SUDS features, and uses, particularly at ground level. Integration of views to features such as the Pentland Hills, the city, the air traffic control tower and the Forth Bridges can add to the sense of place and legibility.

There is capacity in the site to have some higher buildings particularly where these are located to enhance views – for example along streets.

8.2 Urban Structure, Key Frontages and security

Development should be based around urban perimeter blocks, to create an appropriate urban character and high densities within a strong landscape setting. This must be supported by a clearly defined hierarchy of streets and open spaces, these being critical to establishing the identity of a place, also greatly influencing the way in which space can be used by people.

WEPFSM seeks to promote a hierarchy of frontages with distinct approaches to primary and secondary frontages: -

- Primary frontages should respond to key urban anchors such as large greenspaces and key active travel routes.
- Secondary frontages should address the local streets and be distinct from primary frontages. Private threshold spaces, such as garden or terrace should be incorporated for residential uses. All residential properties should feature a principal entrance opening to the street.

Active ground floor uses and principal living areas should be clearly articulated on building facades to generate activity to the street.

All street frontages must provide a clear delineation between public and private areas.

Dead frontages must be avoided, particularly where these are onto key routes and spaces. There should be high degree of passive surveillance with front doors onto all routes and spaces. Permeability should not be at the expense of secure design.

Ground floor flats should have main door access (i.e., not off common stairs).

Where front gardens are provided, these should be designed to support use by residents and include good quality planting. These should have a clear delineation between public and private.

8.3 Density, Heights and Massing

Density, heights and massing should ensure that development across the area has an urban feel, pleasant streets and people centred spaces.

Building heights should vary across each block and individual frontages should create a varied roofscape and respond to sloping topography, character areas, uses, key views and gateways. The development of an entire block to a consistent height should be avoided.

Increased heights and massing should be focussed on town and local centres, key gateways and strategic routes.

'Accents' may be used to create distinctive townscape at visually prominent locations. These could be expressed through a localised increase in heights and architectural detailing.

A downward massing should be considered at the edges of the WEPFSM area, particularly where interfacing with established development of a lower scale.

Taller buildings may require visual mitigation to ensure effective integration into the landscape setting of the city. Measures may include the use of darker, non-reflective finishes.

8.4 Roofscape and airport safeguarding

There is a general presumption against the use of flat roofs and green roofs. This is to address airport safeguarding concerns regarding roosting birds. Airport Safeguarding should also be consulted to ensure the height, form, massing, architectural detail, and overall character of development does not excessively raise safeguarding risks.

8.5 Housing Typologies

Development should include a range of housing typologies and tenures to create housing diversity and address NPF4 Policy 16 Quality Homes and City Plan housing policy requirements. This includes creating mixed communities and delivering affordable housing in line with Council policy and guidance. This applies to individual development plots to ensure that balanced mixed communities are created.

Housing mix and design approaches should respond to differing needs to residents, including families, older people and those with special needs as well as the immediate site context and citywide housing policy objectives.

The WEPFSM advocates the following housing typologies, to achieve a high and medium density model, being closely informed by the proposed network of Character Areas, town and local centres, site context and citywide housing policy objectives: -

- Townhouses, terraced or colony style housing, low rise flatted blocks, specialist living accommodation.
- Medium rise flatted blocks generally comparable to a traditional Edinburgh tenemental scale, with opportunities for the vertical integration of mixed uses.
- Larger flatted blocks, which could also present opportunities for the vertical integration of mixed uses including commercial office or hotel accommodation.

8.6 Residential Amenity

To provide future residents with high levels of amenity, the scale, height, siting, orientation and design of built form, streets and open spaces should be carefully planned in respect of micro-climate to maximise sunlight and daylight whilst minimising overshadowing from surrounding urban form.

Housing typologies should avoid single-aspect homes and seek to maximise opportunities for natural ventilation, light and social interaction between neighbours.

All housing should provide residents with private or shared amenity space with clearly defined boundaries between public and private space.

9 Infrastructure First, Delivery and Phasing

9.1 Phasing and Delivery of Development

Development will be supported where there is sufficient infrastructure capacity already available, or it can be delivered at the appropriate time or where the development delivers the infrastructure necessary to mitigate any negative impacts. This should be secured by legal agreement. Where, by the nature of the infrastructure, it cannot be delivered by the developer directly, developer contributions will be sought.

To deliver a cohesive place that serves its community in line with Infrastructure First and 20-Minute Neighbourhood principles from an early stage, the initial focus for development should be to establish strategic connections and key infrastructure and the network of town/local centres as identified through the WEPFSM.

However, the complexity around these issues and the interdependencies between the various landholdings which form the WEPFSM area are recognised by the Council.

Figure 13 - Infrastructure identifies key, strategic infrastructure, with the table setting out the stage of development when this is required.

Planning applications should be supported by Masterplans and Phasing Plans as appropriate to the scale of development that show how and when infrastructure and connections between individual landholdings are to be delivered in line with the WEPFSM and City Plan.

Key infrastructure includes: -

- Transport
- Green Blue infrastructure including Open Space, SUDS and the Gogar Burn
- Education
- Community facilities including health care

Proposals will be required to deliver and/or to contribute to infrastructure provision, where relevant and necessary to mitigate any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of development.

Infrastructure needs to be delivered at the right time in order not to delay development. The Council will normally secure its delivery as part of planning permission using conditions including “Grampian” conditions. Where there are cumulative infrastructure requirements, these will be secured through planning

obligations in accordance with development plan policy and guidance.

Public funding may also be utilised where required.

The Council will consider using Compulsory Purchase Order (CPO) powers should it not be possible to secure agreement between parties in relation to the delivery of infrastructure. However, it should be noted that a CPO is a lengthy process that may delay delivery of development.

The Council shall publish Developer Contributions guidance setting out the extent and nature of contribution zones for different infrastructure types. It will also detail the rate of contributions within these zones and the associated methodology for calculating these.

City Plan’s Action Programme sets out further details on key infrastructure proposals and their delivery. This will be kept up to date with contemporary information as it emerges, including in respect of the Report of Examination of City Plan.

9.2 Transport

The City Plan Transport Assessment (TA) considers interventions, mitigation and new infrastructure to support the levels of development proposed in West Edinburgh reflecting the WETA work and WETIP (West Edinburgh Transport Improvement Programme).

Where transport infrastructure is required because of development and can be delivered by the applicant, this is the Council's preferred option.

For other strategic infrastructure, however, a cumulative Transport Contributions Zone will be applied to address area wide transport interventions identified through the TA.

Strategic transport infrastructure including active travel links, public transport connections, streets and public realm will be crucial to ensure sustainable travel options, 20-Minute Neighbourhoods and ensuring effective connectivity to key destinations at early stages of development to establish sustainable travel habits.

All development should be within a 5-minute walk (400 metres) of an operational bus stop and be close to strategic active travel routes from the outset of development.

All development should be supported by an operational vehicular connection to a primary access route. These would include Eastfield Road, the Gogar Link Road or Northern East-West Access Road.

9.3 Green Blue infrastructure

The early provision of green blue infrastructure will be central in establishing a high-quality place. This infrastructure is to be delivered by the developer alongside the corresponding development so it is in place for the first phases of development.

Green blue infrastructure includes all elements of landscaping and open space ranging from public realm, civic and green spaces, strategic landscape and SUDS infrastructure.

9.4 Education

Education infrastructure and safe access to this needs to be in place for the children arising from initial phases of development. The sites for education infrastructure are to be transferred upon commencement of corresponding development sites.

The Council will design and build schools, with funding to be secured through developer contributions.

If residential sites come forward with larger dwelling numbers, types and/or sizes - or on a

timescale differing from what has been indicated by land interests and Council expectations - then additional new schools may be needed on a site by site basis to address this.

The sizes of school sites shown are based on assumptions for house and flat sizes. These assumptions generate lower numbers of pupils than the proposed City Plan assumptions. These may vary depending on eventual dwelling mix proposed by developers.

School sites need to be remediated and serviced in order to meet the deadlines in the table below.

9.5 Health care

Proposed City Plan, section 3.61 states that developer contributions to deliver health care provision are required to support the level of development outlined within West Edinburgh. Contributions will be applied through a cumulative contributions zone on the conclusions of the Council's Health Care Appraisal.

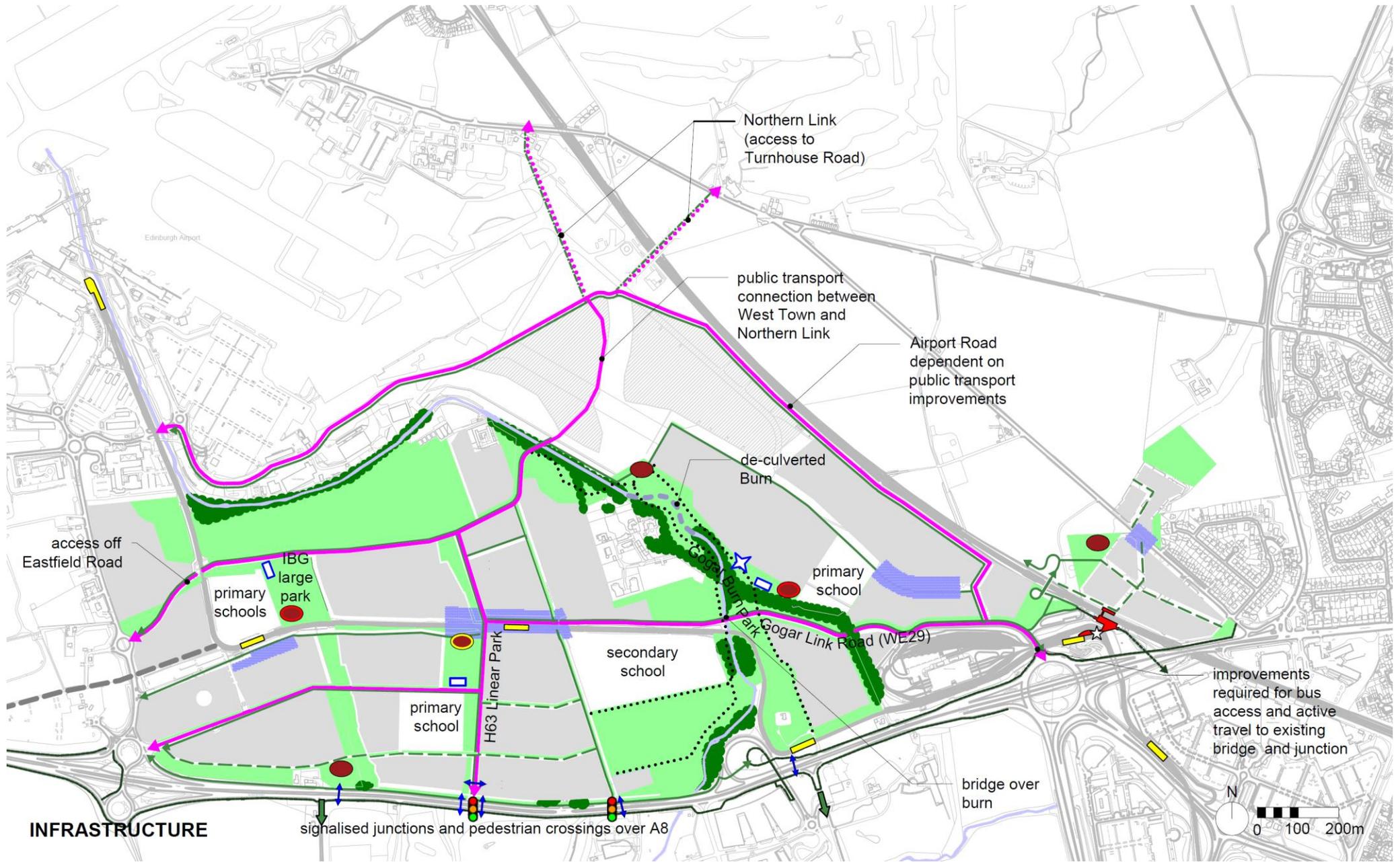


Figure 13 - Infrastructure

9.6 Summary

The following table sets out some of the key infrastructure phasing requirements.

Strategic infrastructure component	When is infrastructure required and the basis for this
New 1200 pupil West Edinburgh High School with associated facilities	<p>The school site to be transferred immediately upon commencement of development at H63. The Council will then seek to deliver the school within 4 years.</p> <p>The school is needed to accommodate secondary school pupils from all sites in the WEPFSM area and provide key associated leisure, community, health and social care facilities.</p>
Primary School and nursery provision	<p>A primary school site shall be transferred to the Council immediately upon commencement of development at H63 or H61 (whichever commences sooner). This Council will seek to deliver this first primary school within 4 years of this date to provide primary school and nursery provision to serve the earlier phases of development across the overall WEPFSM area.</p> <p>Land for the remaining primary school sites shall be transferred at the point a third of the residential units are delivered on these respective sites so that the Council can seek to deliver those schools in a 4-year timeframe and have the full extent primary school and nursery provision in place to serve the full extent of the WEPFSM development over the long term.</p>
Gogar Link Road and the East-West Active Travel Link	<p>Both the Gogar Link Road and East-West Active Travel Link must be provided to serve development either side of the Gogar Burn. When development is underway on both sides of the burn, in any of the sites (H61, H62 or H63), the Gogar Link Road including a bridge over the Gogar Burn shall be completed within 3 years of the commencement of the second of those developments or in the event that H61 and H62 commence in advance of H63, within 3 years of the commencement of the development of H63. The Gogar Link Road including bridge also needs to be in place prior to the occupation of the secondary school.</p>

Strategic infrastructure component	When is infrastructure required and the basis for this
	<p>In addition, in any one of those sites (H61, H62 or H63), no dwelling shall be occupied where the Gogar Link Road including a bridge over the Gogar Burn has not been completed and 50% of the total dwellings granted planning permission for any one of those sites is completed and have Building Standards Completion Certificate accepted.</p> <p>This is needed to allow public transport and active travel between the two main halves of the WEPFSM area. This will ensure residents across the WEPFSM area have direct, safe access to key school and community facilities. Certain facilities such as the High School will exist in H63 west of the Gogar Burn and will require a new link and bridge over the burn to enable safe direct access to this for the circa 4500 residents of H59-62. It also necessary to allow safe, direct travel for the residents of H63 to access key destinations to the east such as Edinburgh Gateway and the new Crosswind local centre.</p>
<p>H63 Linear Park H61 Gogar Burn Park IBG Phase 1 Large Park</p>	<p>It may be several years for large development sites to be fully completed and so the earlier provision of nearby open space and play facilities is important to meet the needs the residents of the early phases of these developments.</p> <p>Details of these large open spaces require to be submitted and approved or granted planning permission. These parks and the play facilities within them must be provided prior to completion of a quarter of residential units within their overall respective development sites (i.e., H63, H61 and IBG Phase 1).</p>
<p>Northern Link</p>	<p>This is critical to provide network resilience and to allow new orbital bus connections. Finalisation and delivery of this proposal requires collaboration with multiple stakeholders, including Edinburgh Airport, and cumulative developer contributions toward the Northern Link shall be required from all sites within the WEPFSM area.</p> <p>Work on delivery of finalised Northern Link proposal shall be led by the Council and take place at the point half the units are completed across the overall WEPFSM area.</p>

Strategic infrastructure component	When is infrastructure required and the basis for this
Northern east-west access and connection to the Northern Link and Gogar Roundabout via Crosswind	<p>A northern east-west access is important to provide a link to the north of Castle Gogar over the burn to connect the Gogar Link Road with both the Northern Link and to the Gogar Roundabout via Crosswind.</p> <p>This access shall be provided prior to the delivery of the Northern Link.</p>

APPENDIX 2

CONTEXT INFORMATION

For
West Edinburgh Placemaking Framework and Strategic Masterplan
19 December 2023



Figure 1 (Collective Architecture)

1 CONTEXT INFORMATION – Understanding the Framework Area

1.1 The West Edinburgh Context

This document should be read in conjunction with the West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM). This document provides an overview of the context.

Forming the western periphery of the city, the character of large swathes of West Edinburgh remains predominantly rural, interspersed with suburban villages to the west and south-west including Newbridge, Kirkliston, Ratho and Ratho Station (Figure 2).

Edinburgh Airport, the Royal Highland Showground, RBS Gogarburn Headquarters and Riccarton Campus represent major established uses and employment sites. Edinburgh Park and The Gyle has also formed a focus for business development since the 1990s, with significant mixed-use development now proposed for Edinburgh Park South.

West Edinburgh has also seen major investment in public transport over the past two decades including the development of Tram Line 1 linking the City Centre with the Airport, rail stations at Edinburgh Park and Edinburgh Gateway and the Ingliston Park and Ride facility and enhanced orbital bus services.

West Edinburgh Context



Figure 2: West Edinburgh Context Aerial View

1.2 The WEPFSM Area

The primary focus of the WEPFSM is the land identified in City Plan 2030 Policy 16 and Map 24 and its hinterland. The area, lying to the north of the A8 Glasgow Road, is 190 hectares and extends from Eastfield Road in the west to Maybury junction in the east, with Edinburgh Airport and Turnhouse Road to the north (Figure 3). The site includes disused airport land/airport operational land as well as some greenfield land.

Proposed City Plan 2030 Policy 16 promotes a focus on housing-led, high-density development but that this should also contain a mix of uses in recognition of the area still being an Area of Economic Importance in City Plan. The overall potential for housing is

estimated at around 10,950 residential units. These include: -

- H59 – Saica Packaging, Turnhouse Road (1,000 units)
- H60 – West Craigs Industrial Estate (formerly West Craigs Quarry), Turnhouse Road (200 units)
- H61 – Crosswind (former Airport runway) (2,500 units)
- H62 – Land adjacent to Edinburgh Gateway (lying east of the Gogar Burn), Glasgow Road (250 units)
- H63 – Edinburgh 205 (land between IBG Phase 1 and Castle Gogar Estate, lying west of the Gogar Burn) (7,000 units)

- IBG Phase 1 (land to the east of Eastfield Road)

An application for planning permission in principle (PPP) relating to the IBG Phase 1 area (Reference:15/05580/PPP) is currently the subject to call-in by Scottish Ministers.

Place Policy 16 also identifies an area to the north-west of the Crosswind site as having potential for development as it contains the now decommissioned runway within the operational area of Edinburgh Airport. This area is important for realising transport connections shown in City Plan, including a potential secondary access to the Airport.

Local plan designations

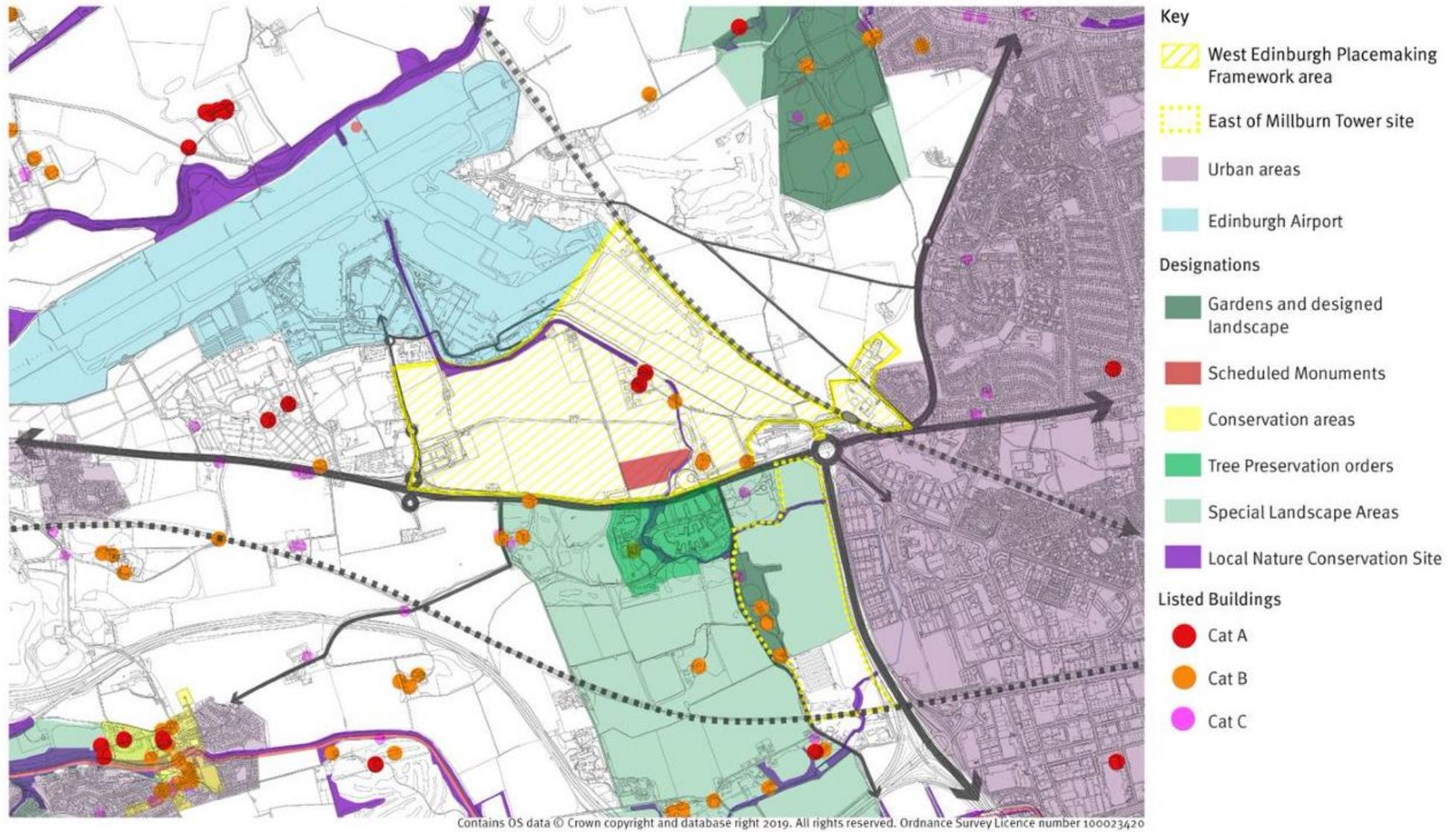
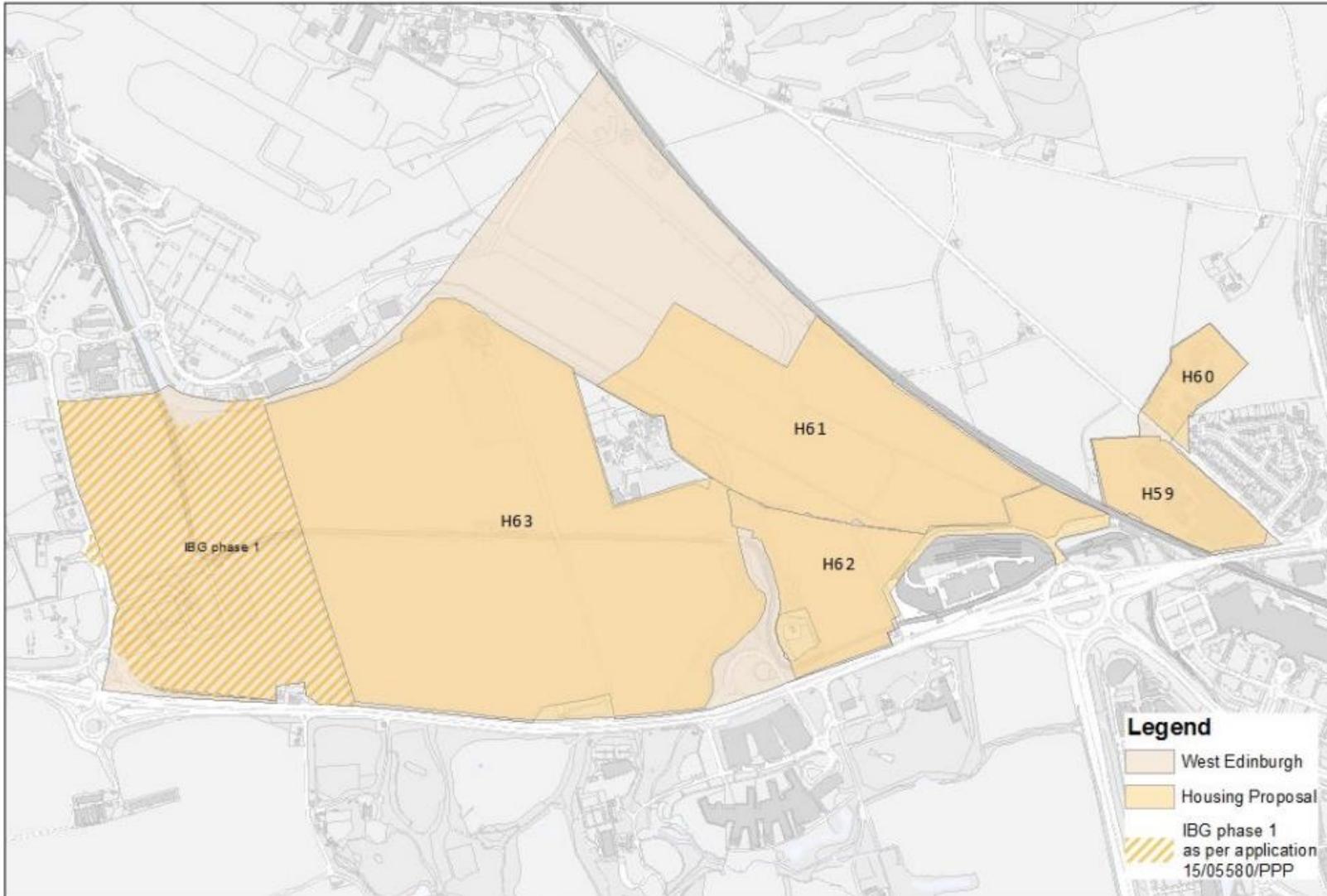


Figure 3: Local Plan Designations - **Note – Map to be updated to show Tree Preservation Order.**



Map 25 West Edinburgh housing sites

Figure 4 West Edinburgh Housing Sites

1.3 KEY ISSUES

1.4 Strategic Connectivity

In terms of road infrastructure, West Edinburgh is primarily served by the A8/A89 corridor, which provides links between the City Centre, A720 City Bypass, Edinburgh Airport, and the motorway network.

There has been significant public transport investment over the past decade including the development of Edinburgh Tram Line 1 and Edinburgh Gateway Intermodal Station. These provide key transport infrastructure in advance of future development.

However, in terms of active travel and public transport connectivity, large parts of the WEPFSM area are weakly connected to their hinterland and the wider city. This, in part, is due to the presence of significant edges which bound the WEPFSM area, including dual carriageways and major traffic intersections, the Edinburgh-Fife railway and adjacent pattern of uses including the Airport where access is restricted.

The delivery of sustainable transport infrastructure from the outset of development will be critical to the development of the WEPFSM area. Transport interventions to support the development proposed has been extensively considered as part of the West Edinburgh Transport Appraisal (WETA) Study

2016 and Transport Appraisal prepared as part of City Plan 2030.

Key transport infrastructure will include the development of a 'Gogar Link Road', linking Eastfield Road with Edinburgh Gateway and the Gogar Roundabout, with this supported by measures to enhance east-west bus movement across the area with an extensive active travel network.

The West Edinburgh Transport Improvement Programme (WETIP) currently being led by the Council is seeking to deliver a range of enhancement measures as part of the Edinburgh and South East Scotland Region City Region Deal, with a particular focus on public transport and active travel along the A8/A89 corridor.

These issues are further considered as part of Chapter 6 of the WEPFSM.

WEPFSM will consider the relationships and strategic connectivity with adjacent areas, as outlined below, and identify measures to address issues of severance created by major edges. Where possible, new linkages should seek to reinforce connectivity via the strategic Green Blue Network.

- Edinburgh Airport
- The Gyle Centre and Edinburgh Park
- West Craigs/Maybury – a major housing led development (1750 units) currently under construction on land immediately to the north-east
- Land East of Millburn Tower (Redheughs Village) - planning permission in principle granted for 1350 residential units immediately to the south of A8, Glasgow Road
- RBS Gogarburn
- The Royal Highland Showground
- The Turnhouse and Craigs Road area to the north-east including Lennie Cottages
- Ratho village, Ratho Station, Newbridge and Kirkliston to the west and south-west
- Establishing strategic connections with adjacent areas will be critical to realising Living Well Locally and delivering 20-Minute Neighbourhoods, as outlined in Chapter 7.

1.5 Landscape Character and Views

The key landscape characteristics of the WEPFSM area include mature trees, particularly those associated with the Castle Gogar Estate, the Gogar Burn river valley and undulating ridge which defines the southern edge of the area. The River Almond is situated to the north. Key views indicate that the area lies in a lowered area of landscape so is visible particularly in winter from various well-used view points.

Landscape character and views are key factors which must inform development, strategic landscaping and outward facing edges. The layout and design affect both how development shall be perceived from the surrounding area and key vantage points from further afield, as well as how development should seek to offer outward views of key heritage and landscape features.

Key landscape features visible from the WEPFSM area include the Pentlands, the Ochil Hills, the West Lothian Shale Bings, Lennie Hill, Corstorphine Hill, Arthur's Seat, the Forth Bridge and Edinburgh Airport Control Tower.

Within the area, the Category A listed Castle Gogar and the Category B listed former Gogar Parish Church are important heritage and landscape features.

Development should prioritise the retention, setting and key views of landscape and heritage features to provide a strong sense of place and seek to respond to the landscape character.

1.6 Trees and Woodland

The WEPFSM area contains a range of mature trees, structural planting and woodland including: -

- Castle Gogar Estate – Mature trees and woodland forming the setting of Category A listed Castle Gogar and Castle Gogar Drive; a tree lined avenue. The trees forming this avenue are covered by a Tree Preservation Order. This area forms a significant landscape feature within the WEPFSM area.
- Gogar Parish Church – Mature trees forming the setting of the Category B listed building and eastern boundary of the Gogar Burn.
- Trees lining the Gogar Burn Corridor.
- Various mature tree and hedgerow boundaries evident across the area including the tram line.
- RBS Gogarburn – Mature trees forming a contemporary parkland setting for the RBS headquarters, these covered by a blanket Tree Preservation Order.
- Tree planting screening the A8 Glasgow Road, A720 City Bypass and Ingliston Park & Ride site.
- Millburn Tower – Mature woodland along the western boundary of the Redheughs Village site which is a 19th Century informal designed landscape recorded in the

Inventory of Gardens and Designed Landscapes.

1.7 Topography

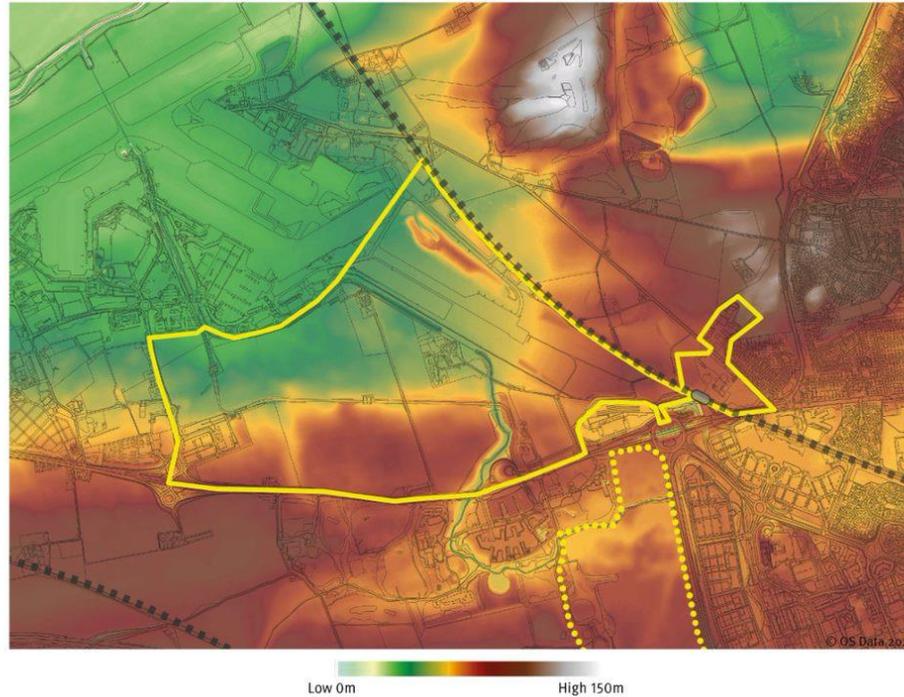
The topography of the WEPFSM area is defined by an undulating ridge with land level rising to the north of the A8, Glasgow Road. A pronounced fall in land levels occurs towards the tram line with lower lying land towards the Gogar Burn, the Airport and the River Almond (Figure 6).

The southern edge of the Crosswind site is similarly defined by a low escarpment ridge to the north of the Tram Depot and Edinburgh Gateway, with land levels gently falling towards the Airport and River Almond.

A Landscape Visual Study has been prepared. This has considered the relative visibility of different scales of development and potential impacts to the landscape setting of the city and recommended mitigation measures.

Topography will influence where development, particularly larger buildings might be best placed. Development proposals should seek to respond to the topography of the WEPFSM area, the landscape context and the setting of the city, whilst also minimising the need for regrading of land and soil disturbance.

Topography



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Figure 5 Topography

1.8 Surface Water and Flood Risk

The WEPFSM area contains locations of flood risk including the existing Gogar Burn corridor, Castle Gogar and the southern extents of Edinburgh Airport (Figure 6).

It will be critical to ensure that development of the WEPFSM area seeks to reduce flood risk and achieve climate resilience through sustainable approaches to flood risk and surface water management.

Accounting for existing and projected flood risk from multiple sources in a holistic way that

includes the impact of climate change and using the precautionary principle will be key.

Issues relating to the Water Environment including the management of surface water and flood risk are further considered in Chapter 4, Landscape, Green Blue Network and the Airport

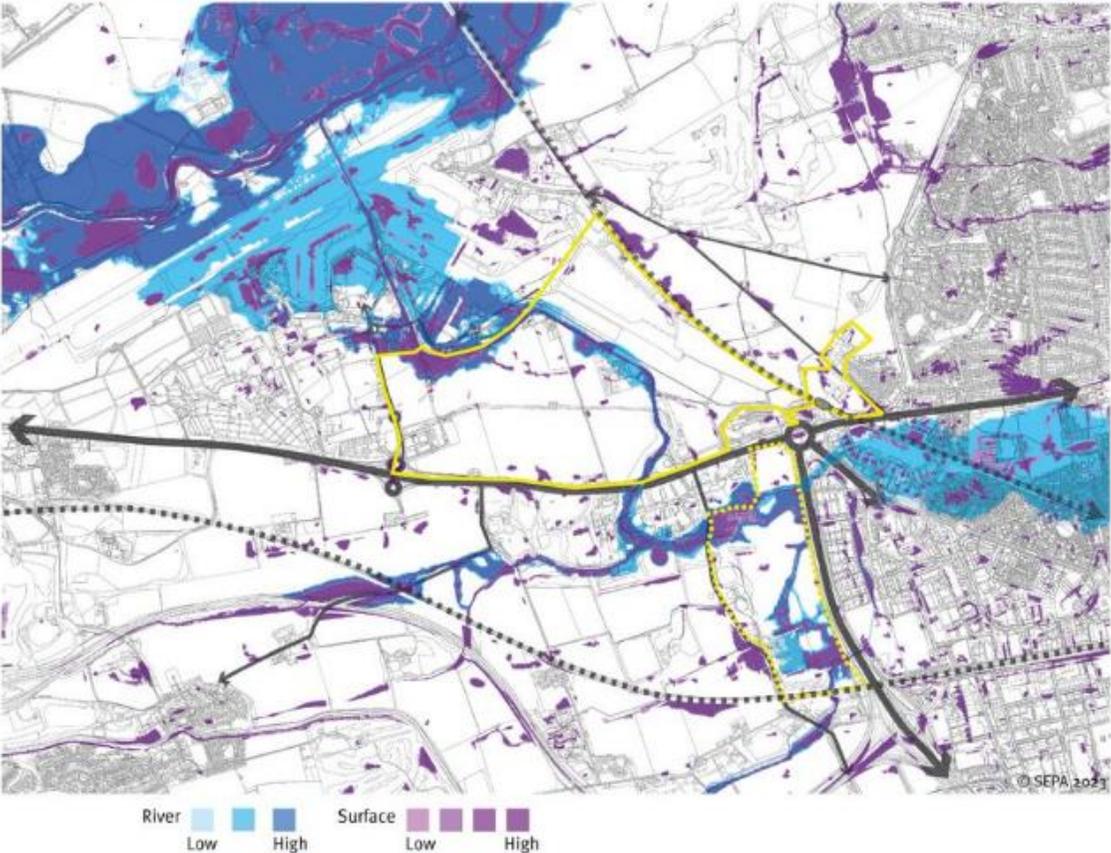
1.9 The Gogar Burn

The Gogar Burn, a watercourse forming a tributary of the River Almond, with catchment extending into West Lothian, flows south to north across the WEPFSM area. Both the

Gogar Burn and River Almond are designated as a Local Nature Conservation Site.

A potential diversion and restoration of the Gogar Burn within West Edinburgh, to reduce flood risk, improve water quality and enhance biodiversity has been a longstanding aspiration. To support this, an alignment is safeguarded in City Plan 2030 as Proposal BGN49 and is identified on Map 24. Chapter 4 of the WEPFSM explores the options for the Gogar Burn.

Surface water and flood risk mapping



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Figure 6: Surface Water and Flood Risk Mapping

1.10 Heritage, Archaeology and Landmarks

The WEPFSM area contains and is bounded by a range of significant heritage assets which include: -

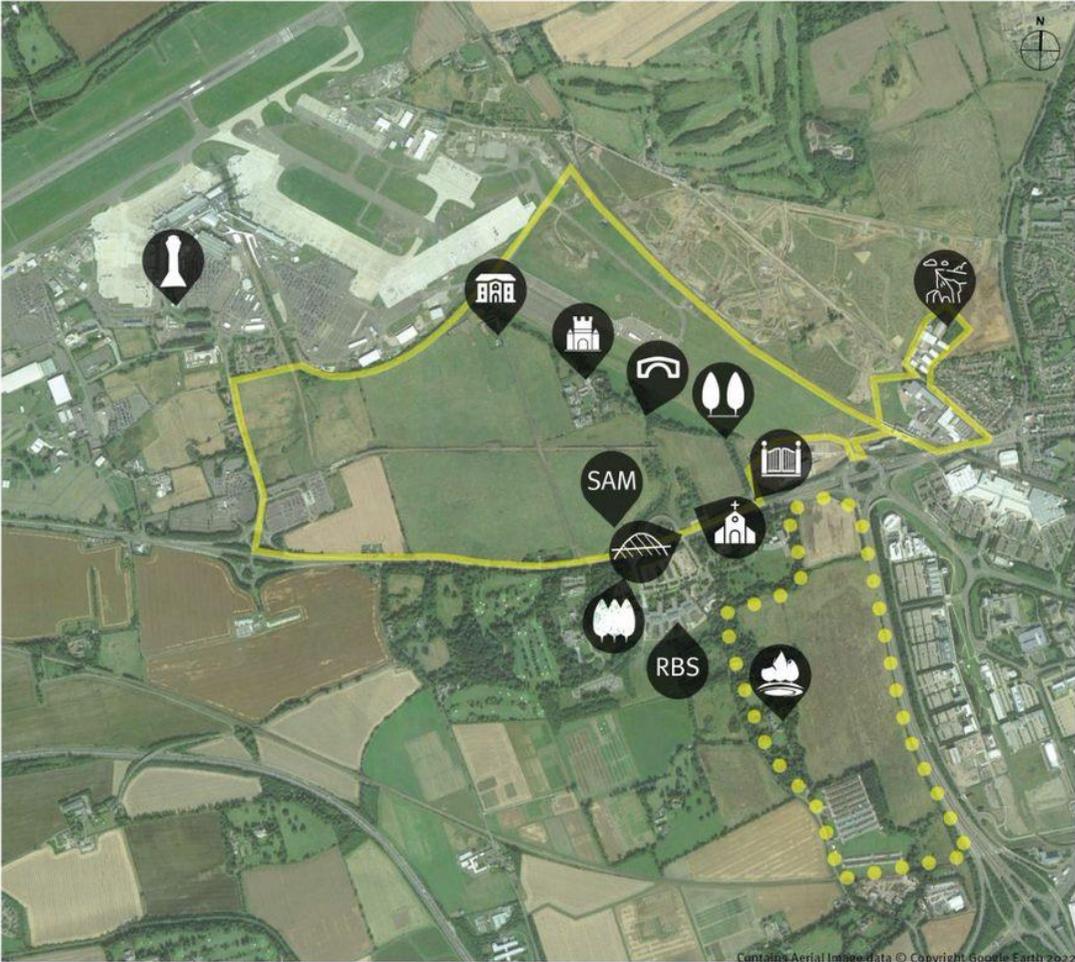
- Gogar Mains, Iron Age fort, palisaded enclosure and field system (Scheduled Ancient Monument -SAM)
- Castle Gogar and associated buildings (Category A listed, 17th Century - 19th Century)
- Castle Gogar Bridge (Category B listed, 17th Century)
- Castle Gogar Lodge, Gate and Gate Piers (Category B listed, 19th Century)
- Former Gogar Parish Church and Graveyard (Category B listed, late 19th/early 16th Century)
- Gogar Park Villa, Glasgow Road (Category C listed)
- Millburn Tower (Category B listed, early 19th Century)
- Millburn Tower (Gardens and Designed Landscape)
- 2nd World War pill box associated with RAF Turnhouse (Unlisted)
- Gogar Mains farmhouse and steading (Unlisted, early 19th Century)

These features have played an important influence in the historical development of West Edinburgh and make a significant contribution to create a unique sense of place.

All heritage assets identified within the WEPFSM area should be retained, protected, restored or reused as applicable, with due regard to their historic interest and setting. Consideration should be given to retaining assets that are not designated.

Heritage, Archaeology and Landmarks

Note – Map to be updated to show Tree Preservation Order.



- Key
- Edinburgh Airport Tower
 - Gogar Mains Farmhouse and steadings
 - Castle Gogar (Cat A Listed)
 - 18th Century Bridge (Cat B Listed)
 - Castle Gogar estate avenue
 - Castle Gogar Gatehouse and Gates (Cat B Listed)
 - SAM** Scheduled Ancient Monument
 - Gogar Church (Cat B Listed)
 - Tree Preservation Order
 - RBS** RBS Gogarburn headquarters
 - RBS Gogarburn bridge
 - Millburn Tower (Cat B Listed)
 - Former West Craigs Quarry

Figure 7: Heritage, Archaeology and Landmarks

WEST EDINBURGH PLACEMAKING FRAMEWORK AND STRATEGIC MASTERPLAN

REPORT OF CONSULTATION

Planning Committee: 19 December 2023



CONTENTS AND APPENDICES

1.0:	Introduction
2.0:	Executive Summary of Questionnaire Responses
3.0:	Executive Summary of Consultation Responses
4.0:	Feedback from Schools Engagement
Appendix A:	Consultation Hub Questionnaire
Appendix B:	Consultation Hub Questionnaire Response Summary
Appendix C:	Consultation Responses in Full
Appendix D:	School Engagement Reports

1.0 INTRODUCTION

The draft West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM) was approved by Planning Committee on 14 June 2023 for consultation.

A consultation programme was developed in conjunction with the Council's Policy and Insight and Communications teams within the Council.

The consultation period ran for a period of 12 weeks from 12 July 2023 to 4 October 2023.

The consultation on the WEPFSM ran simultaneously with two related programmes: Towards West Edinburgh 2050 and the Broxburn to Maybury Public Transport and Active Travel Improvements. A joint consultation landing page was created to highlight all three consultation exercises and their key consultation events.

This consultation report covers:

- The consultation and engagement events;
- The number of responses received to the questionnaire on the Consultation Hub;
- The number of consultation responses received and who they were from;
- An executive summary of the questionnaire responses;
- An executive summary of the consultation responses; and
- A summary of the key issues raised by school engagement.

There are 4 appendices covering the following:

- Appendix A: Questionnaire on the Consultation Hub.
- Appendix B: Questionnaire response summary.
- Appendix C: Consultation responses in full.
- Appendix D: School engagement reports.

1.1 Consultation and Engagement Events

There was a range of consultation and engagement events that involved the 1) general public, 2) young people, 3) community groups, 4) consultees and stakeholders and 5) developers/landowners.

General Public

These were a mixture of online and in person events:

- Questionnaire on the Consultation Hub for the WEPFSM. The questionnaire is in Appendix A.
- A staffed pop-up session at The Gyle from 9:00- 20:00 on 23 August 2023 promoting all three consultation events including handing out leaflets;
- Drop-in session at the Delta Hotel by Marriott on Glasgow Road on 30 August 2023, 15:30-19:30 for all three consultation events; and
- Two on-line webinars on 7 September 18:00 -19:30 and Friday 15 September 10:00-11:30 for the WEPFSM.

Young People

All high schools and primary schools in the wards adjacent to the WEPFSM area were contacted to ask if they would like to take part in engagement exercises connected to West Edinburgh. The following sessions took place:

- Placemaking exercise with S1 Geography classes at Craigmount High School on 11 October.
- Placemaking exercise at Cramond Primary School on 21 November; and
- Placemaking exercise at Fox Covert Primary School on 23 November.

Community Groups

Contact was made with all community councils covering and adjacent to the Framework area and the following took place:

- Presentation at Corstorphine Community Council meeting on 15 August 2023.

Consultees/ Stakeholders

- Presentation to the Edinburgh Urban Design Panel on 31 August 2023.
- Joint consultees and CEC workshop on 7 September 2023 involving invites to: Scottish Environmental Protection Agency (SEPA), Scottish Water, Historic Environment Scotland (HES), Transport Scotland, Nature Scot, Edinburgh Airport, Sports Scotland, Architecture & Design Scotland (A&DS) and Sustrans.
- Consultees workshops on the restoration of the Gogar Burn involving: SEPA, Scottish Water, Nature Scot and Edinburgh Airport on 30 October 2023 and 29 November 2023.
- Discussions with Edinburgh Trams and Lothian Buses.

Developers/ landowners

Meetings have taken place with landowners within the WEPFSM area.

1.2 Publicity

The following activities were carried out to raise awareness and encourage people to have their say during the consultation:

- Notification to key consultees, stakeholders and landowners by e-mail;
- Letter drop to residents and businesses within the Framework area and the vicinity of the A8 corridor to highlight consultation and how to get involved.
- The staffed pop-up session at The Gyle.
- Targeted e-mail to capture Airport and Royal Bank of Scotland employees;
- Events publicised on consultation landing page;
- Publicity on social media;
- Adverts on Forth 1;
- Lamppost wraps; and
- Article on Planning Blog.

1.3 Consultation Exercises Focus

Pop-up Session at The Gyle

The joint pop-up information session held at The Gyle highlighted the three different consultations and the ways in which people could get involved. This was a day and evening event which meant different people could be targeted including elderly people during the day and workers during lunchtime and after work. Leaflets were handed out to publicise the consultation events and Council officers were available to engage with the public and answer questions.

Drop-in session

This was a late afternoon/ evening exhibition event held at the Delta by Marriott Hotel on 30 August and approximately 50 members of the public attended. It involved all 3 consultations and a range of Council officers and external consultants. The drop-in event was an opportunity for people to see the exhibition and discuss the projects in person. Transport issues including congestion and public transport and the impact on Castle Gogar development were the principal concerns raised.

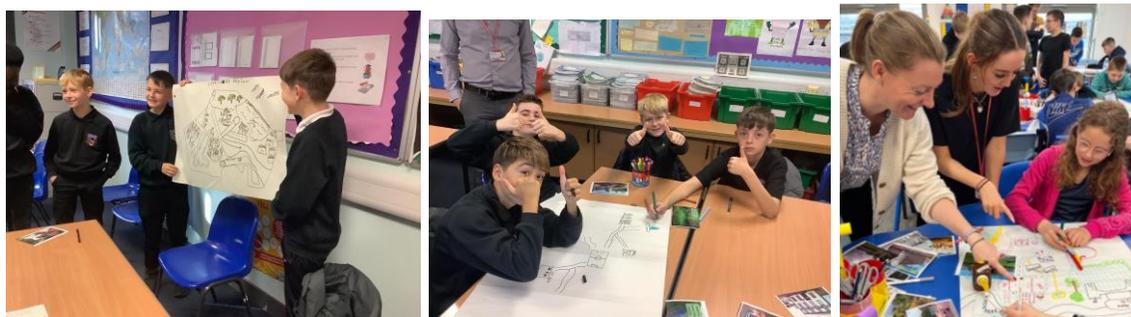
Webinars

There were 2 on-line webinars and whilst being similarly advertised to the drop-in session, these were not well-attended by the general public with approximately 6 people attending between the events.

School engagement exercises

The school engagement exercise involved doing a place standard exercise – allowing the young people to talk about their area and identify the good and bad points – and then they planned out their own town with very imaginative and interesting results.

At Craigmount High School, around 60 S1 Geography students were involved; at Cramond Primary School 56 P6 students were involved and at Fox Covert Primary School 48 P7 students were involved. The feedback from all the events was very positive. Appendix D contains the engagement reports from each event which were forwarded to the schools including some examples of their plans for West Edinburgh.



1.4 Consultation Hub Questionnaire Responses

There was a total of 176 responses to the questionnaire on the Consultation Hub. A copy of the questionnaire is in Appendix A. Out of these, 163 were from individuals and 13 were from organisations (some of which also submitted separate consultation responses). The organisations identified were as follows:

- Miller Developments
- Crosswind Developments
- Cramond and Barnton Community Council
- Vattenfall Heat UK
- Inverdunning (Hatton Mains) Ltd.
- Paths for All

- Ratho and District Community Council
- Taylor Wimpey UK Limited
- Rosebery Estate Partnership
- West Town Edinburgh Ltd
- Taylor Wimpey and Hallam Land Limited
- Ryden LLP on behalf of Royal Highland & Agricultural Society of Scotland

Section 2.0 provides an executive summary of the questionnaire responses. A fuller summary of the questionnaire responses is in Appendix B.

1.5 Consultation Responses

Direct responses were received from the following.

Consultees: Edinburgh Trams, HES, Key Agencies and A&DS, Network Rail, Scottish Water and Sustrans.

Stakeholder/ Interest Groups: Cockburn Association, Green Action Trust.

Developers/ Landowners: BDW Trading and Taylor Wimpey, Crosswind, Edinburgh Airport, Parabola Edinburgh Limited, Rosebery Estate Partnership. The Royal Highland and Agricultural Society of Scotland, Taylor Wimpey, West Craigs Ltd and Wheatley Homes East, West Town Edinburgh Ltd.

Section 3.0 provides an executive summary of the consultation responses. The full consultation responses are in Appendix C.

2.0 Executive Summary of Consultation Hub Questionnaire Responses

The following is a short summary of the responses received to the questionnaire on the Consultation Hub. A fuller summary of the questionnaire responses is in Appendix B.

2.1 Who responded

There was a total of 176 responses to the questionnaire on the Consultation Hub. Out of these, 163 were from individuals and 13 were from organisations.

From those who responded to the questions, the majority of people were aged between 25 and 74 years; and 31% as identified as females and 49% identified as male. 15% identified as having a disability.

In terms of having a special interest in the area, the main answers were: live in and around the area, work in and around the area and travel within the area.

UNDERSTANDING THE FRAMEWORK AREA

2.2 What are the good aspects or the current challenges?

The principle of developing this land is a theme running through the responses and the fact that the land is undeveloped is a positive aspect and there will be a loss of natural green space.

A major concern throughout the responses is the scale of development which will bring more traffic and pollution on already congested roads and the adverse impact on existing communities. There is good transport infrastructure that needs to be capitalised on but clear comments that there is a need to improve public transport and cycle/ walking routes including to surrounding communities.

The area is already over-developed and over-populated, and this will create additional pressure on existing infrastructure so it would be unacceptable to build houses before any local infrastructure improvements. The area is close to key economic anchors and there is scope to build links.

DELIVERING NET ZERO

2.3 Most important factors to deliver a sustainable place

The most important factors to deliver a sustainable place were: 1) good public transport, 2) range of services that you can get to by walking, wheeling or cycling, 3) ability to get about by walking, wheeling or cycling, 4) buildings that are energy efficient and ready for impacts of climate change and 5) buildings that are designed to have a long life and can be changed to other uses.

Again, there were concerns about the development of the site as a 'greenfield' site. The viability and sustainability of existing transport infrastructure needed to support 11,000 new homes was questioned. Proximity to local amenities should be prioritised to reduce reliance on car use and public transport. Homes should support a diverse range of people and ages; and be more affordable.

LANDSCAPE, BIODIVERSITY, THE GREEN BLUE NETWORK

2.4 Importance of green blue network within the area

From the responses, 47% thought the green blue network was very important/important whilst 24% thought it was very unimportant/ unimportant.

Overall, it was considered that there should be as much green space and wildlife as possible kept, as well as green areas linking up to other green blue corridors and having waterways/ streams within the area.

2.5 Design of green corridors (active travel routes)

It was considered that the better designed cycling paths and walkways are, the more attractive they will be to the public therefore making the area more sustainable. There was support for routes away from traffic/roads.

Pedestrian crossings should be safe and accessible going over roads. However, cycle crossings over roads should be kept to a minimum for an undisturbed cycle path.

Maintenance, paths clearly marked for users, lighting, CCTV and wide pavements were raised as being important to create safe routes, especially at night. They need to consider different people (age and disabilities) using the routes and what they might need.

2.6 Is enough open space being provided?

From the responses, 23% was yes, 47% was no and 26% was don't know.

Generally, responses stated that there was not enough open space and that it was important that the open space was accessible and well-managed – often wild space is not accessible for everyone. Parks need to be located near to housing so they feel safe.

2.7 Is the open space in the right place?

For this question, yes was 23%, no was 27% and don't know was 46%.

Responses recognised that there are parks within walking distance but there are not enough and should be nearer schools.

2.8 Is the mixture of open space right to accommodate everyone's needs?

For this question: yes was 22%, no was 38% and don't know was 35%

It was considered that there is a lack of information and studies into user groups of open spaces and inclusivity of them in this area. Spaces should be fit for multiple uses and different people/ needs.

2.9 Do you think enough play spaces (playgrounds/ formal pitches and courts) have been provided?

For this question, yes was 23%, no was 42% and don't know was 30%

Clarity was required on whether schools are providing these spaces or not, if these will be open out of school hours, their feasibility throughout different weather and the level of cost. Space is needed for different people such as adults and disabled people. Locations of playparks should be near homes for safety and concerns about quality of recently installed play spaces.

2.10 What types of sports and leisure facilities should be provided in the area?

There were various responses to which leisure facilities should be included, primarily grouped around: quality walkways, cycling facilities, indoor sports halls, outdoor sports spaces and music venues.

STRATEGIC CONNECTIONS, ACCESS AND MOVEMENT, PARKING

2.11 Do you agree with overall travel approach?

From the responses, 35% strongly agree/agree and 54% strongly disagree/disagree.

Active Travel: The cycling routes and pedestrian paths are important. Better crossings over the A8 would assist active travel.

Public Transport: Public transport should have priority over active travel due to inclusivity. Buses are preferred over trains and trams due to price and being situated in more accessible locations. Reliable, low cost, fast and frequent public transport must be in place to support reduction of car use. Concerns of isolation of people living there if there are not adequate transport links proposed.

Cars/ Traffic: Question whether it is feasible to reduce car use while building 11,000 new homes. To reduce car use successfully, adequate public transport and active travel infrastructure must be in place. Location of the development being far from the city centre and other key areas means increased requirement for car use (cars are still needed for long or more awkward journeys).

Parking: To reduce parking successfully, adequate public transport and active travel infrastructure must be in place. Concerns about reduced parking standards (25%) include: increased non designated parking causing obstruction on pavements and blocking accesses, pushing parking issues elsewhere, more cars driving around for longer trying to find a space, neighbour conflict.

Inclusivity: There are major concerns surrounding inclusivity of proposed reduction of car use, including: medical staff, elderly, children, disabled people. These populations usually need increased access to roads, cars and parking.

2.12 How to reduce effects that the development will have on commuters and existing communities in the immediate area and wider West Edinburgh?

There were concerns about the density of the development and there needs to be local amenities with an overall support for 20 minute neighbourhood design. If active travel routes and public travel routes were improved including local links, this would limit negative effects. There should be increased public transport to Edinburgh Airport.

Concern that this new town will have a detrimental effect on road networks and if infrastructure of roads were improved, this would limit negative effects. A range of – often conflicting - suggestions were proposed.

2.13 Are active travel routes and connections proposed in the right places?

For this question, yes was 24%, no was 39% and don't know was 34%.

Many agreed that active travel should be a priority for this area and requests for more pedestrian and cycle paths. Other comments stated there must be alignment with longer term land releases so that the infrastructure first approach is maintained.

Others considered that active travel routes are not in the right places. Routes should be extended/ improved in various places including Ratho, A8, Gyle to Barnton, Newbridge, Kirkliston.

Inclusiveness is also a major theme, questioning how inclusive active travel is for certain parts of the population including disabled people and families.

2.14 Other active travel routes and connections in other places?

Others stated there are no improvements needed but other suggestions include: the A8, River Almond Corridor, Heriot-Watt University, Union Canal, Winchburgh, Kirkliston, Newbridge, Ratho, Maybury, Glasgow Road and St John's Road.

2.15 Do you feel that the proposed bus routes and connections are in the right places?

For this question, yes was 32%, no was 31% and don't know was 32%.

Some believed the connections are in the right places. However, there is low bus use in the west and connections could be improved. Buses were highlighted as the type of public transport that needs to be improved in terms of accessibility, frequency, increased routes to travel around outer city instead of just city centre.

Cammo was highlighted as the location that needs improvements of public transport. This includes links from Cammo to Blackhall, the airport and Corstorphine.

Other suggested bus routes include: out of city such as Fife/ West Lothian, Broxburn, Ratho, Heriot Watt University, between Barnton and Gyle, Winchburgh, Kirkliston, South Queensferry.

2.16 Do you support this low level of car parking for homes and businesses?

For this question, yes was 21%, no was 67% and don't know was 9%.

Opinion was particularly split in the comments; some recognising it will encourage use of active travel and public transport but to be successful, public transport infrastructure must first be frequent, robust, low cost (especially trains) and enable travel in all directions.

Others felt that cars should be prioritised before other transport options and people should have a freedom of choice to using private vehicles, and there are negative impacts from reducing parking spaces.

Suggestion that a more adequate amount of parking would be at least 1 space per household, highlighting that certain people need/rely on a vehicle.

2.17 Other ways we could manage car parking within the framework area?

Suggestions included: secure underground or multi-storey car parks, electrical charging infrastructure, car parks being free for residents, restrictions on all streets to reduce inappropriate parking, disability spaces in key locations, controlled parking zones, car clubs/ ride shares and use of existing parking, for example Ingliston park and ride and The Gyle shopping centre for long stays.

2.18 New airport access road – do you support this?

From the responses, yes was 55%, no was 26% and don't know was 14%.

There was support for new airport access in terms of improvement of public transport and creating a safer and quicker access to the airport given congestion on A8. However, concerns were increased congestion around Gogar/ Maybury junction and it was not in alignment with Airport incentives to disincentivise car users

2.19 Option for new roads coming off the A8 - do you agree with this approach?

The responses to this question were: yes was 36%, no was 31% and don't know was 28%.

Concerns included the increase in congestion due to queues, change in traffic flow and additional traffic lights whilst others thought there would be a positive impact on congestion.

LIVING WELL LOCALLY: DELIVERING 20 MINUTE NEIGHBOURHOODS

2.20 What would you like to see provided?

There were a range of suggestions: affordable housing, increased job opportunities, community amenities such as free access to community facilities, for example community café and clubs, healthcare, schools, sports facilities, shops, offices, high-quality streets, religious spaces, and restaurants, and facilities for teenagers.

2.21 Do you support the proposed network of local and town centres as presented?

From the responses: yes was 39%, no was 28% and don't know was 22%.

2.22 What would make you want to visit these local and town centres?

Suggestions included: good transport links, accessible for all, healthy mix of uses, attractive environment and open spaces, and being an interesting, distinctive and unique area, independent businesses/ shops, large supermarkets, and unique shops; places to meet up socially, places of interest and art and cultural places.

2.23 Location of schools

There were differing preferences between: schools being in a central and accessible area surrounded by green space, near public transport with no / few roads to cross; schools being near housing; and schools far from the housing, shops and other amenities to minimise 'disruption'.

There should be at least 2 schools (primary and secondary), with adequate education centres for disabled children. The schools should be built at same time as housing to accommodate all pupils.

2.24 What shared facilities should schools contain?

Shared facilities should include: educational facilities such as library, school/community gardens, community hubs, adult education courses, general additional learning facilities, performing arts/music tuition. Out of school hours activities and holiday care required for working parents. Multi-purpose social space to support local clubs and organisations. Health care and wellbeing provisions such as early years support, dentist, GP. Wide range of sporting facilities for all.

CREATING A DISTINCTIVE PLACE

2.25 To what extent do you agree with the different character areas?

From the responses: 31% strongly agree/agree and 30% strongly disagree/disagree.

2.26 To what extent do you agree the design principles outlined?

From the responses: 24% strongly agree/agree and 37% strongly disagree/disagree.

2.27 Are there any other design issues you think should be addressed?

Comments include: better transport system, more services/ facilities and a high percentage of social/affordable housing; return to more traditional interesting architecture with a mix of building materials/ designs, lower rise due previous issues of high rise developments, should be a 'village' style community for vibrancy with more planting and less hard landscaping.

2.28 Comment on proposed housing types?

Affordability: housing should be affordable with social housing for rent but concern that costs are passed on to buyers/ renters of non-affordable housing, issue of how affordable is affordable, less short term lets and student accommodation type properties. Social housing should not look different to non-social housing.

Housing Types: full range of sizes, designs and tenures and should all be high quality and spacious. Mix of views of whether there should be houses or high density flats but colony style flats and maisonettes favoured. Flats should be designed with privacy and sound proofing and with green space/ garden allotment available to all residents. Flats should have commercial units at ground level and solar roofs must be placed on all suitable homes.

Inclusivity: Diverse housing to allow for mixed communities. First time buyers, disabled people and the elderly should be the priority. Additionally homeless accommodation should be considered.

Outdoor space: All housing should have access to outdoor open space for a variety of reasons. There should be tree lined streets and flats with green roof spaces.

2.29 Nature of development along the A8 corridor

For this question: 11% supported development close to the A8 corridor which would result in a more built-up urban appearance, 59% supported development set back from the A8 corridor so it could be greener in character and 31% stated don't know or didn't answer.

Some felt that being undeveloped is the positive aspect of this area. It should be kept as a green space. Others believe this area is fit for development but question the large number of homes.

Certain views considered that development should be further back from the road allowing for dedicated cycle routes. Places such as Cammo and West Craigs are located very close to the road, and it makes the area unattractive. Tree planting and creation of a green buffer between development and road is encouraged for health and wellbeing, safety, community fostering, environmental benefits and as an attractive route to the city for visitors.

The contrary view is that areas where a green buffer has been created, such as Wester Hailes, creates a 'no man's land' that does not feel safe.

2.30 What do you think the new area should be called?

There were a range of suggestion and the appropriate ones are: Turnhouse New Turnhouse, Ingliston Gardens, Ingliston, Loverose Junction, Westfalia, Maybury, Gogarburn, Gogar, The Villages, Rosedale, Westburgh, Edinburgh West, Goger extension, Caledonian Green, West Edinburgh, Turnhouse Meadows, Meadowfield, Mid Gogar, Westholm, Westfield, Edinburgh West, Westbank, Westside, West Links, Airfield, Westburgh, Gogar Gateway, Greenacer, Interwest Edinburgh, Gogar Fields, East Gogar, The Gait, West Park, Weston, Gogarwood.

3.0 CONSULTATION REPONSES

A number of direct responses were received from statutory consultees, stakeholders and interest groups and developers/landowners in and around the WEPFSM area. As expected, there are differing views and concerns. This section provides an overview of the key issues within the different consultation responses followed by an executive summary of the separate responses. The full consultation responses are in Appendix C.

There was general support for the WEPFSM and its key principles and aspirations. Overall, there was a willingness to collaborate and work together to deliver a new urban quarter of the city. The WEPFSM is seen as a starting point and is beginning to point to shaping high quality deliverable positive outcomes but there is work to do together on finalising the detail, phasing and implementation.

However, there were some concerns which were primarily raised by the developers/ landowners. The following is a high-level summary of these:

3.1 Prematurity

The issue of prematurity of the WEPFSM given the pending City Plan 2030 Examination Report. The WEPFSM will then need to be reviewed following examination and subject to further consultation accordingly. It should be prepared following the Examination. Concern that finalised WEPFSM will not align with City Plan 2030.

3.2 Lack of Information

Key information, for example on educational infrastructure, is not included in the draft but will be included in the final version with no further consultation. It brings into question whether this is meaningful consultation as asked to comment on incomplete draft.

3.3 Status

It will not be part of the development plan and therefore development should not be expected to 'fully align' with finalised version, rather expected to generally accord. Such a flexible approach would not impact on deliver of housing land requirements.

3.4 Phasing

There were a number of concerns raised about phasing of proposals as this issue is unanswered in the WEPFSM; it does nothing to progress discussion on phasing. If it is an 'infrastructure first' approach then it needs to consider phasing and delivery rather than being left to individual applications. Finalised version needs to consider flexibility in its development phasing options to ensure that one party's progression is not held up by another.

3.5 Infrastructure

Critical infrastructure is a key theme across the responses in terms of delivery and phasing. Significant unresolved matters relating to delivery of infrastructure required to facilitate future development.

3.6 Education

Clarity of education infrastructure required. Early delivery of H62 could be supported by existing and consented education provision within the wider West Edinburgh area.

3.7 Delivery

Whilst recognising that a collaborative and coordinated approach is required; some expressed that it is important that individual development can be considered without dependencies on others, in particular, there is no inter-dependency amongst landowners for access connection in order to deliver development.

3.8 Content

There were differing views on the content of the WEPFSM and the level of detail it should contain. The developers/landowners considered that the level of detail suggested was inappropriate for a strategic document and must not lay down prescriptive guidance on detailed design. It needs to be a co-ordinating framework for individual masterplan for respective developments. However, the contrary view was that it needs detailed design guidance and not be left to the individual developers to put forward their own masterplans. The thrust of the place making principles is welcome. The current document could go further to include necessary detail and requires further underpinning through a more robust process to shape design and delivery.

3.9 Illustrations

Criticism of maps; they were hard to read and difficult to understand different options.

3.10 Vision/ Approach

There was a lack of total development vision for this part of the city. The approach to development here should be the creation of a new settlement rather than extension to the existing western fringes of Edinburgh. This is a new settlement/town rather than an extension of Edinburgh.

3.11 Constraints

Tram is a key constraint within the site and any development needs to take its operational requirements into account.

3.12 Airport

Requests to remove Airport from WEPFSM area and clarity that no land is available for development not related to business of Airport other than for certain transport/ active travel connections.

3.13 Sense of Place

Key views, landscape and historic elements need to be protected and a design tool to help create a sense of place. Design of strategic blue green network is crucial to success for place making and climate adaptation.

3.14 Gogar Burn

More work required to define a Gogar Burn solution; and to establish the constraints and benefits of different options in terms of airport safeguarding, ecology and placemaking. The re-creation of Gogar Burn Partnership is generally supported. Airport is opposed to re-routing.

3.15 Environment

It needs to be more ambitious in its environmental targets and not just in construction but on-going management. A 'total development' approach is required including water, waste, net zero and energy generation/ conservation. It was highlighted that more work is needed to explore options; for example for heat networks and feasibility of all electricity being from wholly renewable sources.

3.16 Linkages

The need to ensure that the site connects in a positive way to the surrounding area and beyond was widely raised for example to the Royal Highland Centre, Edinburgh Park etc. Importance of wayfinding to promote active travel. Suggestion that WEPFSM should be extended to cover wider area.

3.17 Access

Airport is supportive of the inclusion of Airport access route but for public transport, active travel and all vehicles. For West Town, two access points from A8 are critical and without these element, unlikely to proceed with planning application and support for H63.

3.18 Connectivity

Clarity required regarding links over the railway line - how these are to be achieved in terms of location and landownership; and request to retain existing Renwicks Bridge. Crossing of Eastfield Road should be included to promote onward connectivity for pedestrians and cyclists.

3.19 Active Travel

For off-road green active travel routes, the width requirement was questioned due to impact on developable space/ deliverability of homes; and also safety of users. Support for active travel routes separate from traffic – potential to contribute to National Development 8 (National Walking, Cycling and Wheeling Network).

3.20 Parking

Developers/landowners generally not supportive of 25% parking levels, as it is not based on any qualitative or quantitative assessment. Impacts raised include: ability to attract development, impact on lower income householders, implications for developer contributions towards transport improvements. It should not deviate from or be closer to current guidelines with one suggestion of 30%.

3.21 20 Minute Neighbourhood/ Uses

All development areas should incorporate employment to support living and working within the area. One request to include student accommodation to promote range of housing options and tenures. It is a new town and will have to include all the amenities and uses associated with a new town. How the existing and proposed infrastructure is planned and integrated is critical.

3.22 H62

Parts of H62 shown as greenspace rather than residential development - not reflect development aspirations for site. Need to be updated as developable areas.

3.23 A8

Increase in green space allocation and setback from A8 reduces development plot area and result in delivery of homes, as a result it would not be a street.

4.0 EXECUTIVE SUMMARY OF CONSULTATION RESPONSES

CONSULTEES

4.1 Edinburgh Trams

- Not practicable to change the trackform type from existing.
- Requirement to retain speed and travel times.

- Importance of visibility splays to ensure speed: limitations on development, use of trees and landscaping.
- Information on forecasted passenger numbers to assess need for additional trams.
- Flooding is an issue – to be kept informed about proposed measures relating to Gogar Burn and road drainage outfall into Gogar depot to be avoided.
- Authority needed to work close on or near to tramway.

4.2 Historic Environment Scotland

- Impact of green route on Scheduled Ancient Monument (SAM).
- Impact of building height and massing on Castle Gogar (category A listed).
- Importance of paddock area to setting of Gogar Castle.
- Importance of longer views from Castle's upper levels.
- Consider the requirement for a Strategic Environmental Assessment.

4.3 Key Agencies and A&DS

Gogar Burn/ Blue Green Infrastructure

- De-culverting and burn restoration option preferable in placemaking terms but the implications of this option, in the context of airport safeguarding constraints and limitations around risk of bird-strike, may require mitigations that are in themselves detrimental to placemaking and wildlife.
- Need to resolve with further detail and a settled position established.
- The constraints and benefits from the preferred option need to be clearly set out.
- Recommend further work to and detailed discussions to determine a solution.

Public Sector 'infrastructure first' model and framework for delivery of 20- minute Neighbourhood Design

Greater clarity required in the masterplan and delivery framework on:

- Definition of timeframes of development linked to phasing of delivery of critical infrastructure including key services and housing.
- Commitment to the delivery of critical active travel links to neighbouring areas including related bridges, road crossings, arrival spaces and parks to address barriers.

- Clearer definition and certainty around measures to integrate with social infrastructure in neighbouring communities until such time as all new and additional social infrastructure is in place.
- Further development of Framework to ensure an effective Development Management tool. This should include definition of 'must have' key deliverable elements and 'nice to have' elements.
- Recommend a partnership approach to delivery and establishing a Place Based Framework and a Place Based Investment Programme as set out in Scottish Government Guidance.

Vision and Leadership for Masterplan and New Urban Quarter.

- Framework lacks design definition and graphic illustration anticipated in a masterplan that sets out a vision for a new City Quarter.
- Vision for the type of place intended is given little prominence.
- Layer drawings could be clearer with more detail as to what is critical.
- Much is left to the developers to put forward localised masterplans, risking a fragmented approach to place delivery without sufficient detail in the masterplan.
- Recommend that Framework needs to work as a tool that can enable a Council cross-service approach to development management and delivery stages to steer design and realisation of a distinctive and transformational new quarter.
- Further work required to articulate and document a more complete vision to show critical elements in detail and flexibility to encourage variety, diversity and demonstrate deliverability.

4.4 Network Rail

- Comprehensive Transport Assessment is required in support of planning applications.
- On-going consultation with Network Rail regarding any interventions directly to the operational railway and its associated assets and or development adjacent or close to the operation railway line.
- New and improved active travel routes are welcomed in principle but seek on-going engagement over detailed design process.

4.5 Scottish Water

- Sufficient wastewater and water capacity to support plans.

- Expect protection measures in place to ensure our services are unhindered.
- Wastewater network required reinforcement and plans to install a pumping station must be considered as part of the masterplan. Exact location is still to be determined but preferred area has been highlighted.
- Welcome further dialogue on phasing to support the necessary infrastructure at the right time.

4.6 Scottish Environmental Protection Agency

- Document should be seen as a very early draft.
- Infrastructure-first approach must be in place to enable level of development proposed.
- Must address avoidance of flood risk to future and existing development and provide a sustainable system for water management.
- Willing to support any option which provides the optimum possible benefits for avoiding food risks and improving the water environment.
- Any option must
 - demonstrate with survey and assessment that it will provide the claimed benefits.
 - be feasible,
 - have input of ornithologists to address bird strike concerns.
 - Be worked through to provide certainty that it sets out clear and reasonable expectations for those making planning applications.
 - Contain reasonable and feasible guidance for phasing of infrastructure – the framework in which individual developments can be integrated.

Gogar

- Prefer Option 1 as only one which addresses fish passage.
- Strongly support setting up of a Gogar Burn Partnership.
- Too much emphasis on the Gogar Burn restoration as the solution to flooding at the airport (flood risk also comes from the Almond) and not enough on the importance of making changes across the whole Gogar catchment to address flooding. This needs greater emphasis.
- Specific reference to the Gogar sustainable water management and restoration would then follow as a major component of the catchment wide approach.

- Willing to continue to work with CEC and all partners to finalise the detail and in its implementation.

4.7 Sustrans

- Commend integration of active travel and cycling infrastructure into the plans.
- Support wide range of high quality, direct on street separated from traffic active travel routes. Key for connectivity.
- Off road green routes can play a part but need to be safe after dark and for people of all backgrounds.
- Support active travel crossings of the A8 and existing railway line to ensure residents can easily visit other part of the city and beyond.
- Site itself is accessible to accommodate people who use adaptive bikes.
- Potential to expand cycle network and support modal shift to active travel.
- Recommend consulting the [Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 \(transport.gov.scot\)](https://www.transport.gov.scot/publications/cycling-framework-and-delivery-plan-for-active-travel-in-scotland-2022-2030/) and the Network Planning Tool demo [Networking Planning Tool - Introduction & Demo - Sustrans Showcase \(showcase-sustrans.org.uk\)](https://www.showcase-sustrans.org.uk/)
- Vital to reduce car kilometres and low levels of car parking could be a way to encourage people to own fewer cars. But needs to be implemented alongside other measures such as increased bus service, cycle infrastructure and more.

STAKEHOLDERS/ INTEREST GROUPS

4.8 Cockburn Association

General

- Framework should be better connected to the wider strategy and expanded to include the Gyle and wider Edinburgh Park area.
- Piecemeal nature of change in western area of the city and the Framework should provide positive connections with these areas – crucial for success.
- Total development approach is required including fundamental infrastructure.
- Interrelationship of energy, water and waste management are key issues in driving overarching principles of ecology and good environmental standards. Need to feature clearly.

- Should have ambitious environmental targets that go beyond regulatory requirements in creation and on-going management.
- Needs to have clear statement on delivering high levels of accessibility including public and active travel routes.
- Detailed design codes for sub-neighbourhoods are required.

Strategic Approach.

- Considered as a new settlement/town - not an extension of Edinburgh.
- Its planning will have to include all the amenities and uses associated with a new town.

Environmental Constraints

- Not a normal green field site – impact of aviation pollution and noise; and airport safeguarding requirements on urban design.

Connectivity

- Major connectivity challenges – Framework area in isolated. Problems of integration with wider facilities such The Gyle.
- Difficulties of integrating tram. It can't just be the tram as it is running at capacity.

Heritage and Landscape

- Use of historic assets/environment as a key principle/design tool in the framework is essential.
- Design of strategic blue green network is crucial to success for place making and climate adaptation.
- Strategic approach to environmental/ community facilities is needed i.e. burial grounds, sports and leisure facilities, community growing, play space etc.

Climate Emergency

- Insufficient emphasis and weight on measures to address climate emergency. NPF4 emphasis on biodiversity and climate mitigation not strongly enough articulated.
- Embodied and embedded carbon to be key focus on sustainable construction i.e. not normal palette of concrete and brick.

- Net zero needs to be total development not just operational. Should be self-sufficient in energy production and generation.
- District heating and low energy production built in. Houses as contributors to local grid.

Placemaking

- More information needed: heights and densities, detailed and localised studies, view analyses.
- Need for ‘total development’ vision; not leaving it to individual developers.

4.9 Green Action Trust

- Potential to be a flagship initiative to deliver Central Scotland Green Network (CSGN).
- Could contribute to National Development 8 (National Walking, Cycling and Wheeling Network).

Offer of assistance and to have a strategic relationship with CEC.

DEVELOPERS/LANDOWNERS

4.10 BDW Trading and Taylor Wimpey (joint promoters of Almondvale site north of Burnshott Road, Kirkliston).

- Prematurity given status of City Plan 2030 –not yet adopted and may change.
- Consultation on Framework is premature as most complex and consequential work not yet carried out.
- Key information on educational infrastructure is not included in the draft but will be included in the final version with no further consultation.
- Provision and location of a high school for Kirkliston not yet determined - location of new schools within West Edinburgh is uncertain and subject to change following outcome of Examination Report. Not appropriate to consult on Framework at this time as too many details remain outstanding and subject to change following City Plan 2030 LDP examination.

4.11 Crosswind

Framework Area

- Proposals map suggests only West Town Edinburgh LTS and IBG1 as Strategic Business Centres – Framework should expand further that ‘all development incorporate employment’ and suggest Crosswind site is included. Crosswind should be included in Strategic Business Centres.
- More detail on the economic strategy should be incorporated into the WEPFSM.
- The WEPFSM land is predominately disused airport land, airport operational land and some greenfield which has not been accessed or farmed for some time. WEPFSM fails to highlight it contains one of the City’s brownfield sites – important given significance of promoting a brownfield site first approach.
- Explain further why it is an ‘Area of Economic Importance’ – no reference to economic strategy for this area despite population growth.
- Access to jobs within the area is key in addition to effective public transport and active travel networks to provide strategic connectivity.
- WETA2016 is a key consideration that needs referencing, but it needs to be updated to reflect that H61 is now a potential development area.
- Map 25 fails to identify that an area of land remains Airport Operational Land and inclusion of Primary school is misleading.

Net Zero

- Missed opportunity to understand more about the heat plate in West Edinburgh. Possibilities of existing natural resources in terms of heat networks and heat network benefits of having residential and commercial uses next to 24 hour infrastructure such as Airport.
- Object to all electricity being from wholly renewable sources – not feasible through on-site solar sources.

Landscape

- Concerned about space allocations and effect on development area allocated for H61 – including 33-38 metre green streets and 40 metre active travel routes (wider than A8) and questions safety and security of these corridors with tree cover and no overlooking.
- Bird hazard management needs to be a priority when looking at blue and green infrastructure.

- Gogar Burn safeguard corridor is appropriate - needs to reflect bird hazard management and safeguarding too large an area will impact on viability of future development and number of homes delivered.
- Welcome working with other stakeholders on solution including Gogar Burn Partnership.

Open Space

- Remove MUGA and play space from Airport Operational Land.
- Pleased to see connection from Crosswind to West Craig over the existing bridge link (known as Renwicks Bridge) – encourage protection of this connection given Network Rail’s intention to remove this.
- Reference to allotments and community growing - not included in City Plan.
- Not support width of streets/ active travel routes – serious implications on deliverability of homes.

Strategic Connections

- Not support location of the ‘strategic all transport route’ through middle of Crosswind site. Ambition for car-lite development. Support a public transport solution and active travel through the site.
- Not support a separate parking and EV strategy that deviates from existing and future CEC guidance for the city. Expect guidance to change to reflect city’s ambitions, be consistent across city and not penalise West Edinburgh.
- Supportive of active travel connectivity but not support 40m active travel – implications on ability to develop allocations designated for H61.
- Needs more guidance on strategic business centres to ensure west Edinburgh is developed as a place to live and work and support living sustainably without need for private car and to reduce traffic flow and impact on existing communities.
- Network of local centres should be identified on a map – not clear where they are. Not support local centres on boundary of H61 and beside Airport Operational Land. Local centre needs to be placed within H61.

Distinctive Place

- Object to map of character areas – Crosswind North is in Airport Operational Land. Crosswind South should be Crosswind.

- Need to identify Airport Operational Land – misleading as it is not developable land.
- Not support design guidance in WEPFSM – should follow existing Edinburgh Design Guidance.

Infrastructure

- Welcome detailed information on Education provision infrastructure.
- Inclusion of primary school in H61 will impact on developable area and allocation for site.
- Important that individual planning applications can be considered without dependencies on others.

4.12 Edinburgh Airport

- Preference that land in Airport ownership is removed entirely from the Framework and Place Policy 16 other than access and new transport connections.
- Place Policy 17 used to guide development within Airport boundary that is not permitted development.
- Objects in strongest terms to any proposal to open up and re-route the Gogar Burn through the Aerodrome area or provision of substantial new green infrastructure.
- Cannot support:
 - Inclusion of Airport within Framework area other than new Airport access route, active travel route adjacent to existing Gogar Burn route and new connection with Crosswind site to facilitate new link from West Town to Gogarburn roundabout via new Airport access route.
 - New road bridge across the railway that requires land take from the Airport.
 - Allocation of Airport land for new local centre, primary school MUGA or play space.
 - New green infrastructure and identified Gogar Burn diversion within Airport land.
- Cannot make land available for development not related to business of Airport other than for detailed transport connections. It does not have surplus land. Illogical to identify land for such uses.

- Objects to strategic green networks, inclusion of 40m wide green corridors through Airport land and opening and re-routing of Gogar Burn– land is required for operational purposes and increases risk to safe operations under wildlife hazard management.
 - Objects to identification of 2 strategic all transport/ strategic bus routes through operational land – it would sterilise operational land and compromise future use of land for Airport purposes.
 - Objects to continuous off-road active travel route that is a minimum of 40m wide – should be sized to minimize impact on land.
 - Objects to inclusion of Airport land in character areas – not available for development other than uses related to Airport business.
 - Objects to discrepancies between figures of Framework and Map 24 – important of avoid confusion and be consistent.
-
- Supports inclusion of Airport access route for public transport, active travel and all vehicles. Must be sized reasonably and be put in place prior to any development taking place.
 - Supports commitment to upgrade Eastfield Road – needs to be an early intervention.
 - Supports active travel routes through operational land – sizing needs to be reasonable. Important for social inclusion and sustainable access to Airport.
 - Supports new road connection and active travel route to West Town through operational land. Preferred alignment adjacent to boundary with Crosswind.
 - Supports extension of Airport access route north and connecting to Turnhouse Road. Negate need for new road bridge crossing of railway that neither Airport or Rosebery estate can support given land take and level changes.
 - Any increased blue green network cannot impact airport safety.
 - Required changes in line with points above.

4.13 Parabola

- Interests at Edinburgh Park but need for development across West Edinburgh to be fully integrated with existing and planned development in the area.
- Supportive in principle of development of a framework for West Edinburgh.

- Supports opportunities to provide greater linkages between neighbouring sites and broader locale including Edinburgh Park.

4.14 Rosebery Estate Partnership (in consultation with development partner Miller Homes)

- Premature pending City Plan 2030 examination. Will need to be reviewed in light of outcome of City Plan 2030 and subject to further consultation accordingly. No reasonable basis upon which WEPFSM can progress.
- Deficient consultation with landowners.
- Does not address issues raised in objections to City Plan 2030 and currently considered at Examination.
- Query point of consultation in WEPFSM.
- Does not resolve phasing of proposal – left to individual applications. If ‘infrastructure first’ approach need to consider phasing and delivery.
- WEPFSM should have been prepared following Examination - fundamental questions unanswered regarding delivery.
- Not support re-routing of Gogar Burn as strong opposition from Airport. Previous Partnership was disbanded as undeliverable.
- Object to strategic green network link through HSG19 site at Maybury – inappropriate as not in adopted LDP or emerging City Plan 2030. WEPFSM cannot alter development plan.
- Query mapping of 3 links proposed to the north over the railway line. Requires clarity.
- Existing bridge where Turnhouse Road already crosses the railway should be progressed as the alternative option (WE12) is not deliverable and based on inadequate consultation with landowners. No funding or delivery strategy identified.
- Not support public transport strategy, walking wheeling and cycling network and potential vehicle access points and hierarchy of streets. Parking levels prevents the ability to travel rather than reduce need to travel.
- WEPFSM does nothing to progress discussion on phasing leaving it to individual applications.
- No design or timing for delivery of northern link – should be removed and amended to show favoured link using existing bridge.
- Object to link over railway as landing point is a long allocated housing site and commitment to deliver this. CEC not discussed this. Needs to be removed as not deliverable.

- Map and Figure corrections: Northern link and inclusion of land, local plan designations title, removal of Airport land from WEPFSM, star shown on land north of railway but not on key, rail crossing and connection north and west.

4.15 The Royal Highland and Agricultural Society of Scotland

- Emphasis on ensuring open space, play and recreation is welcome and new neighbourhood is not reliant on grounds of Royal Highland Centre (RHC) for play and recreation.
- Supports improved permeability Gogar Link Road offers and enhances active travel and public transport network.
- Importance of connections at the boundary.
- Crossing of Eastfield Road should be included to promote onward connectivity for pedestrians and cyclists.
- Access via A8 for events at RHC and should be accounted for in any assessment of impact on A8 from WEPFSM.
- Further information on extent of CPZ and how it will be managed to ensure overspill parking does not cause congestion on neighbouring areas.
- Interest in potential of a future temporary mobility hub close to land during events to enhance bus movements and promote alternatives to car.
- Wayfinding strategy mentioned in (6.8) is beneficial but not raised further in WEPFSM – provide emphasis on active travel and include RHC.
- Welcome further discussion on wayfinding.

4.16 Taylor Wimpey

- City Plan 2030 subject to unresolved objections and may be altered by examination process – could change sites allocated in West of Edinburgh.
- Consultation is premature and bringing WEPFSM into force prior to adoption of City Plan 2030 is premature.
- Premature as most complex and consequential work has not been carried out yet – educational infrastructure.
- Key information will be included in the final draft, presumably without further consultation. Brings into question whether this is meaningful consultation as asked to comment on incomplete draft.

4.17 West Craigs and Wheatley Homes East

- Concern at timing of consultation and indicative approval timescales – progressed in parallel with City Plan examination and advance of City Plan 2030 adoption.
- Significant unresolved matters relating to delivery of infrastructure required to facilitate future development.
- Realistic prospect that proposed City Plan being subject to extensive post-examination modifications. – concern that finalised WEPFSM will not align with City Plan 2030.
- Will not have the benefit of Reporter’s conclusions following examination – contrary to text in WEPFSM.
- Development of Council supported sites should not be unnecessarily delayed by any future masterplan being finalised.
- If WEPFSM approved in advance of City Plan 2030 adoption – capable of giving very little if any weight. Should be delayed.

Understanding the Framework Area

- Expanded to include Cammo and Land east of Milburn Tower.
- Refer to PPP consent for Gogar Link Road (21/02941/PPP).
- Publish details of Landscape Visual Study.

Delivering Net Zero

- Minimal need to travel by car and limiting car parking levels may have implications for developer contributions towards transport infrastructure improvements – these need to be factored into Council’s considerations.

Landscape, Biodiversity Green Blue Network and Airport

- Site specific factors should be considered in terms of noise fencing – may be required next to tram depot (4.1).
- Figure 8-11 – shows parts of H62 as greenspace rather than residential development - not reflect development aspirations for site. Need to be updated as developable areas.

Strategic Open Space, Play and Recreation

- Figure 12 show greenspace as developable land.

Strategic Connections, Access and Movement and Parking

- Concerns at 25% parking - practicalities of this approach: attracting housebuilders and developers, unintended consequences on lower income householders who rely on more irregular and flexible employment that may not be available via public transport.
- Lower car ownership would have implications for potential developer contributions towards transport improvements.
- No qualitative or quantitative assessment to identify/support 25% provision. Request parking provision is flexible and a maximum ratio closer to current guidelines.
- Disabled parking has a separate minimum and not included in overall parking provision.
- Figures 13-15 – amend greenspace to developable land.

Living Well Locally

- Publish details of Landscape Visual Study.
- Notes Edinburgh Gateway Local Centre extends into H62 - proposals for site are for residential development.
- Request reference to 'Sui Generis – Purpose Built Student Accommodation' be included to promote range of housing options and tenures.
- Site next to Tram depot could accommodate a small element of industrial starter units – request section is updated.
- Amend greenspace in Figure 16 to developable land.

Creating Distinctive Place

- Request that character areas in H62 be split into following: Castle Gogarburn, Gogar park and Edinburgh Gateway.

Draft Strategic Masterplan

- Figure 17 and 18 show part of H62 as greenspace and plaza - request to amend to reflect development being delivered across land allocation.

Infrastructure First, Delivery and Phasing

- If lower parking levels are enforced by WEPFSM, this would reduce number of cars and may consequently mean the assumed type and scale of transport mitigation contained in the draft City Plan and Action Programme needs to be re-evaluated.

- Request early consideration given to potential developer contribution towards transport infrastructure. That reflects expected car level demand.
- Helpful if early delivery of H62 could be supported by existing and consented education provision within the wider West Edinburgh area.
- Given the Council's own position on education provision for West Edinburgh it is not clear how a document limited in extent as the draft WEPFSM could meaningfully address education issues in West Edinburgh at this time. the geographic extent of the document needs to be revisited and extended.

4.18 West Town

Key Issues

- Recognises the importance of a collaborative and coordinated approach – will continue to work collaboratively with neighbouring landowners.
- Finalised version needs to consider flexibility in its development phasing options to ensure that one party's progression is not held up by another.
- Supports the primary purpose being to support strategic coordination of adjacent developments with the aim of creating a joined-up extension to the city.
- Must not lay down prescriptive guidance on detailed design.
- Notes it will not be part of the development plan and therefore not expected to 'fully align' with finalised version as outlined in 1.3. Should be amended to read 'these will be expected to generally accord with general principles contained.'
- Reasonable given the outline level of testing and lack of qualitative details.
- Given status of City Plan 2030, suggested changes: replication of City Plan 2030 policies inappropriate, reference to compliance with City Plan policies should be more generic, flexible approach to articulating aspirations, avoid guidance that would undermine West Edinburgh's ability to deliver housing land requirements.
- Vital that WEPFSM accommodates the potential for two points of access from A8. If not accommodated, unlikely to proceed with planning application and support for H63. Cannot support WEPFSM without potential A8 access.
- Vital that there is no inter-dependency amongst landowners for access connection in order to deliver development.
- Reduced development quantum in WEPFSM suggests number of homes will be 6,000 compared to allocation of 7,000.

- Level of detail suggested still to be issued is inappropriate for strategic masterplan – contrary to primary purpose – co-ordinate movement/ connections, access, green space and distribution of principal uses so they form a coherent extension of the city.
- Needs to be a co-ordinating framework for individual masterplan for respective developments.
- Draft WEPFSM creates barriers to delivery of West Town development project.

Design and Movement

- Supports active travel and public transport routes but alignment should not be too proscriptive – there needs to be flexibility particularly for bus routes given phasing, timing of delivery of adjacent developments and connecting infrastructure.
- Propose 30% car parking rather than 25% - this has been tested by own Transport Assessment and in line with CEC's aspirations to reduce car journeys.
- Suggest 3 mobility hubs instead of 1 to keep cars out of town centre.
- Width of green streets and green corridors – seem very wide to flourish as active people space, not deliver variety of character and active spaces. Green streets should be expressed as a principle rather than proscriptive.
- Location of park in middle of town centre contradicts aims to objective to create an active place especially at night – safety issues.
- 30% tree canopy cover to all spaces is over proscriptive.
- Increase in green space allocation and setback from A8 reduces development plot area and result in delivery of homes.
- Setback from A8 – as a result it would not be a street.
- Requirement to maintain soil levels would contradict DDA guidance on gradients and creation of level playing fields. Unreasonably proscriptive.
- Blue green infrastructure strategy focus on 'nature based solutions' may preclude SUDs solutions.
- Clarification on what is a 'heat network' required.
- Status of CEC's View Study required.
- Heights should be justified/determined at planning application stage – not limited by WEPFSM.
- Issue of flat roofs relating to Airport needs clarification.
- 1800 pupil size high school can be accommodated but only if urban form similar to Boroughmuir.

- Primary school - sport facilities located in central park and shared with school and community.
- Delivery of community and health related amenities need to be coordinated with Council where they have a role in delivery.
- 20 minute neighbourhood tool should be published.

Transport Assessment

- Provides summary conclusions of comprehensive transport assessment for West Town, prepared by WSP in May 2023.
- Assessment considered 6 different access options to ensure West Town's proposals were resilient and comply with policy intent of Place Policy 16 in City Plan 2030.
- Concludes that development is deliverable within land which is entirely within West Town's control, whilst ensuring that future connection can be delivered between neighbouring developments.

West Town Masterplan

- Outlines a series of revisions to the West Town masterplan to align with the WEPFSM.

5.0 FEEDBACK FROM SCHOOL ENGAGEMENT

The engagement reports for all three schools are in Appendix D. The following outlines the activities that took place and a summary of the young people's experiences and ideas.

5.1 Place Standard

A Place Standard exercise aimed at children and young people was undertaken with all three schools. What they liked about their place, what they did not like and the concerns were similar with all the young people involved. The main points are as follows:

5.2 Getting around

- Most walked and not many cycled. Cycles paths are badly maintained or are in the roads so not used. There should be better paths for walking and cycling. Cycle paths should not be on the road, it is dangerous.

- There is a lot of traffic and congestion; and cars can drive too fast. There should be better traffic control.
- It is hard to find parking spaces.
- They use the buses but find they are busy and do not come on time. They could be more frequent.
- Not many use the trams or trains - they need to be driven or get the bus to the nearest tram stop/ station.

5.3 How my place looks

- There is a lot of green space in the area and different kinds of open space such as woods, play parks, fields and sports areas. Green spaces are one of the best features of their area.
- There is a lot of litter – making areas feel less safe.

5.4 How my place feels

- There should be more street lighting to address safety after dark.
- The houses tend to look the same, so the area is quite dull and boring.
- It is easy to meet up with friends, especially in parks.
- There was generally pride in their area.
- They are not informed or listened to when it comes to their area.

5.5 Things to do

- There are lots of shops and places to eat nearby but also travel to The Gyle by car to do shopping.
- It would be good to have more play opportunities in parks.
- There are plenty of places to work nearby but family tends to travel for work.

5.6 Their New Towns

The young people designed their own new towns which were imaginative, inspiring and well-thought out in terms of the planning. There were some common ideas and themes that can be translated into the review of the WEPFSM:

- Being distinctive – many of the towns had a clear theme that provided a sense of place.
- Landmark – many had a key feature that made the area stand out and a reason to visit.

- Alternatives ways of getting round that were not car based with an emphasis on active travel and public transport.
 - Range of shops, uses, services and particularly fast food outlets – all within walking distance.
 - Strong focus on green space, play parks and sports facilities.
 - Water usually featured in some form.
 - Innovative ideas for energy production.
-

West Edinburgh Placemaking Framework and Strategic Masterplan

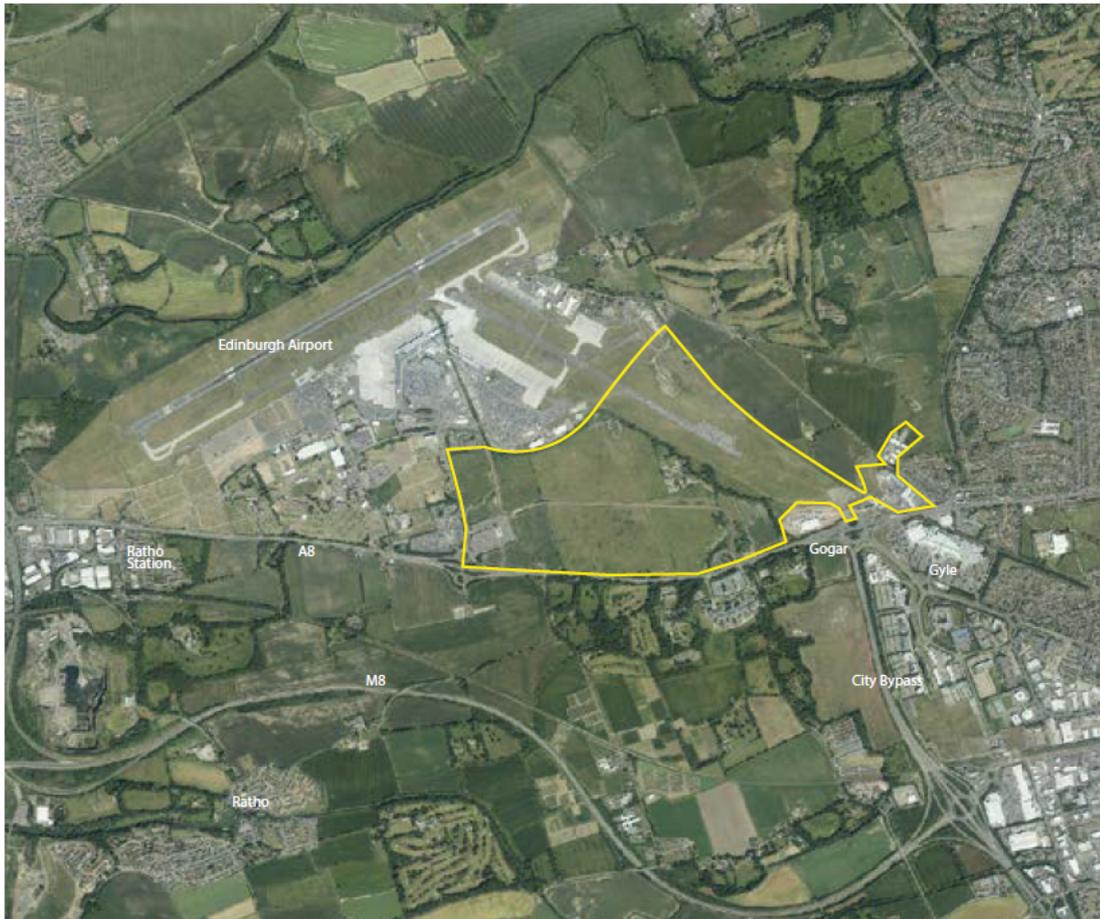
Overview

We are planning to create a new neighbourhood along the A8 corridor, next to Edinburgh Airport. This will have around 11,000 new homes alongside shops, schools, healthcare, leisure facilities and other things people will need.

We will also make sure it is well connected, providing active travel links and public transport to the surrounding areas and the rest of the city.

We consulted on the principle of development as part of City Plan 2030. We are now asking for your views on **how** to develop this new community.

Background



On 14 June 2023, the Council's Planning Committee approved the [West Edinburgh Placemaking Framework and Strategic Masterplan](https://www.edinburgh.gov.uk/downloads/file/33522/west-edinburgh-placemaking-framework-and-strategic-masterplan-draft-for-consultation) as a draft for consultation.

The area has been the focus for potential development over several years, for example with the International Business Gateway and Airport expansion.

City Plan 2030 is Edinburgh's proposed Local Development Plan. It sets out policies and proposals for how land in Edinburgh should be developed and used. Place Policy 16 in City Plan 2030 now identifies this area of West Edinburgh as a new urban quarter of Edinburgh.

This questionnaire explores some of the key issues. We welcome your views. We will use your feedback to produce the final Framework, which we will present to Planning Committee for approval.

Need a different language or format?



Please email the Interpretation and Translation Service at its@edinburgh.gov.uk quoting reference 23-8874.

1 Your details

Why we need this information and how it will be used

The Council uses this information to ensure responses to consultations are genuine and that each person is submitting only one response.

The Council may publish all responses received to this consultation, but will not publish individual names, email addresses or postcodes. We may publish the names of organisations.

We will use your email address to contact you to let you know the results of this consultation and the actions we are taking because of the consultation.

First name *(Required)*

Surname *(Required)*

Email address *(Required)*

Postcode *(Required)*

Yes, I consent to being contacted about this consultation

2 Are you responding as an individual or on behalf of an organisation?

Please select only one item

- Individual
- On behalf of an organisation

Organisation details

3 Please provide the following information about your organisation.

Organisation name:

Organisation type:

Please select only one item

- Private sector
- Public sector
- Third and voluntary sector
- Community group or organisation
- Other (please specify below)

About You

We are asking the following questions to ensure we receive a comprehensive range of responses and to gain a better understanding of the different views of individuals. Please note that you do not have to answer these questions.

4 What is your age?

Please select only one item

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 - 74
- 75 and over
- Prefer not to say

5 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

Please select only one item

- Yes
- No
- Prefer not to say

If answer 'Yes' (do you have a physical or mental health condition or illness lasting or expected to last 12 months or more):

Do any of these conditions or illnesses affect you in any of the following areas?

Please select all that apply

- Vision (for example blindness or partial sight)
- Hearing (for example deafness or partial hearing)
- Mobility (for example walking short distances or climbing stairs)
- Dexterity (for example lifting or carrying objects, using a keyboard)
- Learning or understanding or concentrating
- Memory
- Mental health
- Stamina or breathing or fatigue
- Socially or behaviourally (for example associated with autism spectrum disorder (ASD) which includes Asperger's, or attention deficit hyperactivity disorder (ADHD))
- Other (please specify)
- Prefer not to say

6 Does your condition or illness/do any of your conditions or illnesses reduce your ability to carry-out day-to-day activities?

Please select only one item

- Yes, a lot
- Yes, a little
- Not at all
- Prefer not to say

7 What is your sex?

Please select only one item

Female

Male

Prefer not to say

Your Interest

8 Do you have a special interest in the area?

Please select all that apply

Live in or around the area

Work in or around the area

Travel through the area

Organisation is located in the area

Just interested

Other (please enter below)

Other (please enter)

Opportunities and Challenges

9 How much do you agree or disagree that the following are good aspects in the area?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
Near to places of work (i.e. Airport, Royal Bank of Scotland, Newbridge, Edinburgh Park/Gyle, Heriot Watt University) <i>Please select only one item</i>	<input type="radio"/>					
Road network <i>Please select only one item</i>	<input type="radio"/>					
Ingliston Park and Ride <i>Please select only one item</i>	<input type="radio"/>					
Public transport connections i.e. tram, buses, Edinburgh Gateway Station <i>Please select only one item</i>	<input type="radio"/>					
Proximity to the city and the wider West Edinburgh <i>Please select only one item</i>	<input type="radio"/>					
Natural environment <i>Please select only one item</i>	<input type="radio"/>					

Is there anything else that you think is good about the area?

10 What do you think the current challenges are?

We know from previous engagement that there are challenges about this area. We would like to know your main concerns so these can be addressed in the final framework. Please rank your top 5.

	1	2	3	4	5
Traffic (noise) <i>Please select only one item</i>	<input type="radio"/>				
Airport (noise) <i>Please select only one item</i>	<input type="radio"/>				
Railway line (noise) <i>Please select only one item</i>	<input type="radio"/>				
Traffic levels <i>Please select only one item</i>	<input type="radio"/>				
Capacity of road network <i>Please select only one item</i>	<input type="radio"/>				
Lack of connectivity to surrounding places <i>Please select only one item</i>	<input type="radio"/>				
Lack of active travel routes (walking, wheeling and cycling) <i>Please select only one item</i>	<input type="radio"/>				
Lack of public transport options <i>Please select only one item</i>	<input type="radio"/>				
Flooding <i>Please select only one item</i>	<input type="radio"/>				
Health impact from vehicle emissions <i>Please select only one item</i>	<input type="radio"/>				
Personal safety <i>Please select only one item</i>	<input type="radio"/>				
Don't know <i>Please select only one item</i>	<input type="radio"/>				

Other (please enter)

Sustainability

Supporting information

We are in a climate emergency. We want to cut Edinburgh's emissions and help to deliver on national net zero targets. We know that we are proposing new development on greenfield land but in part, this area is helping to deliver much needed new homes including affordable housing and under City Plan 2030, it helps to limit the use of other greenfield land for housing.

It is important that the new development minimises carbon emissions – in how the buildings are laid out and built, how the future community lives and how people move around.

We want your views on the most important factors to you to help us prioritise.

11 What do you think are the most important factors to deliver a sustainable place? Please rank your top five.

	1	2	3	4	5
Ability to get about by walking, wheeling or cycling <i>Please select only one item</i>	<input type="radio"/>				
Living close to where you work <i>Please select only one item</i>	<input type="radio"/>				
Range of services and uses that you can get to by walking, wheeling or cycling <i>Please select only one item</i>	<input type="radio"/>				
Good public transport <i>Please select only one item</i>	<input type="radio"/>				
Limiting car parking <i>Please select only one item</i>	<input type="radio"/>				
Availability of electric vehicle charging points <i>Please select only one item</i>	<input type="radio"/>				
Cycle parking <i>Please select only one item</i>	<input type="radio"/>				
Buildings that are energy efficient and ready for impacts of climate change <i>Please select only one item</i>	<input type="radio"/>				
Buildings that are designed to have a long life and can be changed to other uses <i>Please select only one item</i>	<input type="radio"/>				
Buildings that use materials that have low or negative embodied greenhouse gas emissions and /or are locally sourced/ recycled <i>Please select only one item</i>	<input type="radio"/>				
Innovative methods such as off-site construction <i>Please select only one item</i>	<input type="radio"/>				
Renewable energy generation opportunities <i>Please select only one item</i>	<input type="radio"/>				
Surface water that is managed through sustainable urban drainage features <i>Please select only one item</i>	<input type="radio"/>				
Improved biodiversity <i>Please select only one item</i>	<input type="radio"/>				
Minimise soil disturbance <i>Please select only one item</i>	<input type="radio"/>				
Don't know <i>Please select only one item</i>	<input type="radio"/>				

Is there anything else you think is important?

Landscape, Biodiversity and the Green Blue Network

Supporting information

The natural environment which includes green spaces, trees, water and biodiversity are essential in climate regulation and flood management but also help our health, quality of life and well-being.

At present, the framework area is mainly green space and the amount of natural environment will be much reduced with the scale of development proposed. We need to think about how the remaining natural environment can be protected and strengthened to provide an attractive place for the future community, to manage water in a more sustainable way and to improve biodiversity.

A strong landscape framework is being proposed based on green and water elements. These will be linked together to create a green blue network through the area. This network has many benefits for people, water management and for biodiversity – creating nature networks for habitat and the movement of animals and insects.

One element of the proposed green blue network are green corridors/routes which would be wide enough (around 40 metres) to provide space to walk, wheel and cycle and allow enough natural space for nature and water.

12 How important do you think the creation of Green Blue Network is within the Framework area?

Please select only one item

- Very unimportant
- Unimportant
- Neither unimportant or important
- Important
- Very important
- None of these
- Don't know

13 We want to make the green corridors safe and attractive for everyone to use and good for nature. In designing these green corridors, what would be important for you?

Open Space, Play and Recreation

Supporting information

Open space is important whether that is a park, the streets or paths we use or a more formal civic space. Access to good quality and well-maintained open spaces can improve our physical and mental well-being by encouraging us to spend time outdoors and by bringing people together.

We know that the framework area must provide enough open space and also the right mixture of open space for the future community. Everyone's needs will be different whether that is a place to walk, wheel or sit, run, walk your dog or for informal play.

14 Do you think enough open space is provided?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

15 Do you think the open space is in the right place?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

16 Do you think the mixture of open space is right to accommodate everyone's needs?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

17 Play spaces such as playgrounds and also more formal sports and leisure facilities are essential for the future community. The schools will potentially provide formal pitches/courts for the community to use. Do you think enough play spaces have been provided?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

18 What types of sports and leisure facilities should be provided in the area?

Strategic Connections, Access and Movement and Parking

Transport - supporting information

There have been many transport improvements in and around the area covered by the framework in recent years.

These include:

Edinburgh Tram Line

Edinburgh Gateway tram and railway station

Ingliston Park & Ride, where people can park their car for free and take trams or buses.

Other transport improvements proposed include:

Gogar link road which will be a key route through the framework area

Upgrading Eastfield Road which is the main road between the A8 and the Edinburgh Airport.

The West Edinburgh Transport Improvement Programme (WETIP), will improve public transport and active travel routes along the A8/A89. The aim is to make public transport more reliable and quicker. It also aims to make it easier for more people to make more journeys by bus, cycling, walking or wheeling (known as active travel).

We are also asking people's views on this programme and you can access this on the West Edinburgh consultation page.

19 Overall travel approach

Tying in with the wider Council's aim to encourage more sustainable means of travel, the framework proposes to minimise the amount of additional traffic generated by:

- minimising the amount of car parking within the framework area
- improving public transport connections for commuters and existing communities in wider West Edinburgh
- providing new routes and connections to encourage active travel such as walking, wheeling and cycling

How much do you agree or disagree with this approach?

Please select only one item

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Don't know

What's the reason behind your answer?

20 Are there other ways we could reduce the effects that the development will have on commuters and existing communities in the immediate area and wider West Edinburgh?

21 We are proposing new routes and connections for walking, wheeling and cycling. We call these active travel routes. These will go through the framework area and to surrounding communities and places of work. Do you feel that the active travel routes and connections proposed are in the right places?

Active Travel - supporting information

Active Travel means journeys made by types of transport that are fully or partially people-powered. It includes walking, people using wheelchairs and cycling (including e-bikes).

Active travel is at the top of the transport hierarchy which promotes walking, cycling, public transport and bike, car and ride sharing in preference to private car use.

The framework proposes a wide range of high quality, direct, on street active travel routes and off road active travel green routes which are separate from traffic. It will ensure that all the sites within the framework area are well connected.

The framework also proposes active travel crossings of the A8 and the existing railway line to ensure that residents can easily visit other parts of the city and beyond and that the site itself is accessible.

Please select only one item

- Yes
- No
- Don't know

What is the reason behind this answer?

Should we propose other active travel routes and connections in other places?

22 We are proposing new public transport routes and connections through the framework area and to surrounding communities and places of work. We will integrate the new bus routes and connections with the wider bus network. Do you feel that the proposed bus routes and connections are in the right places?

Public Transport - supporting information

We need more public transport, mainly buses, to allow people to travel:

- around the framework area
- to neighbouring communities
- to other parts of the city, including the centre
- to where they work or want to visit

We have proposed bus routes that will travel east to west through the area. We have also proposed a link over the railway line to the north through West Craigs to Maybury Road. This would support a bus route to northern parts of the city.

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

Should we propose public transport and connections in other places?

23 We are proposing low levels of car parking for homes and businesses within the area. For example, one space between four houses/flats and limited non-residential parking. This will help to 1) minimise the amount of additional traffic generated 2) reduce the impact on commuters and existing communities in wider West Edinburgh 3) encourage people to use active travel and public transport. Do you support this approach?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

Do you feel that there are other ways we could manage car parking within the framework area?

24 We are proposing the potential option for a new airport access road, leading north from Gogar roundabout and running along the side of the railway line to the airport. This road would need to allow public transport access to improve public transport movements and connections. Do you agree with this approach?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

25 We are proposing the potential option for new roads coming off the A8. This would mean new vehicle accesses/junctions. This is to enable a flexible approach to sites coming forward while still making sure that they comply with a collaborative masterplan approach. Do you agree with this approach?

Please select only one item

- Yes
- No
- Don't know

What's the reason behind your answer?

26 Are there any other issues in relation to strategic connections, access, movement and parking within the framework area that you wish to raise?

Living Well Locally

Supporting information

The development of West Edinburgh is not just about building homes.

The framework will create a connected network of 20-minute neighbourhoods supporting people to live well locally. It aims to provide a mix of uses, services and facilities to meet most daily needs within a 20-minute roundtrip by walking and wheeling.

The 20-minute neighbourhood concept is about giving people the choice to access more services and facilities in their local area. It is not about restricting anyone from getting to or from other parts of the city. It is essential that new communities are supported by new sustainable transport connections.

Development will support both new and existing communities in West Edinburgh, improving access to community facilities and will be served by a series of local and town centres. To support living well locally, these will be in easy reach of everyone and connect with active travel and public transport.

The development of the area will feature new schools – including a new high school, primary schools, and nursery provision.

It is Council policy for schools to offer a range of facilities to form an integral part of local communities. These could include libraries, healthcare, sports and leisure facilities, meeting spaces and greenspaces for community use.

There will be other future opportunities for people to be involved in discussions about school provision across wider West Edinburgh.

27 The aim of the framework is to support people to live well locally and improve access to community facilities and local services. What would you like to see provided in the framework area?

28 The framework proposes a network of local centres to serve both new and established West Edinburgh communities. Do you support the proposed network of local and town centres as presented for the framework area?

Please select only one item

- Yes
- No
- Don't know

29 What would make you want to visit these local and town centres?

30 Do you have any views or preferences to where schools should be located within the framework area?

31 We are looking for schools to support the development of new communities and help people to live well locally. What shared facilities should they contain?

Creating a Distinctive Place

Supporting information

The vision for the framework area is to create a new place with its own character which also feels like a part of Edinburgh. It has some draft design principles for character areas, density and heights, mix of housing, housing types and street frontages supported by a network of open spaces to ensure that a good place to live can be created.

Places are made up of different areas containing a mix of building types and architectural styles which add variety and visual interest. The framework proposes a network of character areas which seek to respond to existing landscape and heritage features and provide their own individual identity and sense of place.

It is expected that development will be high density which will mean higher buildings; up to eight storeys in parts. This is to ensure the best use of land and to provide the size of community needed to support other uses.

We want at least 35% of the housing to be affordable, with a range of housing to be provided to meet different needs. This would include flats with urban housing such as terraces, townhouses and colony style development.

32 To what extent do you agree with the following?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
The proposed different character areas? <i>Please select only one item</i>	<input type="radio"/>					
The design principles outlined in the framework? <i>Please select only one item</i>	<input type="radio"/>					

33 Do you have any other comments regarding the design principles contained in the framework?

34 Planning policy requires that mixed communities are created, which include a range of housing types and sizes including affordable homes. Have you any comments on the proposed housing types we should be providing?

35 The development of this land will change the character of the A8 corridor. Thinking of the A8 corridor, which would you prefer:

Please select all that apply

- Development close to the A8 corridor which will result in a more built-up urban appearance
- Development set back from the A8 corridor so it could be more green in character
- Don't know

Do you have another view?

What is the reason behind your answer?

36 There are already homes and businesses located in the Framework area but a large new area of Edinburgh will be created. What do you think it should be called?

Other

37 Have you got any other thoughts/ comments that we haven't covered?

Feedback about this Consultation Process

38 To what extent do you agree or disagree with the following statements about this consultation exercise?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Don't know
I was given all the information that I needed to have my say. <i>Please select only one item</i>	<input type="radio"/>					
This consultation exercise was clear and easy to understand. <i>Please select only one item</i>	<input type="radio"/>					
I was given the opportunity to have my say. <i>Please select only one item</i>	<input type="radio"/>					

Please provide any other comments or suggestions you may have about this consultation process.

WEST EDINBURGH PLACEMAKING FRAMEWORK AND STRATEGIC MASTERPLAN

CONSULTATION REPORT

APPENDIX B: CONSULTATION HUB QUESTIONNAIRE RESPONSES

1.0 Introduction

There was a total of 176 responses to the questionnaire on the Consultation Hub. Out of these, 163 were from individuals and 13 were from organisations. The organisations identified were as follows:

- Miller Developments
- Crosswind Developments
- Cramond and Barnton Community Council
- Vattenfall Heat UK
- Inverdunning (Hatton Mains) Ltd.
- Paths for All
- Ratho and District Community Council
- Taylor Wimpey UK Limited
- Rosebery Estate Partnership
- West Town Edinburgh Ltd
- Taylor Wimpey and Hallam Land Limited
- Ryden LLP on behalf of Royal Highland & Agricultural Society of Scotland

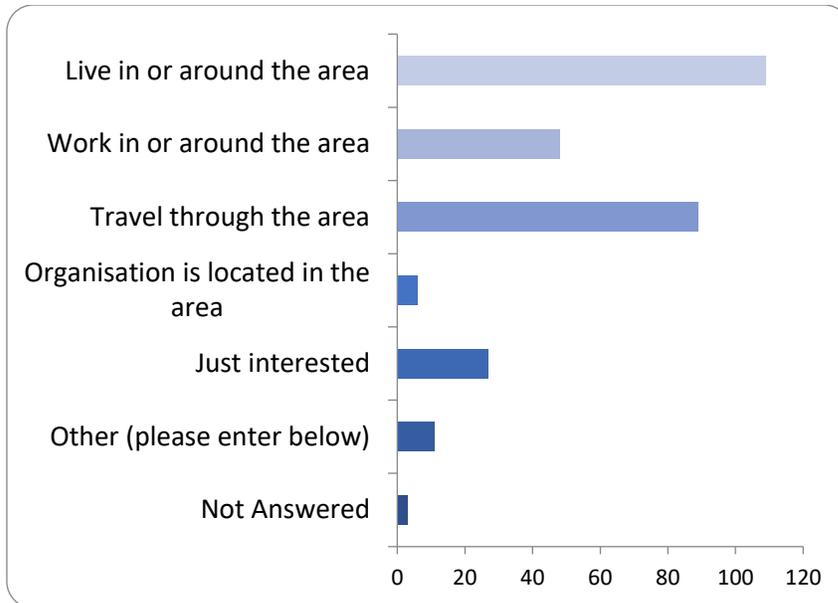
Individuals that responded

From those who responded to the questions, the majority of people were aged between 25 and 74 years; and 31% were females and 49% were male. 15% identified as having a disability.

This report provides a detailed summary of the responses received.

2.0 Do you have a special interest in the area?

In terms of having a special interest in the area, the main answers were: live in and around the area, work in and around the area and travel within the area.



3.0 Do you have a special interest in the area? - Other (please enter)

Other reasons for interest in area include: landowners, stakeholders, charities, knowing people in the area, being originally from the area, interested in airport access routes, often use the area for active travel, occupational reasons

OPPORTUNITIES AND CHALLENGES

4.0 How much do you agree or disagree that the following are good aspects in the area?

We know there are many good aspects to the area and the questionnaire highlighted the following:

Near to places of work: 63% strongly agree/agree and 14% strongly disagree/disagree.

Road Network: 36% strongly agree/agree and 47% strongly disagree/disagree.

Ingliston Park and Ride: 56% strongly agree/agree and 17% strongly disagree/disagree.

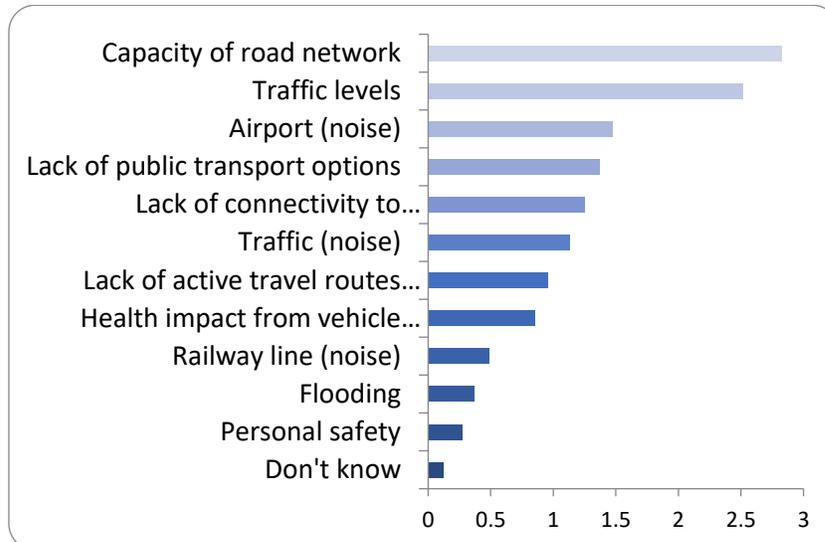
Public Transport Connections: 48% strongly agree/agree and 30% strongly disagree/disagree.

Proximity to City and wider West Edinburgh: 51% strongly agree/agree and 23% strongly disagree/disagree.

Natural Environment: 45% strongly agree/agree and 28% strongly disagree/disagree.

5.0 What do you think the current challenges are?

We asked what people thought the current challenges were and the top 5 of the options listed were: the capacity of the road network, traffic levels, airport noise, lack of public transport options and lack of connectivity to surrounding places.



6.0 How much do you agree or disagree that the following are good aspects in the area? - Anything else and what do you think the current challenges are?

There were 92 responses to these questions (two questions combined).

Location

Area is close to Gyle Shopping Centre and key strategic economic anchors such as Heriot Watt University, Hermiston Gait, Edinburgh Park, RHASS, Newbridge, Edinburgh Airport and RBS; and there is scope to build links with these surrounding land uses.

Principle of Housing

Concern about the noise from the airport and whether the area is better suited to business use.

Natural Environment

There is green space and open views to the Pentlands but concerns were raised about building on natural green space, the loss of habitat/ eco systems and environmental pollution. These green spaces are disappearing such as at Cammo and there is less and less green belt and more and more concrete jungle in Edinburgh West

Being undeveloped is the positive aspect of it and it was questioned about what has happened to prioritising brownfield sites. However, it was also queried about the quality of the natural environment with the Airport, A8 and railway as polluters.

Transport

Capitalise on existing transport infrastructure – there are good road/motorway systems to move about into and out of the City.

The lack of cycle ways and dedicated bus lanes means that traffic can move freely which is the best thing about this route – the A8 needs to hold more, not less traffic. It was queried as to whether the Council creates deliberate congestion to encourage people onto buses and this is stifling business and freedom of movement and having less dedicated cycle route on this route a must.

However, it was also raised that without a serious and direct cycling network - safe, separated from the roads- it is going to bring more cars, more pollution, more traffic.

Winchburgh is a problem as there are no public transport links so serious consideration needs to be given to reliable and affordable public transport.

Important to understand the need of easy access to all areas for disabled, vulnerable and older people by private transport.

Walking from Kirkliston is dangerous – the old railway line is not fit for purpose so Kirkliston is cut off from Newbridge. Needs to be wider, well lit, good surface, cycle and walking lanes and CCTV.

Amenities and Infrastructure

There is scope to create mixed use development based on a comprehensive and deliverable masterplan and scope for energy systems integration. However, significant concern was the development of 11,000 houses with the associated cars and the adverse impact on the area and how this could damage an area that is fully functioning – there is a lack of infrastructure to cope.

The area is already over-developed and over-populated, and this will create additional pressure on existing infrastructure: transport, roads, schools and care which are already at breaking point. Roads cannot cope with the traffic as it is and this will lead to gridlock and congestion. It will impact on the amenity of existing residents. Public transport is stuck in traffic or slowed down by new speed limit.

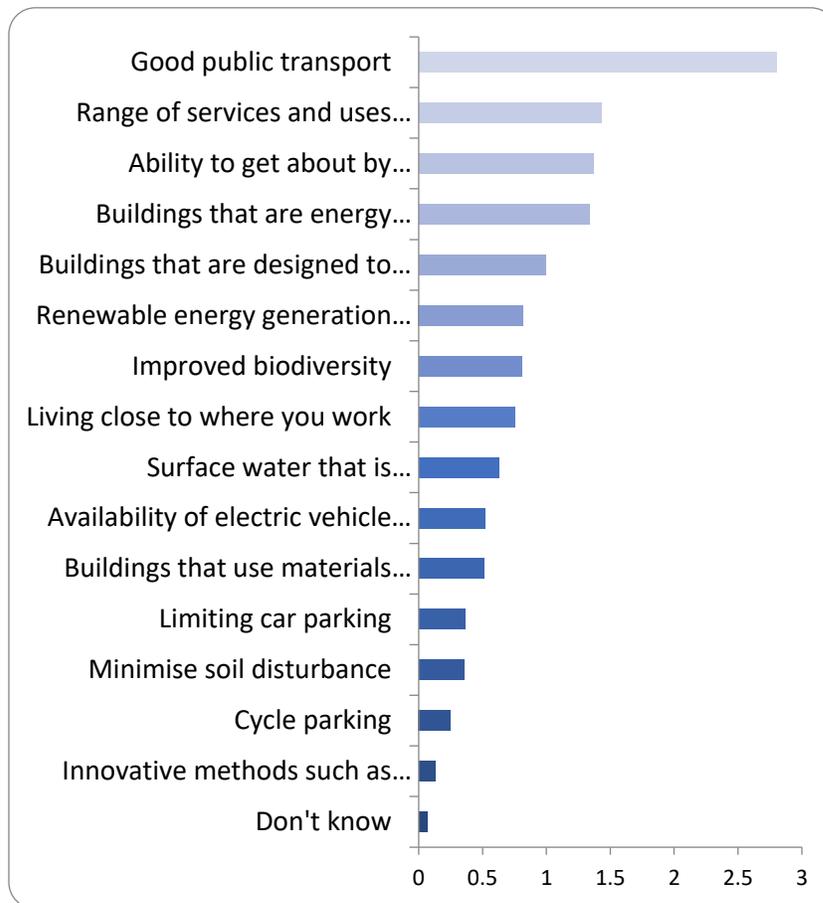
Delivery of infrastructure (e.g. energy and services) to enable development should happen first, as a result of a joined up approach between CEC, delivery stakeholders and landowners.

Lack of amenities and community facilities such as doctors, schools etc, other than ones which would be outside area such as at The Gyle. At present, it is difficult to get to shops and services by public transport. It would be unacceptable to build houses before any local infrastructure improvements. There is no school capacity to accommodate planned new homes and new schools would be required to enable completions within the City Plan 2030 period.

SUSTAINABILITY

7.0 What do you think are the most important factors to deliver a sustainable place?

The top five of the options listed were: 1) good public transport, 2) range of services that you can get to by walking, wheeling or cycling, 3) ability to get about by walking, wheeling or cycling, 4) buildings that are energy efficient and ready for impacts of climate change and 5) buildings that are designed to have a long life and can be changed to other uses.



8.0 Is there anything else you think is important?

There were 45 responses to this part of the question.

Transport

There are concerns surrounding the viability and sustainability of existing transport infrastructure, for example existing congestion of cars in the area and increased public transport needed to support 11,000 new homes. Also, availability of inclusive car parking in this new town, preferably free parking, for both residents and visitors.

Natural Environment

As a greenfield site, there are questions as to why it the area is being developed. Many agree the area should reserve as much green space and wildlife as possible.

Amenities and Infrastructure

There are queries as to why building a new town is the most sustainable option when there are many vacant properties in the city.

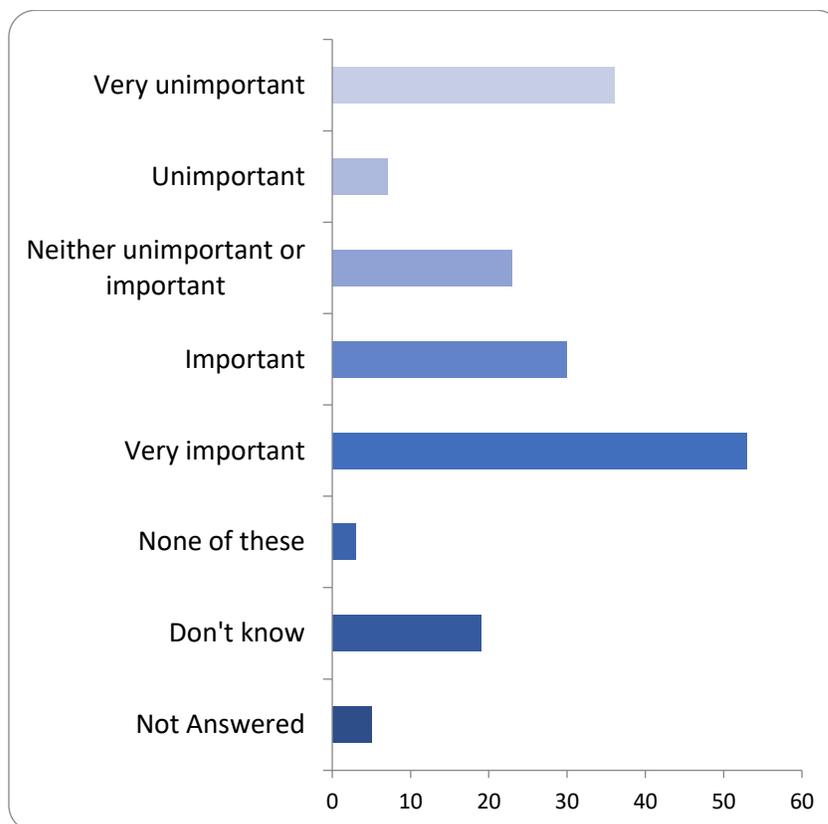
Proximity to local amenities (20 minute neighbourhood) should be prioritised due to importance to reduce reliance on car use and public transport.

Types of residential dwellings should also be considered, instead of flats with small gardens, this new town should provide houses with large gardens and extra garden allotments. Homes should support a diverse range of people and ages. It was highlighted this new town should be more affordable to allow for disposable income in order to make more sustainable choices.

LANDSCAPE, BIODIVERSITY AND THE GREEN BLUE NETWORK

9.0 How important do you think the creation of Green Blue Network is within the Framework area?

There were 171 responses to this part of the question: 47% very important/important and 24% very unimportant/ unimportant.



10.0 We want to make the green corridors safe and attractive for everyone to use and good for nature. In designing these green corridors, what would be important for you?

There were 126 responses to this part of the question.

Transport

It is believed there should be money put into fixing current road issues before building a new town and adding to road pressure. In terms of active travel, pedestrian crossings should be safe and accessible going over roads. However, cycle crossings over roads should be kept to a minimum for an undisturbed cycle path.

Public transport and active travel are supported by the public; however some believe it should not be at the expense of lowering private car use. Furthermore, public transport must be inclusive to all, especially children, disabled, vulnerable and older people.

Maintenance

Natural space must be maintained to a high standard in terms of grass cutting, wildlife management and sustainable planting. This would be best if it was designed to not need a lot of upkeep. Sustainable building materials should also be used.

Nature/ Biodiversity

As a greenfield site, there are questions as to why it the area is being developed as keeping it green open space would be the most sustainable option. There should be as much green space and wildlife kept as possible. There are various options that could make open space better, for example, many wild plants and trees being planted, ensuring biodiversity and habitat preservation, underground animal walkways, green areas linking up to other green blue corridors and finally, having waterways/ streams within the area.

It would also be effective to have signs marking if open areas should be used for leisure or wildlife.

Safe and Inclusive Active Travel

The better designed cycling paths and walkways are, the more attractive they will be to the public, therefore making the area more sustainable. There is discussion whether it is best to have cycle and walkways separate or shared. Either way, routes should be effectively marked as to whether they are for bikes, pedestrians, or both.

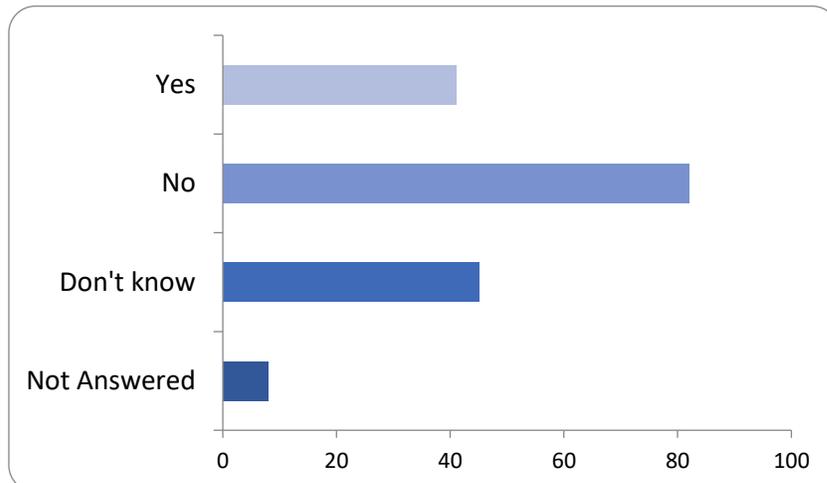
Ways of making both cycling and walkways more attractive and safe are: quality long term pavements/ routes, public restroom facilities on routes, accessible and child friendly routes, areas to stop and sit down and finally routes away from traffic/roads. Cycling routes should not have too many winds for safety and cycle storage would be appreciated.

Lighting and safety are very important to create a safe place, especially at night. Other safety options like CCTV and wide pavements are also favoured.

For users of the open space, there should be playparks, well managed bins and drinking water supplies.

11.0 Do you think enough open space is provided?

There were 168 responses to this question: 23% was yes, 47% was no and 26% was don't know.



13.0 What's the reason behind your answer?

There were 79 responses to this part of the question.

Amount of open space

Some agree there is a sufficient amount of open space proposed. Despite this, many state there is not enough open space and there is too much built environment. Some highlighted, parks already in the area are inaccessible to some. People are worried about open space, there are comments of green spaces 'disappearing' over Edinburgh e.g., playing fields at the Gyle, green space at Cammo and park at Featherhall. However, also stated is that open space should not replace land for facilities such as shops, doctors or libraries.

Transport

There is too much space dominated by cars in the area, open space is often wild and not accessible. Also, there are comments on the noise within the area with airport and busy roads nearby.

Natural Environment

As a greenfield site, there are questions as to why it the area is being developed. Many agree, green spaces within this new town should be accessible and designed for wildlife to thrive. Hard landscaping should be avoided. However, the open spaces should be

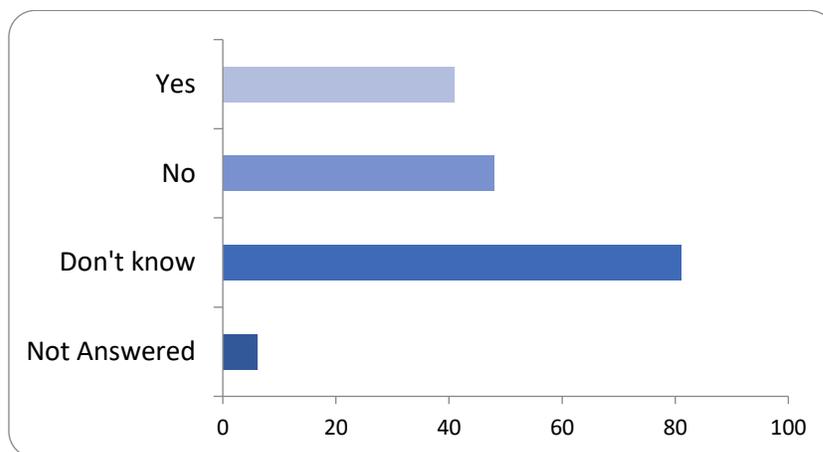
well managed, as if unmaintained this can put people off coming to these areas, for example, Corstorphine Hill's rewilding is unattractive.

Play Parks

The location of the proposed Multi Use Games Area may be better suited elsewhere. Parks should be situated around different areas of housing Parks are situated far from housing, so it feels unsafe. There are also questions surrounding why parks are not yet open in this area.

14.0 Do you think the open space is in the right place?

There were 170 responses to this question: yes was 23%, no was 27% and don't know was 46%.



15.0 What's the reason behind your answer?

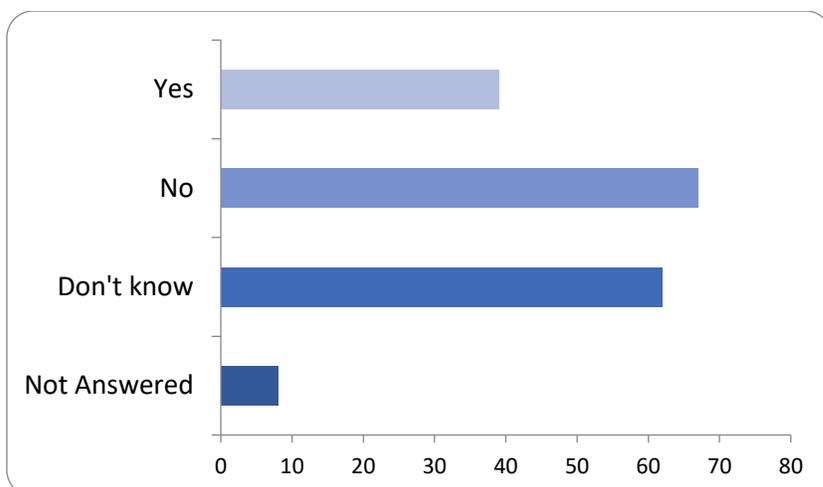
There were 53 responses to this part of the question.

Amount of Open Space, Transport and Natural Environment

There are parks are within walking distance, but some say there is not enough and that they should be nearer schools. Furthermore, as a greenfield site, there are questions as to why the area is being developed. There are concerns such as wildlife displacement, narrow paths, green space maintenance and vandalism. Also, it is highlighted dogs can become an issue in open spaces.

16.0 Do you think the mixture of open space is right to accommodate everyone's needs?

There were 168 responses to this question: yes was 22%, no was 38% and don't know was 35%



17.0 What's the reason behind your answer?

There were 47 responses to this part of the question.

Amount of built environment

General public space in Edinburgh is described by some as hostile, and that based on previous developments, roads are already struggling to cope. There are not enough proposed amenities provided like shops, doctors and schools.

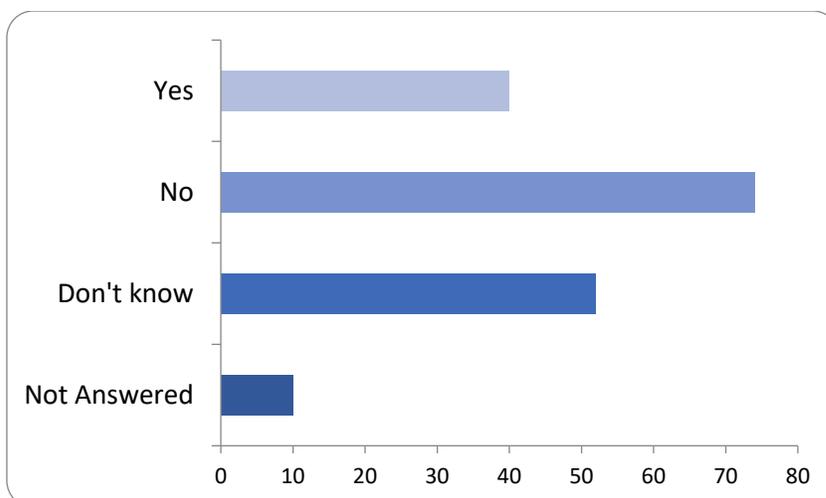
Natural space / Inclusivity

There is a lack of information and studies into user groups of open spaces and inclusivity of them in this area. There should be a large factor of space dedicated to green open space. Furthermore 11,000 may be too many homes and create a population too dense for the area.

Spaces should be fit for multiple uses, for example, picnics, children, teenagers and playing football. Some are questioning what provision of this open space will be like for all disabled people, for example, cycle lanes can pose a massive risk. Again, dogs were highlighted - some state that dogs should not be allowed to run free in these parks, while some believe the space should be designed for dogs to run free.

18.0 Play spaces such as playgrounds and also more formal sports and leisure facilities are essential for the future community. The schools will potentially provide formal pitches/courts for the community to use. Do you think enough play spaces have been provided?

There were 166 responses to this question: yes was 23%, no was 42% and don't know was 30%



19.0 What's the reason behind your answer?

There were 56 responses to this part of the question.

Play Spaces

Existing play spaces are heavily used in West Edinburgh, so there should be more green spaces as possible for play; these will be more sustainable if they are natural (not be paved or astro-turfed).

Locations of playparks should be near homes for safety. There are also worries surrounding low budget and poor quality play spaces and lack of previous developer compliance with play spaces, which has previously happened in Cramond and Caer Amon.

School Facilities

You must book to use school facilities such as halls/ fields, so it would be better if these were free and always available.

There is confusion around if schools are proving these spaces or not, if these will be open on out of school hours and their feasibility throughout different weather. Questions around whether there is enough space for certain sports such as football, athletics and rugby, furthermore if there will be space for different parts of population such as adults and disabled people.

20.0 What types of sports and leisure facilities should be provided in the area?

There were 105 responses to this part of the question.

Types of facilities

There were various responses to which leisure facilities should be included, in summary they were:

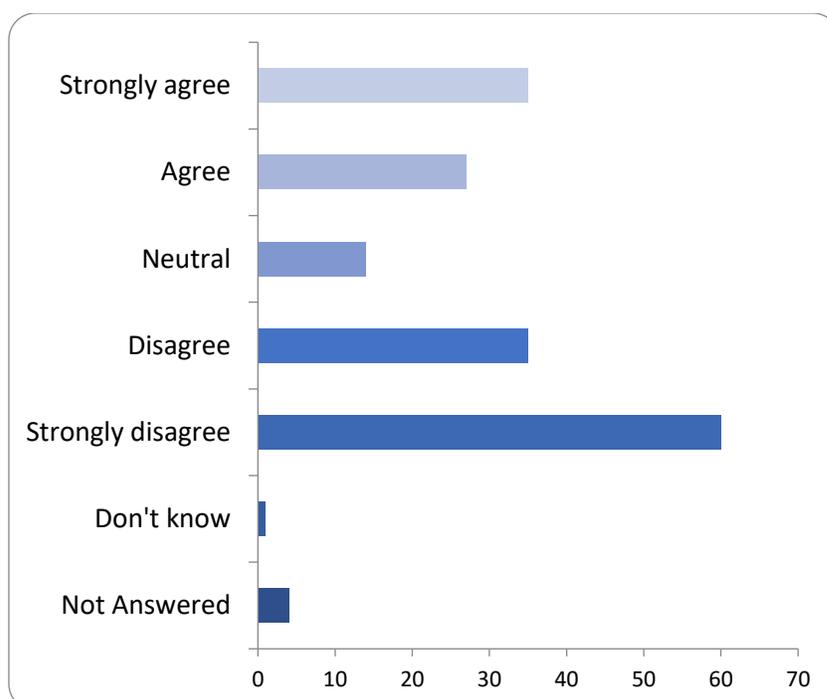
Quality walkways, cycling facilities (cycle track, BMX track), skatepark) water sports (swimming pool, water skiing), indoor sports halls (tennis, squash, basketball), outdoor sports spaces (ball games, rugby, athletics, football, cricket, running track and other suggestions included ice rink, climbing wall, dog agility zone and gym.

Other comments discuss development of music venues, free access to facilities and questions surrounding proper funding of these sports developments.

STRATEGIC CONNECTIONS, ACCESS AND MOVEMENT AND PARKING

21.0 Overall travel approach – how much do you agree or disagree with this approach?

There were 172 responses to this question: 35% strongly agree/agree and 54% strongly disagree/disagree.



22.0 What's the reason behind your answer?

There were 135 responses to this part of the question.

Active Travel

The active travel routes within West Edinburgh and around the city are important for this development. Furthermore, Edinburgh's landscape (hills) makes active travel routes difficult to develop and use. Better crossings over the A8 would assist active travel.

Public Transport

Some believe public transport should have priority over active travel due to inclusivity. Buses are preferred over trains and trams due to price and being situated in more accessible locations. Reliable, low cost, fast and frequent public transport must be in place to support council reduction of car use. However, in doing so, extra buses and trams may create extra pressure on traffic congestion.

Bus routes are being cut throughout Edinburgh currently, therefore a wider approach to public transport is needed for a balanced approach to growth in this new town. Better public transport routes are needed within East Craigs, Winchburgh, Kirkliston, Cammo. To reduce transport traveling from outside the city, for example Fife, there could be more park and rides outside Edinburgh into Edinburgh.

Cars, Traffic

To reduce car use successfully, adequate public transport and active travel infrastructure must be in place. Some comments state that people will continue to use cars the same way despite active or public transport initiatives and that there is no point trying to reduce car use in an area while building 11,000 new homes. Furthermore, the location of the development being far from the city centre and other key areas, means increased requirement of transport by car. The use of electric/ hydrogen vehicles and charging stations would allow people to use cars sustainably.

Cars are still needed for long or more awkward journeys, especially in areas like West Edinburgh which some class as 'rural', for example a parent dropping off children at childcare then having to rush to work, carrying shopping during journeys on public transport or having to travel with short notice.

Many comments were concerning issues around traffic congestion in places like Ratho, A8, Glasgow Road, Cammo Meadows, Maybury Road, Barnton, Queensferry Road and Gogar. Big issues of congestion, such as children being dropped off at school needs special attention to be minimised.

Parking

To reduce parking successfully, adequate public transport and active travel infrastructure must be in place. Proposed parking is highlighted as an issue. Issues surrounding minimising parking includes: creating increased non designated parking places in the area causing obstruction on pavements and blocking accesses, pushing parking issues elsewhere, more cars driving around for longer trying to find a space, neighbour conflict.

Inclusivity

Some feel as though their freedom is being taken by council initiatives to reduce car use, but others believe it is important to create a 20-minute community that does not rely on cars. There are major concerns surrounding inclusivity in terms of proposed reduction of car use, including: medical staff, the elderly, children, disabled people. These

populations usually need increased access to roads, cars and parking. Public transport and active travel routes are not yet equipped to support less car use.

23.0 Are there other ways we could reduce the effects that the development will have on commuters and existing communities in the immediate area and wider West Edinburgh?

There were 128 responses to this part of the question.

Amenities and Infrastructure

As a greenfield site, there are questions as to why the area is being developed as keeping it green open space would be the most sustainable option. Some believe this new town is over-capacity for this area, garden sizes and boundaries between homes should be increased. Furthermore, there should be more local amenities such as healthcare, banks and shops, with investment into existing facilities also being cost effective and sustainable.

Active travel

If active travel routes were improved, this would limit negative effects. Proposed ideas are: use of public electric bikes, more attractive and adequate walking paths and cycle lanes with some preferring these far from roads, however some would like expansion of cycle lane down the A8 and beyond.

Public Transport

If provision of public travel routes were improved, this would limit negative effects. Proposed ideas include:

In terms of buses, introduce new bus routes rather than diverting/ extending existing routes, investigate ways to speed up bus journeys (more bus lanes), more bus shelters around the city to allow bus travel easier. Along with the tram development in this new town, a train station there would be useful.

In terms of trams, completing the westbound extension of the tram network as soon as possible and development of tram to Ratho or Royal Infirmary would be helpful.

There should be increased public transport to Edinburgh Airport, this area is hard to reach by car or through active travel. It should also create more local linkages through all public transport, Effects of construction on public transport should be kept to a minimum. The cost of public transport, especially trains must be reduced. 'Tap on tap off' payment modes Lothian buses/ trams could be integrated over trains and public bikes.

Additionally, there should be a 20-minute neighbourhood design in new town and there could be more restrictions of out-of-town commuters using street parking. Finally, use of community-owned facilities such as car sharing would be helpful.

Cars / Traffic

Many believe this new town will have a detrimental effect on road networks. If infrastructure of roads were improved, this would limit negative effects. Proposed ideas include:

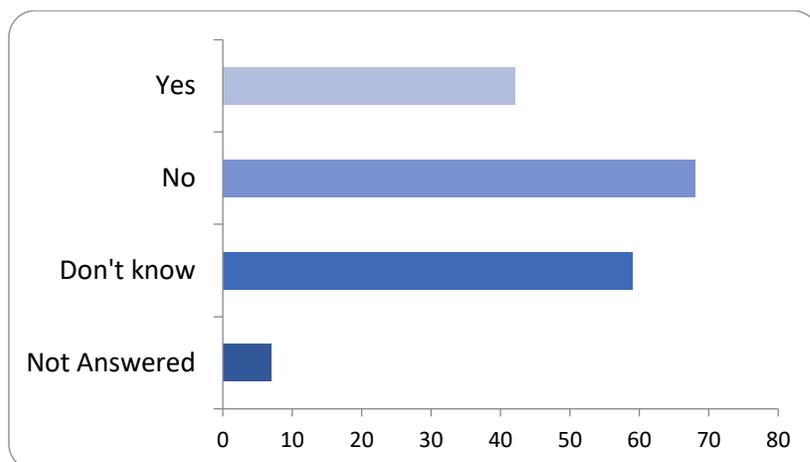
General upgrade to all roads in area due to 11,000 homes increasing congestion in an already congested network. Further upgrading of specific road networks that currently experience issues including: Mayfield Road, West Craigs Crescent, Turnhouse Road, Cammo back roads, Gogar junction, A8, City by-pass, merging points at the A720, Newbridge roundabout, Barnton and Craigleith.

It was highlighted that during certain periods of time, for example events at the Highland Showground create intense pressure on surrounding roads, this must be addressed. Some believe removal of the Low Emission Zone, Low Traffic Neighbourhoods, increasing speed limits and removal of cycle and bus lanes on roads may allow roads to flow better in future. However, others state the opposite, with the Low Traffic Neighbourhoods, lower speed limits and other initiatives being required to reduce pollution within the city.

There should also be: increased traffic police and enforcement, having a charging port in each home to allow increased electric car use, reduce the permitted access of HGVs to the city and widen roads and emergency service routes should be retained. Furthermore, construction should avoid having major effects on road traffic where possible. Also, to reduce parking, there could be parking restrictions at lunch time over all residential areas, to stop commercial businesses using public roads for parking.

24.0 We are proposing new routes and connections for walking, wheeling and cycling. We call these active travel routes. These will go through the framework area and to surrounding communities and places of work. Do you feel that the active travel routes and connections proposed are in the right places?

There were 169 responses to this question: yes was 24%, no was 39% and don't know was 34%.



25.0 What's the reason behind your answer?

There were 84 responses to this part of the question.

Active Travel Routes

Some believe these active travel routes are in the right places, but there are calls for more pedestrian and cycle paths. Other comments state there must be alignment with longer term land releases, so that the infrastructure first approach is maintained.

Others believed that these active travel routes were not in the right places. Routes should be extended/ improved in various places including Ratho, A8, Gyle to Barnton, Newbridge, Kirkliston. The active travel issues that the Council should be wary of when building the new town are: flooding of paths, safety features, narrow paths, being along major roads and being too long distance. Inclusiveness was also a major theme.

People question how inclusive active travel is for certain parts of the population including disabled people and families. Comments were also made around bad Scottish weather being unsuitable for active travel.

Many feel active travel routes negatively impact road congestion and impact on a freedom to use private vehicles. Many agree active travel should not be a priority for this area, with questions surrounding cost of cycle routes for their low rates of use in existing areas.

26.0 Should we propose other active travel routes and connections in other places?

There were 80 responses to this part of the question.

Many state there are no improvements needed. However, it was also highlighted that active transport to the airport would be difficult with carrying luggage and these routes should be avoided near roads by using over/under road paths. Some pedestrians also feel bullied by cyclists on paths, this must be managed with wide paths.

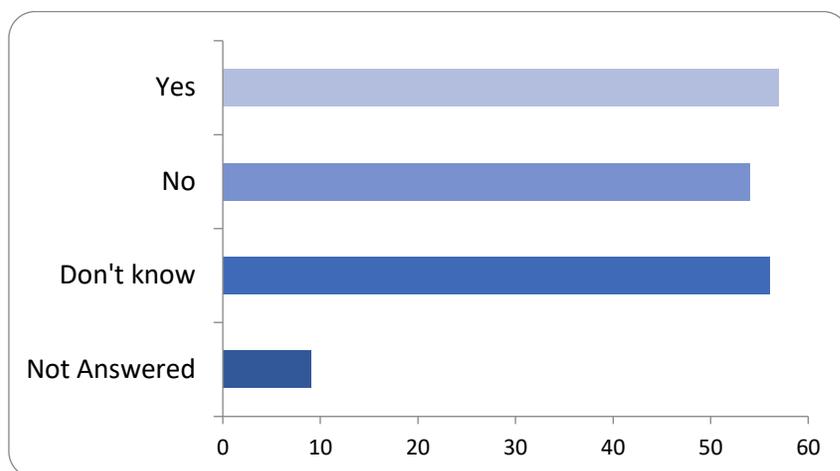
Some believe there should be more/ improved active travel routes including around: the A8, River Almond Corridor, Heriot-Watt University, Union Canal, Winchburgh, Kirkliston, Newbridge, Ratho, Maybury, Glasgow Road and St John's Road.

Many believe public transport is more important than active travel, there should be encouragement of more frequent services in the new town such as park and rides, train links and buses.

Others commented that we should prioritise roads/cars above active travel for various reasons including: low quality of existing paths, safety, anti-social behaviour. People believe all forms of transport whether it be cars, public transport or active travel, should be available and accessible.

27.0 We are proposing new public transport routes and connections through the framework area and to surrounding communities and places of work. We will integrate the new bus routes and connections with the wider bus network. Do you feel that the proposed bus routes and connections are in the right places?

There were 167 responses to this question: yes was 32%, no was 31% and don't know was 32%.



28.0 What's the reason behind your answer?

There were 73 responses to this part of the question.

Bus Routes and Connections

Some believe the connections are in the right places. However, many think these connections could be improved. Some general comments were that currently buses are less used in West Edinburgh than elsewhere in the city due to bad frequency, cost, long route times, badly joined up connections with other modes of transport e.g. train times, lack of bus shelters and other route issues. Comments suggest instead of improving trams, bus services should be improved to cater to all.

Additionally, there are concerns around support of infrastructure. Bus lanes are not favoured, with areas such as Maybury Road and Corstorphine experiencing bad traffic management. Furthermore, some respondents believe public transport should not be a priority and that the cost will be too high.

Suggested bus routes that should be proposed include:

- Cammo, this is highlighted as the location that needs improvements of public transport. This includes links from Cammo to Blackhall, the airport and Corstorphine.
- Out of city, such as Fife/ West Lothian
- Others such as: Broxburn, Ratho (in to city centre and elsewhere), Heriot Watt University, between Barnton and Gyle, Winchburgh, Royal Infirmary / Western General Hospital, Leith, Portobello, Stockbridge, Kirkliston, South Queensferry

29.0 Should we propose public transport and connections in other places?

There were 66 responses to this part of the question.

Increased Routes and Frequency of Public Transport

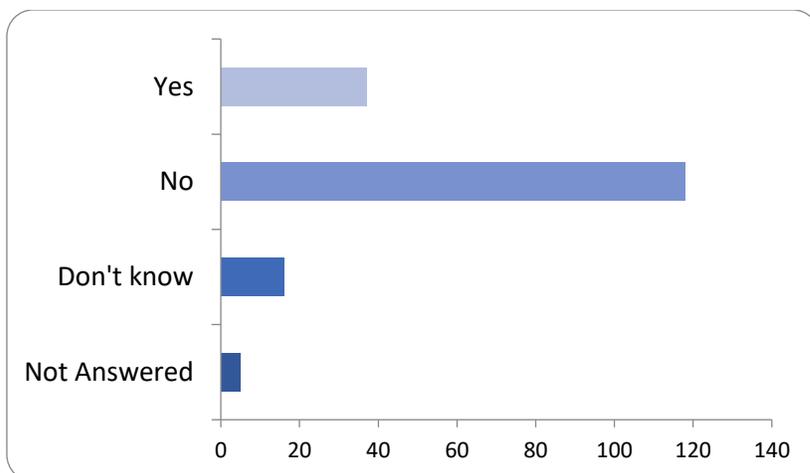
While some state there are no other proposals needed, many others believe we should propose more public transport and connections citywide. Buses are highlighted as the type of public transport respondents would like to be more frequent and have more access to. Some state improvement on public transport is great, but it should not at the cost of green spaces or increased road congestion. The embracement of the 20-minute neighbourhood would reduce dependence on public transport.

Many state, increased need for public transport routes (especially buses) to travel around the outer city, instead of travelling into the city centre.

The specific areas where public transport should be improved are: Barnton to Gyle, Kirkliston to South Queensferry, Oxfords, Wester Hailes, , A90, Winchburgh, Balerno, Ratho, Broxburn, into city centre (Haymarket/ St Andrews Square and finally, places of employment such as Heriot Watt University and the Royal Infirmary. Also, out of town areas, such as express connections to Falkirk, West Lothian, Fife and Bathgate.

30.0 We are proposing low levels of car parking for homes and businesses within the area. Do you support this approach?

There were 171 responses to this question: yes was 21%, no was 67% and don't know was 9%.



31.0 What's the reason behind your answer?

There were 136 responses to this part of the question.

Parking Spaces

Some agree with this approach as it will mean more people will use active travel and public transport. However, many disagree and state that cars should be prioritised

before other transport options and people should have a freedom of choice to using private vehicles. Therefore, there were various reasons why respondents disagreed with reduction of parking spaces including: people becoming disconnected and isolated, negative impact on business profits/ visitors, further journeys to find parking creating emissions and finally, limits job opportunities to places only reachable by car. Furthermore, some believe restrictions do not work, and it just displaces traffic/ parking, for example in East Craigs, cars park dangerously on streets.

It was highlighted, to reduce parking needs successfully, public transport infrastructure must first be frequent, robust, low cost (especially trains) and enable travel in all directions. There was confusion around who got the parking spaces, this could in turn create neighbourhood conflict unless many homes were car-free.

With changes in lifestyles, such as children staying in the family unit longer and lower rates of working from home with many moving back into office, many believe a more adequate amount of parking would be at least 1 space per household. It was also highlighted people may use work vans, or large family cars that need extra parking space. Many also rely on cars for a variety of reasons and inclusiveness of disabled people, families and healthcare workers should be taken into account. Moreover, other council initiatives such as use of electric cars, may need more parking spaces than proposed in order to charge them.

32.0 Do you feel that there are other ways we could manage car parking within the framework area?

There were 105 responses to this part of the question.

Parking Spaces

Many disagree and state that cars should be prioritised before other transport options. Therefore, there were various reasons respondents disagreed with reduction of parking spaces. Many rely on cars for a variety of reasons and many believe the proposed parking spaces are definitely not enough, and a more adequate amount of parking would be at least 1 space per household.

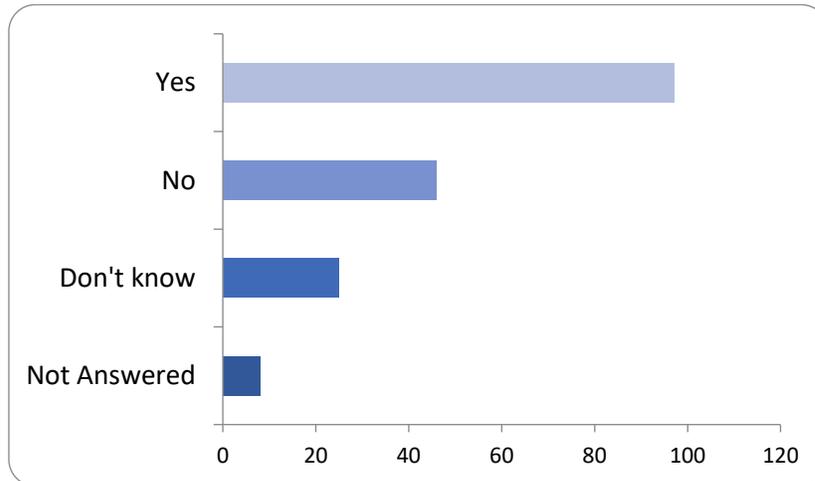
Many believe there are other ways to manage car parking. One way could be to develop a multi-storey car park in this new town, this would be better if it was underground and hidden, which could make a huge difference in parking numbers without being a visually intimidating. Any car parks built must be secure and hold electrical charging infrastructure.

Available car parks for residents should be cost free. There should also be: restrictions on all streets to reduce inappropriate parking, enforcement surrounding parking and in general, disability spaces in key locations, congestion charges for non-Edinburgh residents, controlled parking zones and finally use of existing parking, for example Ingliston park and ride and Gyle shopping centre for long stays.

Public transport and active travel must be improved to allow less need for parking spaces, including: increased tram stops, bus stops and routes, cycle hire schemes, cycle parking and more travel hubs. Also, traffic calming infrastructure and car clubs/ ride shares could promote safer driving and decrease car use.

33.0 We are proposing the potential option for a new airport access road, leading north from Gogar roundabout and running along the side of the railway line to the airport. This road would need to allow public transport access to improve public transport movements and connections. Do you agree with this approach?

There were 168 responses to this question: yes was 55%, no was 26% and don't know was 14%.



34.0 What's the reason behind your answer?

There were 81 responses to this part of the question.

New Airport Access Road and Improving Public Transport Movements

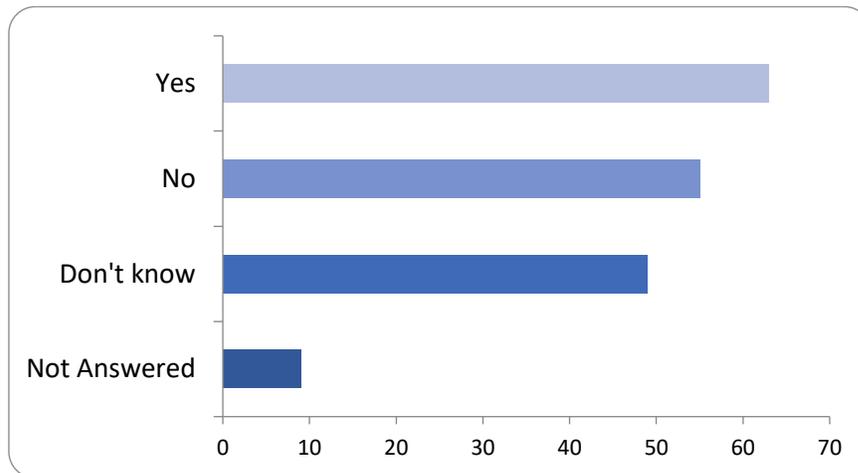
Many support this approach and agree with improvement of public transport. The stated positive effects could be safer and quicker access to the airport. The A8 was highlighted as the worse affected road when it comes to congestion.

Some state concerns that this would increase congestion around Gogar and the Maybury junction and that it is not in alignment with Airport incentives (like increase of pick up charges) to disincentivise car users, but other state this additional route would reduce congestion to surrounding areas. Respondents state the new road should be extended north to the bypass and that the issue of congestion could be further improved with new rail lines and high capacity roads from city centre to the M8 and other routes.

Public transport to key hubs (such as Haymarket and St Andrews Square) and interchanges such as the airport are essential. This also would provide links to surrounding areas and communities. Additionally, other concerns surround loss of green space and disruption of wildlife which more development will cause.

35.0 We are proposing the potential option for new roads coming off the A8. This would mean new vehicle accesses/junctions. This is to enable a flexible approach to sites coming forward while still making sure that they comply with a collaborative masterplan approach. Do you agree with this approach?

There were 167 responses to this question: yes was 36%, no was 31% and don't know was 28%.



36.0 What's the reason behind your answer?

There were 81 responses to this part of the question.

Many support this approach and agree with improvement of road networks. Some stated the positive effects this could have on congestion.

However, many also oppose this and believe new roads will not solve issues. It could increase congestion with queues going on and off slip roads, create accidents by changing traffic flow and finally, there are concerns surrounding unwanted use of traffic lights.

Larger changes may be needed, the A8 should be widened and the current speed limit of 40mph is too slow.

Additionally, there is confusion surrounding the Council's use of greenfield sites and development as this is not the most sustainable option. Also, questions surround why a new road is being developed when discouragement of cars and parking is part of this new town's strategy.

37.0 Are there any other issues in relation to strategic connections, access, movement and parking within the framework area that you wish to raise?

There were 64 responses to this part of the question.

There are other issues in relation to strategic connections, access, movement, and parking within the framework that were raised. These issues include public transport, active travel, and road networks. These connections seem to be insufficient to support density of new town.

With public transport, it should be improved in general, including a train station that should be connected to the airport that can be reached by foot, also expansion of Ingliston park and ride, as well as a new tram line to South Queensferry and Newbridge.

For active travel, comments suggest more safe active travel routes. Safe pedestrian crossings on A8 and other roads and inclusivity to disabled people. Examples of areas that lack inclusivity to all is Leith Walk and the Omni Centre.

In terms of road networks, respondents feel that the potential large increase of traffic in the area should be more thought through, especially impacts to M8 and A8 junctions/ roads. All roads should be repaired, and the 70mph limit on the A8 should be re-introduced and the road should be widened, with a bus and cycle lane along both sides.

In terms of parking, many disagree with limited proposed parking space numbers, also in general there should be more parking for disabled people, as well as EV charging stations, parking restrictions and effective traffic/ parking enforcement.

Other concerns include making this new town future proof, some believe we should not build this new town and instead invest in existing communities in West Edinburgh. Furthermore, respondents suggest Craigmount High School is already over capacity and this must not be pressured further by this new town.

LIVING WELL LOCALLY

38.0 The aim of the framework is to support people to live well locally and improve access to community facilities and local services. What would you like to see provided in the framework area?

There were 110 responses to this part of the question.

There should be: adequate public transport, increase of pedestrian crossings especially at A8. Furthermore, lowering car use is not supported widely, respondents believe existing infrastructure should be maintained for more parking, there should be an inclusive approach to car use (disabled people and families), better flowing movement of motor vehicles and finally investment in traffic lanes to accommodate the additional traffic.

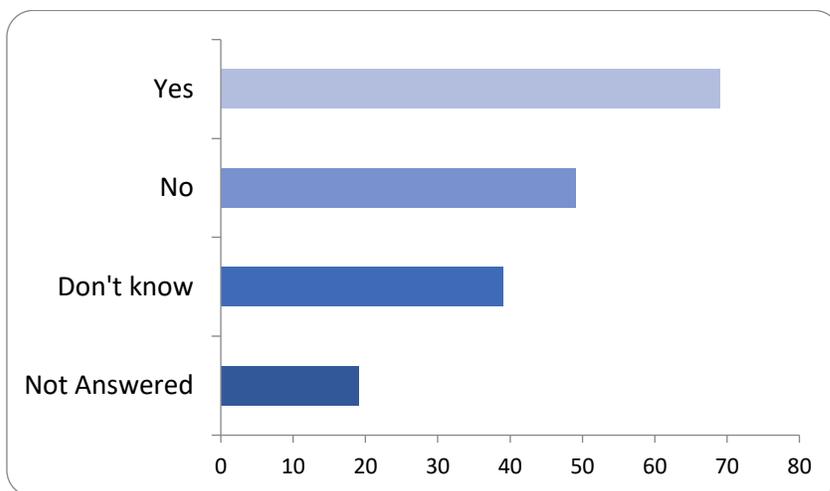
20-minute neighbourhood initiatives used to create connections within an easy walking distance and futureproof development. Affordable housing and increased job opportunities are needed. Also, community amenities such as free access to community facilities, for example community café and clubs, healthcare, schools, sports facilities, shops, offices, high-quality streets, religious spaces, and restaurants. Also, something to bring together teenagers in the area in order to minimise anti-social behaviour. Furthermore, this new town should be distinctive and have character, many previous developments do not have this.

Additionally, the health of people living there taken into account with the development being beside an airport and busy road.

Much more high-quality green space with less development in the area, including retaining forests and safe wide open spaces/ parks. General maintenance of whole area is also important.

39.0 The framework proposes a network of local centres to serve both new and established West Edinburgh communities. Do you support the proposed network of local and town centres as presented for the framework area?

There were 157 responses to this question: yes was 39%, no was 28% and don't know was 22%



40.0 What would make you want to visit these local and town centres?

There were 105 responses to this part of the question.

Respondents would like this new town to hold a healthy mix of uses, people would want to visit local/town centre if it had: good transport links, an attractive environment, local businesses, places to dine/ meet up and finally if it was a distinctive and unique area.

Also, if it had good transport links that made it easy to access and a good amount of parking (inclusive for disabled people), with electric charging points. Being easily accessed via active travel and public transport with nice cycle routes away from roads and accessible walkways to buggies and prams would make it attractive.

In terms of business, people would like to see independent businesses/ shops, large supermarkets, and unique shops. Along with places to meet up, such as places to dine like cafes, restaurants, and pubs.

There should be attractive open spaces and a tidy environment, with activities for all such as, museums, cinema, concert halls, businesses for families, such as farms.

This new town should be unique and interesting in terms of atmosphere, architecture, places of interest, art and cultural centres. Respondents also commented that, what would make them visit most, is if they knew people who lived there.

41.0 Do you have any views or preferences to where schools should be located within the Framework area?

There were 76 responses to this part of the question.

Many had differing views and preferences of where schools should be located.

Some agree schools should be in a central and accessible area, surrounded by green space, with no / few roads to cross. While many also want the schools near housing, others would like the school far from the housing, shops and other amenities to minimise 'disruption'.

The location of the school should capitalise on transport infrastructure (public transport and active travel) and be far from the main road/ motorway and airport. There should be at least 2 schools (primary and secondary), with adequate education centres for disabled children.

Stated were concerns around the new school, that there were already too many schools in the area and that it would bring too many traffic restrictions, that there may be major staffing vacancies, and funding worries, spiked by Maybury Meadows school still not being developed. Furthermore, the schools should be built at same time as housing to accommodate all pupils.

42.0 We are looking for schools to support the development of new communities and help people to live well locally. What shared facilities should they contain?

There were 77 responses to this part of the question.

Shared facilities proposed should be:

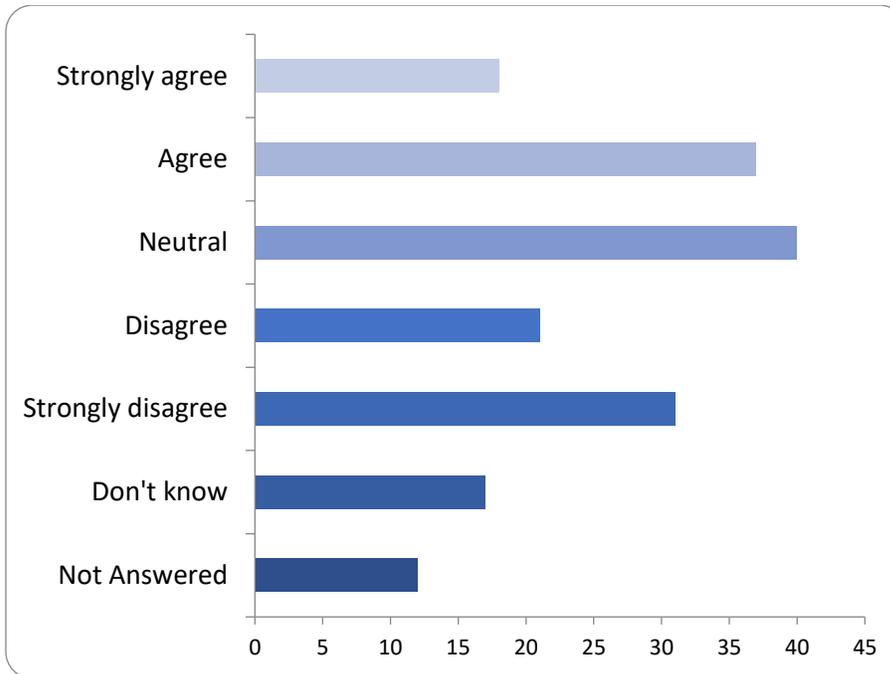
Educational facilities, such as library, school/community gardens (allotments), community hubs, adult education courses, general additional learning facilities, performing arts/music tuition. Out of school hours activities and holiday care required for working parents. Additionally, a multi-purpose social space to support local clubs and organisations.

Also, health care and wellbeing provisions such as early years support, dentist, GP and a wide range of sporting facilities for all. Furthermore, a few respondents stated schools and local facilities should be separated and funded by other means.

CREATING A DISTINCTIVE PLACE

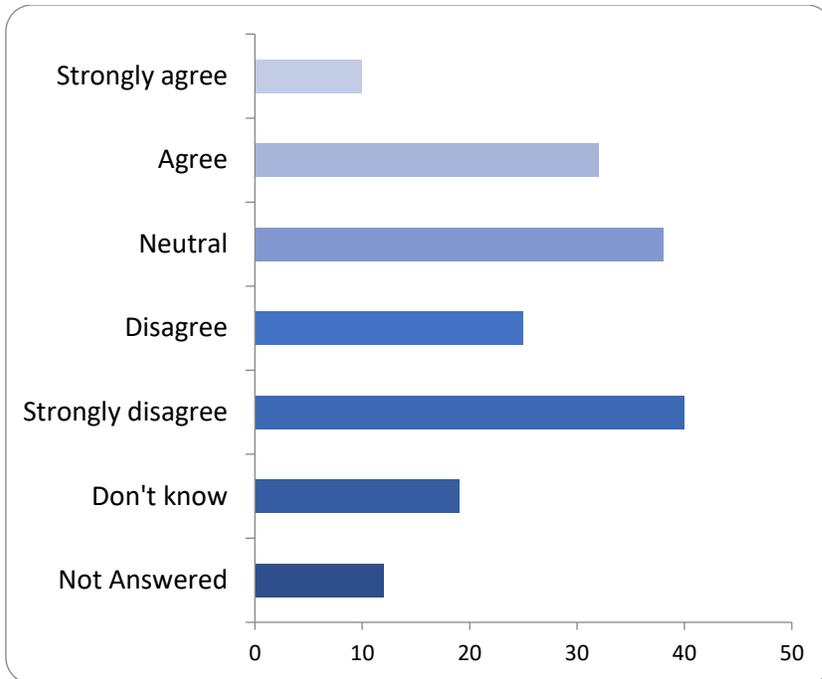
43.0 To what extent do you agree with the following? Character areas & design principles - The proposed different character areas?

There were 164 responses to this question: 31% strongly agree/agree and 30% strongly disagree/disagree.



44.0 To what extent do you agree with the following? The design principles outlined in the framework?

There were 164 responses to this question. 24% strongly agree/agree and 37% strongly disagree/disagree.



45.0 Are there any other design issues you think should be addressed as part of the Framework?

There were 62 responses to this part of the question.

Many believe there must be a better transport system in all respects, especially if reducing car use/ parking. There should be more services/ facilities and a high percentage of social/affordable housing. However, some disagree with the whole proposal and believe nothing should be built and that the site should be kept as greenfield land.

There should be a return to more traditional interesting architecture, with a mix of building materials/ designs. It should be lower density by not proposing high rise accommodation due previous issues of high rise developments in Edinburgh. These high rises may create danger, lack of space, look unattractive/ industrial and not fit into context of area. Instead, this new town should be a 'village' style community for vibrancy with more planting and less hard landscaping.

46.0 Planning policy requires that mixed communities are created, which include a range of housing types and sizes including affordable homes. Have you any comments on the proposed housing types we should be providing?

There were 87 responses to this part of the question.

Affordability

Many agree housing should be affordable with social housing for rent. But some disagree with affordable homes as they pass on costs to buyers and renters of non-affordable housing. Highlighted was the issue that homes in Edinburgh labelled as affordable on recent brownfield development are actually not affordable. Respondents would prefer if there was less short term lets and student accommodation type properties.

Housing Types

Homes should have a full range of sizes, designs and tenures and should all be high quality and spacious. Most would like houses rather than flats, while others would prefer more high-density flats, with colony style flats and maisonettes favoured. Flats should be designed with privacy and sound proofing, with green space/ garden allotment available to all residents. Apartment blocks should have commercial units at ground level and solar roofs must be placed on all suitable homes. Social housing should not look different to non-social housing and there is little need for large luxury detached homes. Some highlighted the need for more parking within accommodation.

Inclusivity

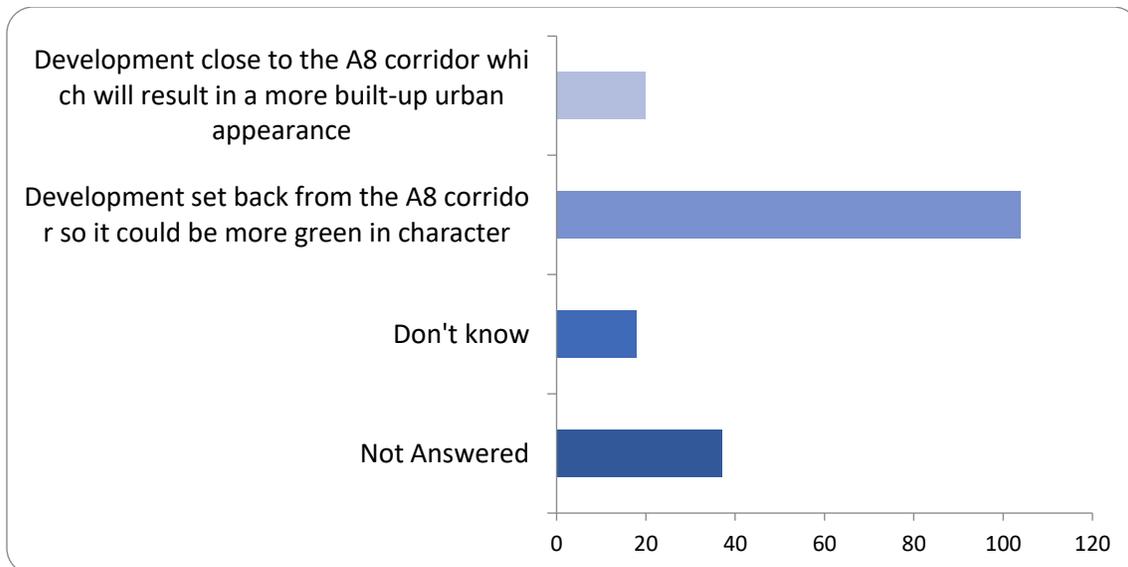
These homes should be diverse in who they can serve and accessible (physically accessible and cost accessible) to allow for mixed communities. Also, first time buyers (one- and two-bedroom properties), disabled people (inclusively designed homes) and the elderly (bungalows) should be the priority. Additionally homeless accommodation should be considered.

Outdoor space

All housing should have access to outdoor open space for a variety of reasons including physical and mental wellbeing, safe children's play (including on quiet roads for bikes), drying clothes and vegetable/ plant growing to support the environment. There should be tree lined streets and flats with green roof spaces.

47.0 The development of this land will change the character of the A8 corridor. In thinking of the A8 corridor, different options were proposed

There were 139 responses to this question: 11% supported development close to the A8 corridor which would result in a more built-up urban appearance, 59% supported development set back from the A8 corridor so it could be greener in character and 31% stated don't know or didn't answer.



48.0 Do you have another view?

There were 48 responses to this part of the question.

Character of A8 corridor

In terms of transport, many have concerns around road capacity of A8 and A71, as previous developments have already caused issues on nearby roads. Also relating to previous developments, the new town should be further back from the road allowing for dedicated cycle routes, places such as Cammo and West Craigs are located very close to the road, and it makes the area unattractive.

Being undeveloped is the positive aspect of this area. People believe this area should be kept as a green space, with this being the most sustainable option. With the Airport, roads and Royal Highland Showground, it is not a suitable location for development. Respondents state previous developments on Edinburgh's greenfield sites have had a limited life span and priorities should lie within creating an attractive greenspace. Others believe this area is fit for development but question Council funding for this large number of homes. Highlighted was that radical changes that must be made, such as major reduction in density.

49.0 What is the reason behind your answer?

There were 72 responses to this part of the question.

Character of A8 corridor

Being undeveloped is the positive aspect of this area. People believe this area should be kept as a green space to reduce pollution (noise, air and general emissions). The noise pollution of the airport and busy roads is unfair to the population that will live there, highlighted was that it is often the 'affordable' housing which is placed next to noisy areas.

Green space

Tree planting and creation of a green buffer between development and road is encouraged for health and wellbeing, safety, community fostering and environmental benefits. However, some argue that areas where a green buffer has been created, such as Wester Hailes, creates a 'no man's land' that does not feel safe. Furthermore, tourists often notice the site of the new town as they pass it from airport, so it is important the area is green and attractive.

Pressure on resources

There has also been a loss of other community-used green space in places like Cammo. There will be added pressure from this new town on all local facilities. Additionally, residential property should face away from the A8, if they face toward it, it may encourage car use.

There are concerns around funding for the area, especially with current high cost of living and concerns of isolation of people living there if there are not adequate transport links proposed.

Transport

In terms of transport, there are major issues around the A8. The A8 already carries large volumes of traffic, some state the new town should not be accessed from the A8. Furthermore, the speed limit should be increased back to 70mph and that the road must be widened with added active and public transport lanes.

50.0 There are already homes and businesses located in the Framework area but a large new area of Edinburgh will be created. What do you think it should be called?

There were 82 responses to this part of the question.

Ideas include:

Turnhouse New Turnhouse, Ingliston Gardens, Ingliston, Loverose Junction, Westfalia, Maybury, Gogarburn, Gogar, The Villages, Rosedale, Westburgh, Edinburgh West, Gogar extension, Caledonian Green, West Edinburgh, Turnhouse Meadows, Meadowfield, Mid Gogar, Westholm, Westfield, Edinburgh West, Westbank, Westside, West Links, Airfield, Westburgh, Gogar Gateway, Greenacer, Interwest Edinburgh, Gogar Fields, East Gogar, The Gait, West Park, Weston, Gogarwood.

51.0 Have you got any other thoughts/ comments that we haven't covered?

There were 71 responses to this part of the question.

Infrastructure

Many believe that there is currently not the infrastructure to sustain more houses in the area and that existing infrastructure should be fixed, before adding more. Also, there are concerns that if the airport needs to be expanded, all available land surrounding it is going to be built on.

Transport

Relating to transport, some think cars should take priority, with adequate parking spaces and that people should not be forced, but simply encouraged to change transport behaviours.

Public transport and active transport must be improved, especially to Ratho/ Newbridge, all these connecting areas must be integrated.

The existing road infrastructure needs to be improved/expanded. However, certain road improvement works are objected to and addition of bus lanes due to impacts on traffic flow. However, others state additional bus lanes are needed as other transport links, like cycling, is not suitable to all.

Public Engagement

There should be more consideration as to what the public want/ needs within current and future proposals. Local businesses and residents should be consulted as well as local universities. It is believed that lack of public consideration and consultation has led to development of previous undesirable areas in Edinburgh.

Buildings in residential area/ general comments

There were various comments relating to the residential area. Sustainable energy proposal are well supported, there also should be triple glazed windows for noise, multi-generational housing, houses with large gardens, grid road layout and reduction in density.

It was also highlighted there was a lack of information around healthcare provision in the new town.

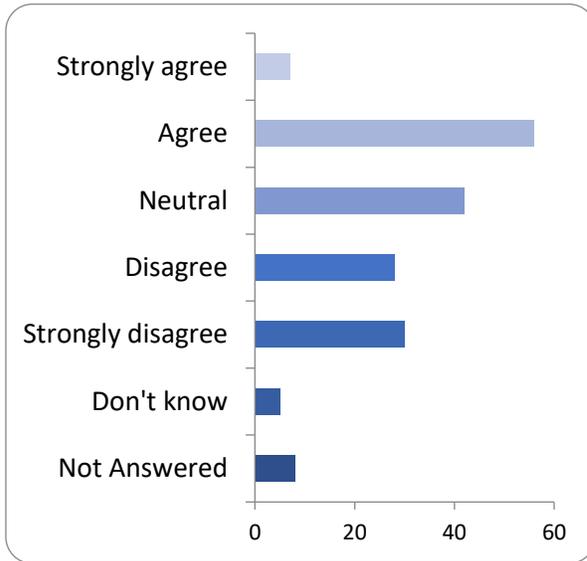
Additionally, while inclusion is important, respondents state often buildings/ spaces are compromised by trying to accommodate everyone and end up being worse for all.

Furthermore, some believe this new towns 20-minute-neighbourhood is designed to control freedoms of movements.

CONSULTATION FEEDBACK

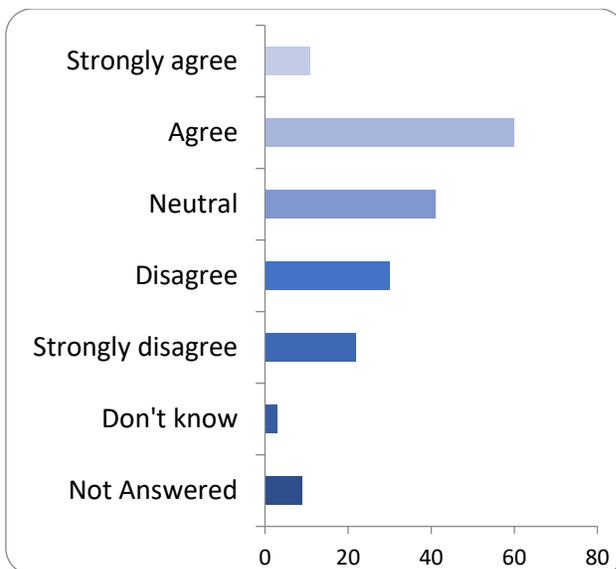
52.0 Feedback about consultation process - I was given all the information that I needed to have my say.

There were 164 responses to this question: 31% strongly agree/agree and 30% strongly disagree/disagree.



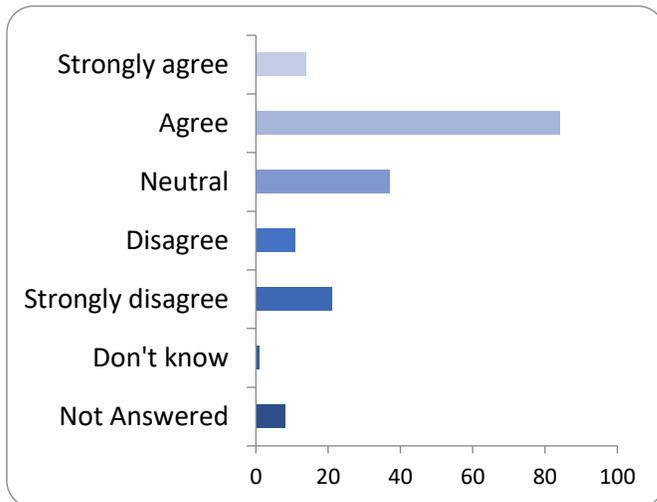
53.0 Feedback about consultation process - This consultation exercise was clear and easy to understand.

There were 167 responses to this question: 40% strongly agree/agree and 29% strongly disagree/disagree.



54.0 Feedback about consultation process - I was given the opportunity to have my say

There were 168 responses to this question: 56% strongly agree/agree and 18% strongly disagree/disagree.



55.0 Please provide any other comments or suggestions you may have about this consultation process

There were 57 responses to this part of the question.

Lack of clarity on how these responses will be used

There was a lack of clarity on how these responses will be used. Respondents believe their views will not be seen or heard, given Corstorphine's low traffic zone as an example of the Council not taking people's views into account. Respondents state the development is already approved as is, so do not see how their views will be incorporated into the design.

Lack of Accessible Information

There were too many questions, low word limit and very little visual information provided. Confusion occurred around if there was an informational document at the beginning to read that was necessary to answer certain questions. Numerous people had no access to certain plans/ diagrams that many questions were referring to. This made it especially hard to adequately answer questions relating to issues like roads. Questions should have had links back to the relevant sections of the document at the beginning.

Unable to Express True Feelings

Respondents believed this questionnaire was designed to reflect the Council's views, especially around preferred choices of travel (no 'private vehicle' answer). This left a feeling of being unable to express true feelings toward the development and many felt

certain questions pushed them to making comments which were not their views, and there were not many opportunities to say 'I don't want this'. People stated there was nothing on equality/ accessibility and that the questionnaire was biased towards walking and cycling. A technological issue was that there was no way to reset ranking questions on a phone.

Engagement Advertising

There should have been more advertisement of consultation events. An issue noted was that people within Corstorphine have not seen anything regarding the new town consultations locally. Respondents suggested holding engagement opportunities in many places. Some even suggested these in places they had already been held in, for example, The Gyle Shopping Centre, this emphasises a lack of advertisement. Moreover, it was suggested that further advertisement on digital platforms like Facebook would be beneficial.

WEST EDINBURGH PLACEMAKING FRAMEWORK AND STRATEGIC MASTERPLAN

CONSULTATION REPORT

APPENDIX C: FULL CONSULTATION RESPONSES

1.0 Consultees	Page
Edinburgh Trams	2
Historic Environment Scotland	4
Key Agencies and A&DS	5
Network Rail	11
Scottish Water	12
SUSTRANS	13
2.0 Stakeholder/ Interest Groups	
Cockburn Association	17
Green Action Trust	19
3.0 Developers/ Landowners	
BDW Trading and Taylor Wimpey	23
Crosswind	25
Edinburgh Airport	30
Parabola Edinburgh Limited	39
Rosebery Estate Partnership	41
The Royal Highland and Agricultural Society of Scotland	45
Taylor Wimpey	46
West Craigs Ltd and Wheatley Homes East	47
West Town Edinburgh Ltd	53

1.0 CONSULTEES

Edinburgh Trams

Edinburgh Trams welcomes the development and the opportunities it will bring.

I have noted below our detailed comments:

1. Existing future proofing

The existing tram geometry currently makes provision for two additional large road crossings (with pedestrian facilities) and a new tramstop. See image below. At these locations, the existing trackform type changes from ballast to Rheda city (with grooved rail) at these locations. It is not practicable to change the trackform type and run a service.



2. Design considerations

The following topics should be considered as part of the masterplan and any future design:

Tram speed and safety

The tram speed and the necessary visibility splays are an essential part of our safety system. Our drivers need to be able to see other road users and be able to stop. Bearing this in mind, we would strongly recommend that this is carefully considered when developing the generic masterplan cross section, and the use of trees and landscaping is limited near the tram infrastructure, noting that most of the line in the development is 70kph.

Business case

The tram business case is based upon a mass rapid transport model, getting passengers into the city centre in 30 minutes. This is achieved by being faster than other modes of transportation and limiting its interactions with other road users allowing it to be faster.

Should the development encroach into the visibility splays, then it would likely be necessary to slow trams down and this would have a significant adverse impact on the business, potentially making it unviable and this should not be underestimated.

Additional Trams

It would be very useful to understand the forecasted passenger numbers that are anticipated as part of the development. At the Planning Approval stage this will need to be carefully considered by the City of Edinburgh Council and Edinburgh Trams, as additional trams will likely be required to accommodate the projected growth. Stabling arrangements for the additional trams would also need to be considered, along with the procurement timescales, as this will take several years to complete due to the long lead times for trams and its associated infrastructure.

Flooding

We already are adversely impacted by flooding annually (at the Airport and at Edinburgh Gateway), and we would request that we are kept informed about the proposed measures in relation to the Gogar burn and any changes proposed in relation to that.

Additional road drainage outfalling into the Gogar depot should also be avoided.

3. Safety Validation

The development will, by its nature, change the surrounding area and its usage. This in turn will impact our safety management processes, so to ensure compliance with the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS) the development will require all tram related changes to be considered using our Safety Validation of Change (ET/SM/1/5) procedure, which I have attached for information.

4. Authority to Work (AtW)

Authority to Work permit(s) will be required to complete any construction works on or near the tramway. It is also likely that an Asset Protection Agreement will be required to protect the system from any 3rd party works.

Historic Environment Scotland

Thank you for your consultation which we received on 12 July 2023 about the above and its Environmental Report (ER).

We have reviewed these documents in relation to our main area of interest for the historic environment, and offer the following comments.

Green network route proposals

The Framework site includes a scheduled monument, SM4573 Gogar Mains, fort, palisaded enclosure and field system. We welcome that this area has been identified in the draft framework as an undeveloped open space. However, the Framework does indicate an intention for a potential off road green network route to cross the eastern part of the scheduled area.

Any works in the scheduled area would require scheduled monument consent. To avoid damage to the scheduled area, we recommend that options for forming a route which does not encroach on the scheduled area are explored, and that flexibility to do so is provided by the final Framework.

We recommend early engagement with HES on progression of this aspect of the Framework, and would be happy to discuss with you in more detail.

Building heights and massing

Building height and massing in the vicinity of Castle Gogar (A listed) should be carefully designed to avoid detrimental visual impacts as you approach the castle. It should pay particular regard to the contribution of the paddock area (wooded path leading up to the castle from the main road, including B-listed Gogar Bridge) to the setting of Castle Gogar. Potential impacts on longer views from the castle's upper levels should also be taken into account in decision making on height and massing.

Strategic Environmental Assessment

Under the Environmental Assessment (Scotland) Act 2005, those bodies preparing qualifying Scottish plans are required to undertake a SEA of plans that are likely to have significant environmental effects, if implemented.

As an SEA Consultation Authority, we're not aware of any SEA activity related to the Framework. We recommend that you consider whether the West Edinburgh Spatial Strategy is a qualifying plan under the Environmental Assessment (Scotland) Act 2005.

Key Agencies and A&DS

Introduction

This consultation responds to the Draft West Edinburgh Placemaking Framework and Strategic Masterplan (DWEPFMSM) published by City of Edinburgh Council on 14th June 2023. It was prepared by Architecture & Design to Scotland (A&DS) with input from the Key Agencies Group (KAG) in terms of the agencies Green Recovery support offer and collegiate role. Whilst this is a collegiate response with support across KAG it should be noted that this it is not a synthesis of responses, rather it is intended to compliment individual agency responses.

Background

The Key Agencies Group offered support to City of Edinburgh Council during the Pre Plan period during the preparation of LDP2. This support was offered as a joint approach in terms of the Key Agencies Group Green Recovery Offer (KAGGRO) which highlights "The Key Agencies' collective potential to support partners in shaping places for the long-term public interest is significant and will aid delivery of the National Performance Framework outcomes and the United Nations Sustainable Development Goals frameworks. The main requirement is that partners are committed to working with us within the spirit of the Place Principle to maximise our collective impact." Whilst this offer of input was not taken up in the immediate pre-plan period it was initiated post-plan in the form of a workshop held between KAG partners and a cross service group of CEC officers on 19th January 2022 when a joint report was published (see appendix). Further workshops were intended to develop and conclude the KAGGRO process between the council and KAG (See Key Agencies Group & City of Edinburgh Council: West Edinburgh Workshop Report dated 19th January 2022, page 17 – Next Steps). However, it is noted that the City Council did not proceed with these workshops with the Key Agencies Group.

A&DS and statutory Key Agency representatives were recently invited by CEC to attend a briefing on the DWEPFMSM on 7th September 2023. Feedback was provided by several agency representatives at that event. This response captures and reflects key collective discussion 2 of 7 points at the briefing, subsequent discussions amongst KAG representatives and an A&DS review.

RESPONSE

1. Summary

Recognising the scale, significance and complexities of West Edinburgh the Council hosted collegiate workshop in January 2022 this City of Edinburgh Council /KAG event set a very high bar, seeking quality outcomes and delivery process across multiple adjoining sites. In terms of quality outcomes it sought 'City growth that is worthy of a world leading, inclusive, fair, healthy, happy city', it sought an 'exemplar of zero carbon city growth' and an 'exemplar for placemaking and delivery of Blue Green infrastructure'. In terms of process it sought a

demonstration of the Place Principle in action through collaboration in vision setting and delivery across sectors, agencies and community stakeholders.

We very much welcome and support the high aspirations for West Edinburgh demonstrated by the city council and other stakeholders at the workshop. However, in this context we consider that the masterplan evolution process and the current document could go further to include necessary detail and further underpinning by a more robust process shaping design and delivery.

The three themes of the KAG workshops have been used to test the current proposals and our recommendations are set out in this context. These seek:

- Clarity on Blue Green Infrastructure and Gogar Burn Solution
- Strengthened Framework for delivery of 20 minute neighbourhoods
- Strengthened aspirational vision, definition and Leadership

There is potential through further work and another iteration, to realise the aspirations via the DWEPFSM - to shape high quality deliverable outcomes for places and communities. This would need a step change in these areas, with more detail and a strengthened, more robust process. As things stand the risks remain of leaving too much to be negotiated on a parcel-by-parcel basis.

A text change is also requested, as below:

2. Requested Text Change

The introduction to the DWEPFSM suggests that the 'consultative draft WEPF has been developed through engagement with landowners, the Scottish Government and the Key Agencies Group co-ordinated by Architecture & Design Scotland.' It is noted that, whilst the above mentioned KAG/A&DS workshop took place in Jan 2022 the intended follow-up work with the collegiate KAG group did not take place during the development of the DWEPFSM. Key agencies including SEPA, Nature Scot, Scottish Water and Historic Environment Scotland were engaged individually. However wider agencies such as A&DS were not further engaged during the development of the document.

We would request that the reference is corrected.

3. Defining a Gogar Burn Solution and clarifying constraints and Benefits for Blue Green Infrastructure.

At the 2022 KAG workshop the multiple benefits of blue /green infrastructure and the need for a strategic approach across Place 16 were strongly advocated.

The current masterplan relies on binding sites together using blue /green infrastructure from north to south as part of a Strategic Green Network. However, the deliverability of the proposed burn restoration remains to be resolved. Section 4 of the DWEPFSM presents contrasting options for addressing the improvement of the Gogar Burn. Option 1 proposes de-culverting and burn restoration whilst Option 2 takes the more limited form of a flood relief

channel. Whilst we consider the de-culverting and burn restoration option preferable in placemaking terms the implications of this option, in the context of airport safeguarding constraints and limitations around risk of bird-strike, may require mitigations that are in themselves detrimental to placemaking. In this context the de-culverting option (option 1), needs further testing to establish deliverability and support. Concerns were expressed around current requirements for netting which allow for flood prevention and habitat restoration but could be detrimental for Placemaking and for wildlife. This needs to be resolved with further detail and a settled position required to then establish the constraints and benefits flowing from a preferred option set out clearly in the masterplan. If this can be addressed the placemaking benefits of Blue/Green infrastructure as a core multi-functional infrastructure are supported and understood. Whilst desirable, the placemaking opportunities of blue/green infrastructure are not proven as deliverable in this context.

Recommendation: We would recommend further work and detailed discussions to test and determine a solution for Gogar Burn with the confidence of KAG partners and the airport that is capable of implementation. This should include providing necessary detail to test design for a moving body of water less attractive to birds than current conditions, demonstrating method of meeting airport safe-guarding constraints without requiring netting. Specialist ecological and ornithological advice may be required (e.g. via relevant agencies) to provide relevant evidence and development of option 1. Re-defined opportunities and constraints for placemaking can then flow from that solution.

4. Establishing Public Sector ‘infrastructure first’ model and framework for delivery of 20-minute Neighbourhood Design including wider definition and phasing of key design elements.

At the 2022 KAG workshop a strategic partnership approach was discussed and advocated, seeking public sector leadership towards co-ordinated delivery of key infrastructure. Workshop group 2 looked at neighbourhood Infrastructure, highlighting the need for ‘further consideration and review of the location of facilities on the site, particularly that of education, health and social care and the physical and social relationships between them.’ And ‘concerns were raised in relation to connectivity and safety ...in relation to primary routes. In this context the locations and phasing of delivery of services within the sites and across infrastructure barriers has yet to be fully tested or resolved in the masterplan.

The masterplan (DWEPFMSM) acknowledges the risk of disconnection of Site 16 and the East of Millburn Tower Site in terms of 20-minute neighbourhood principles. Section 7 states “The majority of the West Edinburgh area currently functions poorly in terms of 20-Minute Neighbourhood principles scoring <30%. West Edinburgh currently represents a largely transitory area at the periphery of the city with limited residential population and few facilities to support new communities. Local facilities are largely concentrated within the established urban area of the city and outlying villages thereby necessitating travel to use essential services.” The solution indicated in the masterplan is to rely on infrastructure within the Place 16 site through a focus on the establishment of new centres and new facilities in four locations alongside strengthened public transport and a series of new active travel links. The aim of

crossing and calming the A8 is highlighted as a transport intervention in section 6 with strengthened active travel connections to Ratho, Maybury and West Craigs.

For the finalised WEPFSM to offer the council a strong position from which to shape/steer delivery of a place in line with NPF4 policy ambitions, the following four aspects would benefit from greater clarity in the masterplan and delivery framework:

(1) Definition of timeframes of development linked to phasing of delivery of critical infrastructure including active travel infrastructure, key urban spaces, open spaces, schools, health facilities and local retail. Key service locations such as schools are shown only indicatively on the masterplan. Definitive site areas and locations for key facilities have yet to be established. Infrastructure phasing needs to be related to housing phase delivery, to numbers, mix and density of housing. Consideration must be given as to how West Edinburgh can be delivered as a 20-minute neighbourhood in terms of quality of place and experience for families arriving from the outset then in year 5 / year 10/ year 15...

(2) Commitment to the delivery of critical active travel links to neighbouring areas including related bridges, road crossings, arrival spaces and parks to address barriers including, for Site 16: the A8, railway, airport and Gogar roundabout; for the Milburn tower site the City Bypass. For example, the 'Option' should be confirmed for a connection over the railway north-east to West Craigs and Cammo, alongside the Northeast Local Centre. Effective A8 crossings will be critical for the link between site 16 and the site East of Milburn tower.

(3) Clearer definition and certainty are needed around measures to integrate with social infrastructure in neighbouring communities, to define intent for inter-relationships with existing schools, health facilities, retail areas, employment sites. The interim arrangement needs to be planned for until such time as all new and additional social infrastructure is in place.

(4) Further development of the WEPFSM in terms of ensuring effectiveness as a Development Management tool. This should include definition of 'must have' key deliverable elements and 'nice to have' elements as discussed during the briefing workshop, to be clear about what is required for social sustainability.

Recommendation: As before we would recommend further detailed liaison with service leads, providers, and public sectors investors to establish a partnership approach to delivery. For methodology we recommend establishing a Place Based Framework and a Place Based Investment Programme as set out in Scottish Government Guidance

<https://www.ourplace.scot/sites/default/files/2023-06/SC5%20Our%20Place%20Framework%20Exhibits%20%20Feb%2023.pdf>

This should include addressing and consolidating 20-minute neighbourhood design principles. It should include action planning for phased integration of existing and proposed infrastructure and facilities across public transport, active travel, public realm, education, health, and community services investments. We anticipate this will require further design detail for neighbourhood centres, bridges, crossings, and gateways across the various barriers.

It should provide definition of location and quality of outcomes required for key deliverables, giving the Council the strongest position to work with partners to secure place quality through design and delivery phases.

6 Vision and Leadership for Masterplan and New Urban Quarter.

At the 2022 KAG workshop the delivery of a new City Quarter Model was discussed with West Cambridge and Ebbsfleet presented as models for strategic and design-led approaches to masterplanning and place procurement. Workshop group 3 sought ‘a well communicated and engaging vision that sets a strong quality benchmark, communicated by fewer, simpler, and clearer principles’ it sought ‘a vision to better communicate the kind of place that West Edinburgh will be - a place in its own right but also a new edge to the city’. It suggested that Principles need to include what this looks like and’...provide parameters for the private sector to work within whilst leaving scope for creativity as to how that is delivered.’

The DWEPFSM seeks a high-density mixed-use development and a new city quarter model, with a series of new urban centres built around tram stops, gateway spaces and blue/green infrastructure. However, the document reads more as a design and policy brief, lacking the design definition and illustration that might be anticipated in a masterplan that sets out a vision for a new City Quarter.

The current document sets out the ‘type of place’ intended and ‘how to get there’ only to a limited extent and largely in final sections. As a result of the structure of the document the vision for the type of place intended is given little prominence. Vision is touched on at 1.6 with a series of high-level policy themes whilst the section 1 introduction focusses largely on policy and process contexts. Place is articulated at the end in section 8 ‘Creating a Distinctive Place’. Delivery intent is articulated at section 10 ‘Infrastructure First, Delivery and Phasing’. The document would have more impact with these sections at the outset, with greater general emphasis on vision setting, with clearer messages of the council’s vision and delivery intent. The document would also benefit from re-phrasing delivery intent in section 10 to emphasise a leadership role for the city and a collegiate approach to delivery between agencies, public and private sectors as discussed at the KAG workshop.

There is little graphic illustration in the document to indicate the type of place intended beyond a couple of images (front cover and page 38). The separated layered drawings have little detail beyond the Strategic Masterplan at Section 9. The layer drawings could all be amplified to present more/clearer information with more detail around what is critical (e.g., for sections on Green Blue Network (Fig 9), Parks and Play Facilities (Fig 12), Walking, Wheeling, and Cycling Network (Fig 15), Alternative Schools Layout (Fig 16) and Indicative Character Areas (Page 40). Additional drawings could usefully include:

- An urban structure layer to set out density, height, and extent of built form.
- A legibility layer to set out key features intended such as gateway spaces, key frontages, landmarks, view corridors.
- A mix of uses layer to show the distribution of uses indicated in section 7.

The two Gogar Burn options illustrations are indistinguishable and yet each have substantially differing design intent and outcomes for Placemaking (see separate comments on Gogar Burn options above).

Separate character areas are set out indicatively in section 8.1. However, the characteristics of each are not set out visually or 3-dimensionally which is critical for defining street character. Only the section drawing at 5.7 gives some limited indication of street character. However, this could note scale of buildings required to create street enclosure. For the wide boulevards shown scale and density and mix of uses are needed to support intensity of use.

Much is left to developers to put forward localised masterplans risking a fragmented approach to place delivery, without sufficient detail in the strategic masterplan to clearly define critical elements such as public spaces, building scale, variations in density or land allocated for key facilities. Reference was made at the recent Key Agencies briefing to the example of Parabola with the density and mix of uses they are delivering at Edinburgh Park. Securing such quality developers that are willing to innovate and apply urban models for development will be essential however they also need certainty in terms of public sector deliverables.

These links are to provide a reference for comparable strategic masterplans that the DWEPFSM could aspire to match in terms of urban design, built form illustration and vision:

- Ebbsfleet <https://www.westonwilliamson.com/projects/ebbsfleet-central-masterplan>
- Northwest Cambridge <https://archello.com/project/north-west-cambridge-masterplan>
- Seestadt Vienna
https://www.aspernseestadt.at/en/business_hub/planning__reality/master_plan

Recommendation: The DWEPFSM needs to work as a tool that can enable a Council crossservice approach at subsequent development management and delivery stages to steer design and realisation of a distinctive and transformational new urban quarter in line with the LDP and NPF4 policy ambitions across multiple sites. We would recommend that further work is carried out, possibly in conjunction with the lead developer/s, designers (and with the potential support of A&DS and the other key agencies) to further articulate and document a more complete vision for the intended form of West Edinburgh. This should define critical elements in detail and to show where there is flexibility to encourage variety, diversity and to demonstrate deliverability.

Network Rail

In relation to **the West Edinburgh Placemaking Framework and Strategic Masterplan**, Network Rail would bring the following considerations to the council's attention:

- *Requirement for Transport Assessment* – As part of the Masterplan's targeted development of 11,000 homes, along the services and facilities people living and working in the new area, Network Rail considers a comprehensive Transport Assessment is required in support of the planning application(s) for development. The Assessment would need to assess the capacity of the Edinburgh Gateway, South Gyle and Edinburgh Park railway stations to cope with the additional volume of traffic and footfall as a result of the proposed development. The Assessment should include consultation with Network Rail and Scotrail to establish the likely impacts on infrastructure and any necessary upgrades required to mitigate the impacts (i.e. bicycle stores, new/upgraded active travel routes, additional EV parking and charging capacity, new/improved multi public transport hubs). If the assessment shows upgrades are required, a mechanism for developer contributions towards the upgrades should be established.
 - *Ongoing consultation with Network Rail* – Network Rail would request that City of Edinburgh Council continue to engage with us regarding any interventions directly to the operational railway and its associated assets and/or development adjacent or close to the operational railway line that may impact on its operation, that are proposed as part of the Masterplan. This includes, but is not limited to, the removal of the footbridge over the railway line and the formation of a new secondary and primary schools in close proximity to the line. The new and improved active travel routes also proposed throughout the Masterplan site area, including integrating with Edinburgh Gateway Station, whilst broadly welcomed by Network Rail in principle, are also aspects of the Masterplan that Network Rail would seek ongoing engagement with the council over as detailed design progresses.
-

Scottish Water

Scottish Water broadly welcomes the plans emerging from the West Edinburgh Placemaking Framework and Strategic Masterplan.

We have and will continue to work closely with the council on plans to develop 11,000 homes and associated infrastructure.

We have sufficient wastewater and water capacity to support the plans. We have existing network infrastructure in this area which has been highlighted to your team and we would expect protection measures in place to ensure our services are unhindered.

We have modelled the impact of your plans on our water and wastewater networks.

The wastewater network requires reinforcement and plans to install a pumping station must be considered as part of the masterplan.

The exact location is still to be determined, however, we have highlighted to you the preferred area. We will continue to work with the council on the plans and would welcome further dialogue on the phasing of the site to ensure we can fully support the necessary infrastructure at the right time.

Scottish Environmental Protection Agency

Introduction

For some years, SEPA has consistently advised that to enable the level of development proposed for this area of Edinburgh a strategic, infrastructure-first approach must be in place. From the perspective of SEPA's remit, this strategic approach must address the avoidance of flood risk to future and existing development, such as the airport, and provide a sustainable system for water management that provides effective drainage which also has the potential to improve the water environment and its ecological status and to provide access and amenity for those living or working in the area. The projections for increased rainfall, as a consequence of climate change, and Scottish Water no longer being able to accept surface water into combined sewers make the need for a strategic approach to water management in West Edinburgh only more urgent.

In addition, this strategy must aim to cut the emissions that lead to poor air quality and increased greenhouse gas emissions: the area must integrate active travel and public transport, within the area and with the wider city region.

This approach has had the highest level of support. Recently, the Reporter to the Crosswind appeal wrote, on behalf of Scottish Ministers, to confirm this support.

Over more recent years, SEPA has worked closely with the City of Edinburgh and other partners such as Scottish Water and Nature Scot to identify a framework for this strategic approach to the water environment in this part of West Edinburgh.

West Edinburgh Placemaking Framework

The current draft of the West Edinburgh Framework should be seen as an early, working draft.

SEPA has never proposed one option as the only solution.

We have supported routes for the realignment of the Gogar, for instance, to emphasise the importance of maximising the potential of the Gogar, but we have emphasised our willingness to support any option which provides the optimum possible benefits for avoiding flood risk and improving the water environment.

Taking the West Edinburgh Placemaking Framework forward, any option must demonstrate with survey and assessment that it will provide its claimed benefits.

- It must be feasible and demonstrated as being acceptable to all parties.
- The input of ornithologists is required, either to allay the airport's concerns about bird strikes or, ideally, to demonstrate that the Framework will reduce the potential for bird strikes: greater safety for air crew and passengers and people on the ground should be a requirement of the Framework.
- It must provide supplementary guidance to take forward the policies and proposals for this area and the wider aspirations of the Proposed Plan: before finalising the Framework it must

be worked through to give certainty that it sets clear and reasonable expectations for those making planning applications.

- It must contain reasonable and feasible guidance for phasing of infrastructure, the framework in which individual developments, brought forward by planning applications, can be integrated

Specific sections of the WEPF

We have specific comments on Section 4, as it touches most closely on SEPA's remit and SEPA's engagement, survey and assessment work and advice over a period of approximately 20 years.

On the discussion points, our preferred option for the Gogar is Option 1, as it is the only one that addresses the issue of fish passage. We very strongly support the setting up of a Gogar Burn partnership, and we will commit specialist staff time to the work of this partnership.

In general, we think this section reads well and appears well-balanced.

Considering SEPA's involvement over the years, it may seem strange and contradictory to write that we think there is a little too much emphasis on the Gogar Burn restoration as the solution to flooding at the airport*, and not quite enough emphasis on the importance of making changes across the whole Gogar catchment, with the Gogar restoration at the airport site as just one part of this, to address flooding. Pressures like physical condition and fish barriers also need consideration and sediment sources across the catchment too.

(*Flood risk to the airport also comes from the Almond so the Gogar should not be considered in isolation when addressing risk to the airport.)

The catchment-wide approach to addressing both flooding and nature is mentioned, but at the very end of section 4.3. Given the recognised Climate emergency and biodiversity crisis faced by Scotland, we would like this could be brought to the top of section 4.3, or even into section 4.2, to emphasise that a catchment-wide approach is likely to be the most effective way of delivering the required flood protection and sustainable resilience to the effects of climate change; nature recovery and achieving compliance by helping to buffer some of the water quality issues including including sediment inputs and transfer) faced by the Gogar. Low flows in a straightened over deepened channel can exacerbate the impacts of any inputs. Specific reference to the Gogar sustainable water management and restoration would then follow as a major component of the catchment wide approach.

Conclusion

SEPA is more than willing to continue to work with CEC and all partners to finalise the detail in the WEPF and in its implementation. By partners, we mean: CEC (development planners and development management planners, education and transport); the airport and developers; the key agencies and landowners in the wider catchment.

We would be more than happy if you forwarded this letter to key contacts at the airport and with landowners and other partners.

As mentioned at the start of this letter, we consider that the current draft should be seen as a very early draft.

SUSTRANS

Q 21. We are proposing new routes and connections for walking, wheeling and cycling. We call these active travel routes. These will go through the framework area and to surrounding communities and places of work. Do you feel that the active travel routes and connections proposed are in the right places?

A. While we are not able to comment on the placement of the routes, we commend the integration of active travel and cycling infrastructure into the plans for West Edinburgh. We support the proposal for a wide range of high quality, direct, on street separated from traffic active travel routes and believe that these are key for connectivity. While off road active travel green routes which are separate from traffic can also play a part they need to continue to be safe after dark and for people of all backgrounds and therefore they may not always be as good an option as separated from traffic on road infrastructure.

We are also supportive of active travel crossings of the A8 and the existing railway line to ensure that residents can easily visit other parts of the city and beyond and that the site itself is accessible, these should accommodate people who use adaptive bikes and be [Cycling By Design](#) compliant.

Q. Should we propose other active travel routes and connections in other places?

A. A new area has a potential to expand the cycle network and to support modal shift to active travel. We recommend consulting the [Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030 \(transport.gov.scot\)](#) on how this could be developed as well as the Network Planning Tool demo [Networking Planning Tool - Introduction & Demo - Sustrans Showcase \(showcase-sustrans.org.uk\)](#).

Q. 23. We are proposing low levels of car parking for homes and businesses within the area. For example, one space between four houses/flats and limited non-residential parking. This will help to 1) minimise the amount of additional traffic generated 2) reduce the impact on commuters and existing communities in wider West Edinburgh 3) encourage people to use active travel and public transport. Do you support this approach? Do you feel that there are other ways we could manage car parking within the framework area?

A. We believe that it is vital to reduce car kilometres as is the national and council policy. If we are to reach net zero and the suggestion above could be a way to encourage people to own less cars. [A route map to achieve a 20 per cent reduction in car kilometres by 2030 | Transport Scotland](#) may provide some justification for this but this needs to be implemented alongside other measures such as increased bus service, cycle infrastructure and more.

37. Have you got any other thoughts/ comments that we haven't covered?

Fundamentally, we need to work together to end the dominance of cars in our public spaces and rebalance our cities, towns and neighbourhoods in favour of the people that live, work and play there. We also need to create more opportunities for people to make healthier and more sustainable journey choices. National Planning Framework 4 provides the basis for making these positive changes and any plans should be built around it.

2.0 STAKEHOLDERS/INTEREST GROUPS

Cockburn Association

The Cockburn Association welcomes this framework and strategic masterplan. We understand that these will replace the West Edinburgh Strategic Design Framework and the west Edinburgh Landscape framework, both of which were over a decade ago (2010 & 2011 respectively). There is also the wider programme including “Towards West Edinburgh 2050: A Spatial Strategy” which considered how the west of the city should change over time.

Planning background & City Plan 2030

The WEPF specially addresses the City Plan 2030’s Place Policy 16 (PP16)– West Edinburgh. In our comments on CP2030, we said, “PLACE 16 – West Edinburgh *We are concerned with the growth strategies for West Edinburgh and therefore require clarification of the mitigation measures which will address the negative environmental impacts identified in the Strategic Environmental Assessment Environmental Report related to this development expansion.*”

NPF4 is currently the primary development plan for Edinburgh until such time as City Plan 2030 is adopted. The primary objectives of climate change mitigation and biodiversity enhancement in NPF4 need to be fully worked into the proposals. Our initial reading of the framework suggests some areas of concern resulting from the developments themselves. This will be addressed below.

Background

The WEPF covers new development proposals in and around Edinburgh Airport and land at West Craigs/Maybury. It also includes the consented scheme known variously as the “Garden District” or East of Milburn Tower with PPP for 1,350 units.

However, it does not look beyond this or south of the A8. This framework should be better connected to the wider strategy. The vision of WEPF should be expanded to include the Gyle and the wider Edinburgh Park Area. We are aware of proposals to restructure the Gyle Centre akin to proposals at Ocean Terminal. Also, other western areas of the city are undergoing change on a piecemeal, ad hoc basis. The WEPF should provide positive connections with these areas, and this will be crucial for its success.

Some approvals and projects in pipeline

Schemes adjacent to WEPF area

Cammo Meadows – 665 homes (approved)

West Craigs – 1,650 homes approved; further extension of NW section (Rosebery estates) for further housing but no application yet.

Edinburgh Garden District/East of Milburn Tower – major Green Belt release with up to 9,000 houses (1,350 consented) with major commercial and office space & up to 1,150 hotel rooms.

SAICA site (aka Maybury Quarter) – Early discussions with presentation to EUDP; no firm scheme but city plan suggests 1,000 houses with new Primary School.

Edinburgh Park (south end) – c.1,750 new homes with commercial and 170bed hotel.

TOTAL – Potential 14,000 new homes

WEFP Area (land south and east of Airport bounded by A8 and railway; includes Gogar Designed landscape)

International Business gateway (IBG) phase one – PPP call in with 10000m² office & 400 homes.

IBG phase 2 or WEST TOWN – shift from mixed-se to largely residential with no specific housing numbers but can assume c.5000 or so.

Crosswind (Turnhouse runway) – 2500 homes and 43,000m² commercial with 170-bed hotel.

TOTAL – potentially 7,900 new homes.

IBG – Phase one has essentially been granted and includes 400 new homes. However, the developers have now argued that the wider commercial aspirations of the IBG are no longer viable, so propose a major shift to housing across the later phases.

Cockburn Comments

General

The Association believes that a "total development" approach is required, including the fundamental infrastructure of water and waste in addition to net zero and energy generation/conservation. Indeed the interrelationship of energy, water and waste management are key issues in driving overarching principles of ecology and good environmental standards. These should feature very clearly in this framework document and should have ambitious environmental targets that go beyond current regulatory requirements.

Similarly, it would be good to see ambitious environmental targets being sought through both the creation and ongoing management of this new area of the city. The framework should also have clear statements on delivering very high levels of accessibility including public and active travel routes both to the city and countryside. Detailed design codes for sub-neighbourhoods are required, which would then form the basis of contracts with developers.

One good example of a large-scale masterplan incorporating guiding principles of ecology and sustainability can be seen at Hammerby Sjostad in Stockholm. Here, a large c10,000 homes extension to the city was designed and built as a self-contained ecosystem. I visited a

couple of times while it was being built and was blown away by its ambition and delivery. CABE wrote it up as a case study in 2006.

A Strategic Approach

The framework and masterplan should be considered as an extension of Edinburgh but as a new settlement/town. This is due, in urban design terms, by the fact that the area of land is bound by very hard boundaries, not well or easily connected to other areas and very isolated. Therefore, its' planning will have to include all the amenities and uses associated with a new settlement/new town and not designed as an extension of Edinburgh which it clearly is not.

The TCPA new settlement network and "Healthy new towns network" may be useful reference points for addition to the WEPF.

Environmental Constraints

There are several significant environmental constraints associated with the framework area key of which are the environmental issues of placing a residential led development adjacent to an international airport. This is not the context of a normal green field site, as aviation pollution and noise can be a health risk and the airport safeguarding requirements can influence the urban design both built form and green spaces.

Connectivity

There are major challenges in forming strategic connections and facilitating public access and linkages to and from the wider context given the framework area is isolated and bound by hard physical edges including the airport. The difficulties of integrating the tram route with future development particularly is important as the tram is currently running at capacity. The developers' assumptions that "there is a tram so everything's OK" must be fundamentally challenged.

Also, critical access travel routes to the Gyle will be essential. The A8/Gogar roundabout poses major barriers in both physical access terms but also in wider integration of facilities. The Gyle remains a key comparison shopping centre for the area.

Heritage and Landscape

there are several historic assets both on and near to the site. The use of the historic assets/environment as a key principle/design tool in the framework is essential. These assets include Castle Gogar (A-listed with its designed landscape), Castle Mains (a scheduled ancient monument) and Milburn Tower (designed landscape).

The design of a strategic blue green network including the possible realignment of the Gogar Burn will be crucial to the success of any major development. The contribution that these make towards positive place-making objectives and climate adaptation is direct. Also, a strategic level approach to other environmental/community facilities is needed including burial grounds, sport and leisure facilities, community growing, play space etc.

Climate Emergency

In general, there is insufficient emphasis and weight has been placed in the framework requiring development coming forward to address the climate emergency. The requirements of NPF4's emphasis on biodiversity and climate mitigation are not strongly enough articulated in the WEPF.

The concept of embodied/embedded carbon must form a key focus on sustainable construction. The normal palette of concrete and brick materials should be challenged, as these are hugely carbon and energy intensive in production. Net zero should embrace a total development concept, not just operational.

District heating and local energy production should be built into the WEPF aimed at reduction of energy importation into the area. This goes well-beyond passivehaus design standards with an expectation that all buildings should aim to be contributors to local grid, not just neutral. For example, all roofs should be solar collectors, extensive use of micro-wind built into the local landscape and linkage with blue networks with ground/water source heat pump distribution technologies.

Place-Making

In general, we welcome the importance of establishing clear placemaking guidance. Greater clarity of the proposed heights and densities is needed as it is unclear in the framework. More detailed and localised studies and view analyses will be required. Fundamental to this is the need to ensure a "total development" vision rather than leaving to individual developers and their design teams to determine what is, or is not, acceptable.

We support the general thrust of the place-making principles, and in particular welcome the ambition to create *"a collaborative, multi-disciplinary, master plan led approach to creating a high density, mixed use, urban extension to the city, compact in form with a sense of place and community attractive to residents, workers and visitors."*

SUMMARY

There is much to commend in the West Edinburgh Place-making Framework.

The approach to development here should be the creation of a new settlement rather than extension to the existing western fringes of Edinburgh.

A "total development" approach to net zero carbon and energy is required, which includes the embodied energy/carbon of materials rather than just operational targets. The framework area should aim to be self-sufficient in energy production and generation. A new baseline for sustainable development needs to be set.

The exploitation of existing heritage and landscape assets to inform development is key, which must also integrate and compliment new blue-green networks. Increasing biodiversity whilst offering localised climate impact mitigation strategies should also be a strategic objective of development.

Green Action Trust

On behalf of the Board of the Green Action Trust, I am pleased to provide our response to the consultation on the Draft West Edinburgh Placemaking Framework and Masterplan (WEPF). We are very supportive of the content of the Framework, in particular its reference to the CSGN and the inclusion of many of the CSGN aims and objectives. If delivered as set out, this development would be an exemplar of CSGN delivery within the planning system.

The Green Action Trust is responsible for managing, developing and driving forward the delivery of the Central Scotland Green Network (CSGN) and its ambitions on behalf of the Scottish Government and wide range of partners and stakeholders. This is achieved through a combination of direct project development and delivery and coordinating action by a wide range of CSGN partners within the public, private and voluntary sectors.

The Trust's activities are designed to support the CSGN, working to align policies, programmes, and actions across Central Scotland, focusing on sustainable economic growth, active travel and health and wellbeing, as well encouraging nature to flourish and making central Scotland more resilient to climate change.

We are pleased to see the reference to the CSGN within the WEPF as well as to National Development 5 (Urban Sustainable, Blue and Green Surface Water Management Solutions). We would suggest it also contributes to National Development 8 (National Walking, Cycling and Wheeling Network) with its strong focus on active travel networks and connectivity within the WEPF area and beyond.

Table 1 below sets out the key areas where WEPF links with the vision of the CSGN.

We consider the WEPF Masterplan to have potential to be a flagship initiative delivering the CSGN, and as such, would be in a position to offer our expertise and assistance to CEC with the further development and delivery of the Framework and/or individual masterplans. We would be happy to discuss this with the team within CEC at your earliest opportunity. A strategic relationship with CEC would also be welcome.

TABLE 1:

The CSGN Delivery Plan to 2030 (DP30) sets out immediate aims and actions in order to deliver the CSGN Vision by 2050. We are pleased to note that many of these are included in the WEPF, and if delivered as planned will be to a high standard, making a significant contribution to the implementation of the CSGN.

These are:

DP30 Objectives	Outcome	Targets
Biodiversity and Ecological Coherence		
HA1 Increase tree planting levels and woodland cover within the CSGN	By 2050, woodland cover within the CSGN area has been increased by 50% on 2010 figures.	New woodland creation targets: <ul style="list-style-type: none"> 85,500ha by 2050 17,100ha by 2030. Annual woodland creation target: 2,137ha per year.
HA2 Increase the area of restored peatland within the CSGN	An integrated habitat network across the CSGN with wildlife corridors joining up important sites and habitats.	Create priority grassland, wetland and heathland habitat links: <ul style="list-style-type: none"> Grassland (neutral and acid) 26,045ha Wetland 7,046ha Heathland 10,211 ha
HA3 Increase the area of grassland habitats within the CSGN	An increase of 20% in grassland, wetland and heathland habitats in priority areas for CSGN – through a combination of restoring degraded habitats and creating new habitat connections	Enhance existing grassland, wetland and heathland habitat links: <ul style="list-style-type: none"> Grassland (neutral and acid) 26,045ha Wetland 7,046ha Heathland 10,211 ha
HA4 Increase the area of wetland and coastal habitats within the CSGN	35% of degraded peatland habitats are restored.	Protect and enhance peatland habitats: <ul style="list-style-type: none"> Lowland peatland 23,095ha Upland peatland 38,937ha
HA5 Increase the quality/condition of habitats		
HA6 Increase habitat connectivity		
Green Active Travel		
AT1 Increase the proportion of the strategic active travel network which runs through greenspaces or green corridors	1875 km of new paths and 625km of new paths (or 2500km strategic active travel network)	Based on CSGN Blueprint and mapping work: <ul style="list-style-type: none"> Create 1,875km of new active travel routes Upgrade 625km of existing travel routes to create a 2500km strategic active travel network.
AT2 Increase the connectivity of the green active travel network		

Green Infrastructure		
GI1 Increase access to greenspace for people living and working in Central Scotland	Everyone lives within easy walking distance of quality, accessible and usable greenspaces. We are routinely using green infrastructure to increase the liveability and resilience of our settlements.	All urban homes in Central Scotland will be within a five minute walk of a publicly accessible and usable greenspace which is managed to be multi-functional and assessed as 'good' (at least) using agreed quality assessments.
GI2 Increase the quality and functionality of greenspaces within the CSGN	We are creating, protecting and managing greenspaces which are publicly accessible and multifunctional – providing a range of uses for all ages and abilities.	Settlements across the CSGN will have greenspace provision equivalent to 6ha/1000 residents. Existing parks and greenspaces will be managed to deliver strategic functions as part of an integrated CSGN as well as meeting local needs.
GI5 Increase the proportion of new developments which feature high quality green infrastructure		All new residential and business/industrial areas will include green infrastructure (such as green roofs and walls) that is designed, amongst other things, to reduce urban heating, to manage storm water and to promote health.
GI7 Increase the generation of low carbon energy from new and existing greenspaces and green infrastructure		Existing urban areas will be retrofitted with green infrastructure. 'Grey spaces' - streets, civic spaces and transport routes - will routinely have green infrastructure integrated into their design and management.

3.0 DEVELOPERS/ LANDOWNERS

BDW Trading and Taylor Wimpey

We write on behalf of BDW Trading and Taylor Wimpey in relation to the above consultation. BDW Trading and Taylor Wimpey have jointly promoted the Almondvale site north of Burnshott Road, Kirkliston for sustainable residential development and associated uses, including a High School to the Proposed City Plan 2030. The non-allocation of this site is an unresolved objection which is currently being considered as part of the examination of the Proposed City Plan 2030.

The West Edinburgh Placemaking Framework and Strategic Masterplan (WEPF) seeks to support the objectives of Proposed City Plan 2030. However, City Plan 2030 is subject to a significant number of unresolved objections and it may be altered following the examination process. This could change the sites which are allocated in the West of Edinburgh or the wording of policies. In this context we consider the consultation on the draft WEPF is premature as it is based upon a Proposed LDP which may change. For the same reason we consider that bringing the WEPF into force prior to the adoption of City Plan 2030 would also be premature.

The consultation is also premature as arguably some of the most complex and consequential work has not been carried out yet. Section 10.4 of the WEPF states that

“The final form and extent of Education infrastructure provision is still under consideration by the Council. The WEPF shows potential options, and it is intended that the requirements in terms of Education provision will be set out in the finalised version of the WEPF and updated Council guidance relating to developer contributions and infrastructure delivery.”

This indicates that key information, which will be of interest to many, is not included in this draft WEPF but will be included, presumably without further consultation, in the final version. This brings into question whether the current period for comments amounts to meaningful consultation. We are being asked to comment on an incomplete draft.

On a related point the provision and location of a High School for Kirkliston has not yet been determined. The 5th September 2023 Education, Children and Families Committee resolved to consult upon the location of a new High School for Kirkliston at the Leisure Centre Site, this consultation is now underway. The following observations can be made in respect to the Leisure Centre site

- The site is significantly smaller than the usual regulatory requirements for a High School site and the Council will require special dispensation from the Scottish Government to proceed, the outcome of which is unknown.
- As the Committee report concedes, it has not yet been established whether playing fields can be accommodated (paragraph 4.16). This is simply because the site is too small, and our understanding is that the Council has been unable so far to establish if land nearby can be made available. We are not aware that there is any suitable land available which is in the control of the Council, and it therefore appears disingenuous for the Committee report to indicate that a principal reason for preferring the Leisure Centre site is because it owns and controls it. That may be so, but that reasoning is somewhat undermined if the site is not large enough to accommodate the necessary facilities.
- The existing Leisure Centre will be lost, and we seriously question whether a meaningful replacement facility is capable of being accommodated on the site as well as a new High School.
- The site is immediately adjacent to a busy motorway and is likely to be affected by noise.
- Because of the small size of the site, the school is likely to be 3 to 4 storeys high, which is questionable on this prominent site.
- The Committee report concedes that there has been no assessment completed yet in respect to transport impacts.
- The community consultation exercise showed that only 36% of respondents thought the site was suitable for a High School. 62% thought it unsuitable.
- The new High School is proposed to have a capacity of only 600 pupils. The Committee report in paragraph 4.12 acknowledges *“the concerns raised regarding the limitations placed on the Curriculum within a smaller school”*. However, it does not go on to explain what those limitations would be.

Taken in the round, it appears to us that Leisure Centre site is being progressed without the necessary information to establish if it can feasibly and appropriately accommodate a High School, and there are a number of factors which suggest that it may not be suitable. We therefore note the content of the following paragraphs of the Committee Report:

“6.1 This paper seeks approval to progress consultations only. The decisions taken by the Education, Children and Families Committee in approving the recommendations in this report do not commit the Council to any one course of action. Accordingly, there are no financial impacts arising directly from this report, beyond the cost of carrying out the consultation itself.

6.2 Should these consultations ultimately lead to a commitment or commitments to infrastructure investment, a Business Case would be developed for each project. Funding has been allocated in the Capital Programme for the replacement of St Catherine’s RC Primary School, however, it is likely that this sum will require to be uplifted to reflect current market conditions. A new primary school at Builyeon Road would be funded from developers

contributions although additional funding will be required to address a considerable budgetary shortfall. A new secondary school in Kirkliston is entirely unfunded.”

Consequently, there must be significant doubt as to whether the Leisure Centre site will ever be developed for a High School. The location of new Schools within West Edinburgh is uncertain and subject to change following the outcome of the Examination Report. It is not appropriate to consult on the WEPF at this time as too many details remain outstanding and subject to change following the City Plan 2030 examination.

We object to the draft WEPF being brought into force in its current form. It should be reconulted upon once there is a clear strategy for infrastructure provision and following the conclusion of the City Plan 2030 LDP examination.

Crosswind

Further to our recent meeting we would like this email to be accepted as Crosswind Developments Ltd (Crosswind) representation on the public consultation document - West Edinburgh Placemaking Framework and Strategic Masterplan (referred to herewith as WEPF) and would be grateful if receipt of this representation could be confirmed.

Firstly Crosswind welcome WEPF and we are pleased site (H61) is included in this important planning guidance to support collaboration towards the delivery of an exciting new extension of the city bringing both population and economic growth. We understand the importance of this part of the city in particular in delivering housing, sustainable communities, green and blue infrastructure mindful of our environment and places for people to work, learn and enjoy living. We look forward to continuing to work closely with all stakeholders to ensure a positive and successful outcomes.

These are the following matters we would like to provide to comment on:

Section 1 - 1.6 The West Edinburgh Vision

We support the Vision as outlined and believe it strongly aligns with the aspirations we have for the Crosswind site, should there be a second application. We would suggest the explanations under Liveable and Healthy are perhaps round the wrong way.

"Connected" suggests that all parts of the development incorporate employment yet the City Plan Policy Econ 3 and locations of Strategic Business Centres on the Proposals map suggests only West Town Edinburgh Ltd (WTEL previously known as Edinburgh 205) and IBG1 as Strategic Business Centres. We would welcome the Framework to expand further on its statement that "all development incorporate employment" and we would strongly suggest that Crosswind site is included, in particular it is unlikely WTEL will have any significant level of employment space. Linked to this is the statement made in WEPF section 7.3 that residential delivery should achieve a vertical mix of uses to integrate residential with business and employment, a statement we totally agree with. However Crosswind has not

been included in the Strategic Business Centres area in the Proposals map. It is our opinion that more detail on the economic strategy for west Edinburgh should have been incorporated into the WEPF.

Section 2

Whilst West Edinburgh could be considered predominately rural, it is misleading to suggest or link it to the same area for WEPF which is predominately disused airport land, airport operational land and some greenfield which has not been accessed or farmed for some years. **Significantly it is disappointing that WEPF fails to highlight that it contains one of the City's brownfield sites which has been identified in the City Plan as a site that could support housing. Indeed the word brownfield doesn't even appear in the WEPF. We suggest this important factor is highlighted given the significance of promoting brownfield sites first approach.**

We would also invite the WEPF to go further in explaining why it is an "Area of Economic Importance" - WEPF does not suggest or highlight that there is any economic strategy for this part of Edinburgh, despite the significant population growth that will eventually live here and where it is intended this new community will work.

Strategic connectivity is a key factor to ensuring people who live and work in this part of Edinburgh can move around without the need for private car ownership, therefore ensuring access to jobs as well as homes in this location is key in addition to effective public transport and active travel networks. We would highlight that the only study which addresses access through the sites is WETA 2016 which was undertaken at a time when the H61 was still an operational runway, therefore we would ask that WEPF highlights that WETA2016 is a key consideration but it needs to be updated to reflect that H61 is now a potential development area. We acknowledge the Transport Appraisal includes H61 however this does not consider design of connectivity which WETA 2016 provides. We acknowledge there is also WETIP however again this does not deal with movement and access through the WEPF area, it only covers the A8 corridor.

Map 25 included in the WEPF and Map 24 City Plan fails to identify that there is an area that remains Airport Operational Land, and therefore the inclusion for example of a Primary School in this area is potentially misleading.

Section 3

The aim to deliver this extension of the City with net zero objectives is aligned with Crosswind ambitions. In relation to Energy, there is a missed opportunity by CEC in that studies could have been undertaken to understand more about the heat plate in West Edinburgh and the possible existing natural resources that could give West Edinburgh a different approach to heat networks. In addition a study could have identified the benefits of having residential and commercial uses next to a large 24 hour infrastructure like the Airport and how this relationship could be exploited through heat networks.

We object to the suggestion that all electricity should be from wholly renewable sources as part of the development - given the scale of the development any on site solar sources will not be able to serve total demand (given there will be no gas connection therefore heat networks will also require a great deal of power), which means some dependency on the grid will definitely be required, however the source of power the grid is using is not something that can be controlled, and this should be acknowledged.

Section 4

The impacts and benefits of green and blue infrastructure are something we fully acknowledge and support delivering, we believe they have a big part to play in making this a place where an intergenerational community can really flourish, engage with and feel the benefits of nature.

We are concerned at the space allocations stated in WEPF and the effect this will have on ensuring we have development area that can deliver what is allocated for H61. Delivering 33-38 metre green streets and active travel routes with a minimum width of 40 metres around WEPF will have significant implications on remaining area for development that has not been reflected on the Maps on page 43 and 44. To put this into context, this is a corridor that is wider than the A8. Indeed we would also question the safety and security of people walking in corridors this wide, likely to have tree cover and no buildings close by to overlook them.

We welcome the sustainable water management strategy and Crosswind are keen to work with the appropriate bodies to understand more about enhancements for the Gogar Burn. As a potential developer in such close proximity to the Airport we are very familiar with the serious considerations that must be given to bird hazard management and that this is a priority when looking at blue and green infrastructure in this vicinity. A safeguard corridor is appropriate however the size and location needs to reflect that bird hazard management will remain a factor and that safeguarding too large an area will impact on how effective or viable any future development is and consequently the number of homes that can be delivered could be compromised. Crosswind would therefore welcome the opportunity to work with the appropriate stakeholders to understand solutions that will achieve safeguarding for possible future events, improve biodiversity water quality, flood risk and aquatic life, whilst also supporting effective placemaking for the community that will live here. We confirm we would be happy to participate in a new Gogar Burn Partnership and welcome such a forum being put in place.

Section 5

We support parkland adjacent to the Gogar Burn as a green space character area. Figure 12 should be amended to remove MUGA and play space from Airport Operational Land, we believe this is misleading to suggest this is a viable location, this also applies to the Primary School. We are pleased to see that Figure 9 includes a connection from Crosswind area to West Craig over the existing bridge link (known as Renwicks Bridge) however we would encourage CEC to work with Network Rail to protect this connection as Crosswind

understands it is currently Network Rails intention to remove this bridge, which would impact on active travel connectivity between these communities. WEPF introduces the need to deliver allotments and community gardens, but this is not included in the City Plan which support planning policy.

As mentioned above, Crosswind is not supportive of the stipulation for active travel to be 40m wide and green streets to be 33-38m wide, such demand on land take will have serious implication on deliverability of homes in this area and subsequently whether this site can be delivered. This needs to be considered cumulatively with other needs on the H61 including a safeguarded route for the Gogar Burn.

Section 6

Crosswind do not support the proposed location of the "Strategic all transport route" on Figure 13 through the middle of the Crosswind site. Our ambition is to design a car-lite development meeting aspirations for west Edinburgh to be a community supported by public transport and active travel therefore removing the need for those who live and work there to own a car. Prioritising the movement of transport through the middle of the development area impacts on making this a place where active travel, green spaces and public transport are prioritised and goes against the principles of the hierarchy of movement and transport. The site is narrow, therefore dividing it in such a manner will have serious implications on making it a community that feels connected to each other. The railway on the eastern boundary is already a barrier to movement, therefore this boundary lends itself naturally to be a transport corridor by making the strategic all transport route go along the eastern boundary and onwards to other destinations. We would support a public transport solution and active travel through the site to help residents who live and work there easily access public transport however we would also stress that as the site is so narrow, even with bus routes on the eastern boundary this is still less than 200 metres from the western boundary for people to walk to.

Crosswind does not support a separate parking and EV strategy that deviates from existing and future CEC guidance for the city, whilst we fully expect guidance to change to reflect the city's ambitions, these matters should be consistent across the city and west Edinburgh should not have the risk of being penalised as having guidance that could be considered more penal to other development areas of the city. This is particularly the case given public transport through these new communities has still to be understood, established and delivered.

Crosswind is very supportive of active travel connectivity through and around the site, however we are not supportive of a 40m corridor being stipulated for such use, this has significant implications on ability to develop the allocations designated for H61.

We propose that WEPF provides more guidance on strategic business centres i.e. areas which are suitable to support job creation and to ensure west Edinburgh is developed as a place to live and work and therefore support living sustainably without having the need for private car ownership where you can work, and have access to amenities within 20

minutes. West Edinburgh is also well placed to make use of existing tram infrastructure giving those who live and work there easy access to the centre of the city. With a more considered view on where people will work, it will help inform further how impacts on traffic flow can be reduced in this area and that new communities do not significantly impact existing communities. H61 should be included as a strategic business centre.

The network of local centres listed in WEPF should be identified on a Map as it is not clear where these locations are. Figure 17 provides a Draft Strategic Masterplan and this includes Local Centres however two of these appear to be on the boundary of H61, one boundary being beside Airport Operational Land, Crosswind does not support these locations and would ask that a local centre is appropriately placed within H61 to reflect its intention to be a community of 2,500 homes. Figure 27 also conflicts with Map 24 in City Plan which suggests the area for the local centre would be within the middle of the site which is much more appropriate for effective placemaking, to have it in the heart of the community.

Section 8

The section introduces a map of Character Areas, which we object to, as it suggests an area "Crosswind North" which is Airport Operational Land. Crosswind South should be simply Crosswind and this name should be linked only the land owned by Crosswind. Airport Operational Land should be clearly identified in the Character Areas as it is misleading to suggest there is developable land within this not linked to the Airport.

Crosswind would refer to the representation made in the City Plan in relation to the proposal for 35% affordable housing. Crosswind does not support inclusion of design guidance in WEPF and that this should simply follow existing Edinburgh Design Guidance.

Section 9

We refer to the points previously stated above in relation to matters on the Strategic Masterplan map we do not support:

1. Strategic all transport routes dissecting H61 / Crosswind site
2. Local centres on the south and north boundary / not in H61 - H61 should have it's own Local Centre in the heart of it
3. Suggestions of a Primary School in Airport Operational Land
4. Clearer boundaries and character area of Airport Operational Land highlighted

Section 10

We would welcome more detailed information from CEC on Education provision infrastructure as inclusion of a Primary School on H61 will further impact development area available to deliver the desired allocation for this site, again reflecting on other demands on development land.

Whilst WEPF aims to support collaboration, it is important that individual planning applications can be considered without dependencies on others.

Edinburgh Airport

Consultation Response - West Edinburgh Placemaking Framework and Strategic Masterplan

As you are aware we act on behalf of Edinburgh Airport Ltd (EAL) and have over recent times formally responded to consultations relating to the proposed LDP, City Plan 2030, specifically relating to those elements of the Plan that affect the Airport and the proposed development of neighbouring sites in West Edinburgh. These representations have been very clear and have explained that land within the ownership of the Airport is not available for inclusion in the development plans for the wider West Edinburgh area which this Planning Framework and Strategic Masterplan addresses. This was further made clear at the proposed LDP examination hearing on 26th September 2023. I believe information on the emerging Airport Master Plan 2023 was shared with you on 29th September 2023 which should provide further clarity on the Airports position, you will note that the Airport have plans for further development including new infrastructure and cargo expansion and that by 2028 developable land will have reduced to just 3%.

Set out below are our further representations reiterating what has been formally stated previously and further covered in meetings and discussions.

It should be noted that notwithstanding what is set out below it would be the Airport's preference that the land in their ownership is removed entirely from the Framework and indeed from place policy 16 other than in respect of new transport connections as detailed below. The Airport remains committed to improvements and interventions to improve both access to the Airport and the residential mixed use development sites of West Edinburgh and much collaborative work between neighbouring landowners and the Airport has been undertaken. The Movement and Access Framework which was a joint submission to the consultation on City Plan 2030 (proposed LDP) illustrates such.

It is the view of the Airport that place policy 17 is the policy that should be used to guide development, that does not benefit from permitted development rights, within the Airport boundary and the inclusion of any Airport land within place policy 16 other than that required to facilitate access and connections to

the Airport, Turnhouse Road via existing junctions and neighbouring development sites is confusing for decision makers and un-necessary. Further to this the Airport object in the strongest terms to any proposal to open up and re-route the Gogar Burn through the Aerodrome area or the provision of substantial new green infrastructure.

Formal comment is made below to the issues raised by this Framework and Strategic Masterplan document, however without detracting from these comments the Airport, in line with previous representations, cannot support:

- The inclusion of Airport land within the scope of the Framework other than for the facilitation of an new Airport access route adjacent to the railway line connecting to both the eastern terminus and Turnhouse Road; an active travel route adjacent to the existing routing of the Gogar Burn connecting to the eastern terminus; and, a new connection adjacent to the Airport's boundary with the Crosswind Developments site to facilitate a new link from West Town to the Gogar Roundabout via the new Airport access route.
- A new road bridge across the railway that requires land take from the Airport.
- The allocation of land for a new local centre, primary school, multi-use games area (MUGA) and or play space within Airport land
- New green infrastructure and the identified Gogar Burn diversion proposals within Airport land. .

This response contains - on behalf of EAL - objections, areas of support and required changes with regards to this consultation draft West Edinburgh Planning Framework and Strategic Masterplan. We respectfully request that all of these matters are taken on board as the Airport cannot make available land for development not related to the business of the Airport, other than for the transport connections detailed below.

First, we will deal with the objections, we will then set out what EAL supports and finally we set out how EAL would like the Framework changed. Annex 1 to this letter is EAL's response to the discussion points posed in the consultation draft.

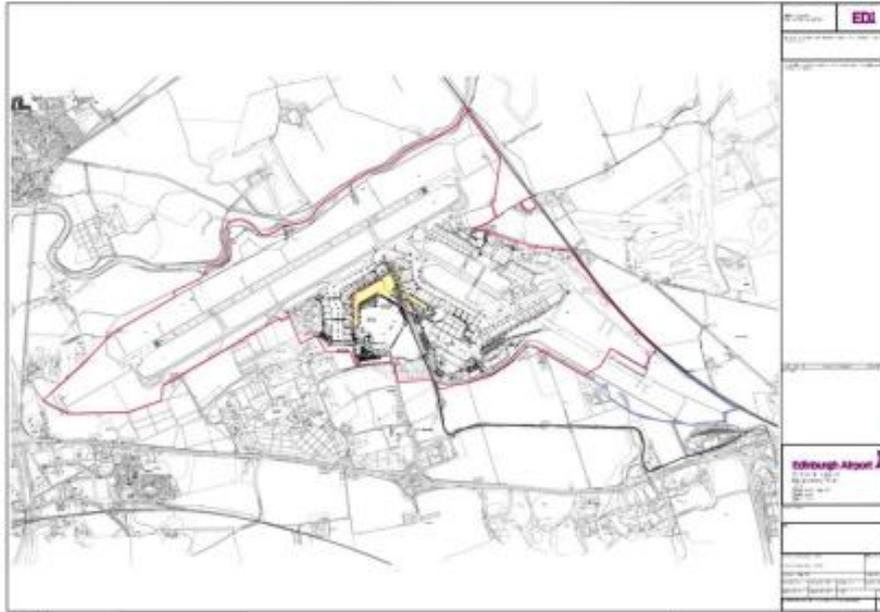
Points of Objection

- 1 EAL object to the identified extent of coverage of the West Edinburgh Framework and require land that is in the ownership of the Airport to be excluded from the scope of the framework other than for the purpose of transport connections or uses directly related to the business of the Airport / ancillary services and facilities that have strong and direct functional and locational links with the Airport and are compatible with the operational requirements as per place policy 17 of the proposed LDP.

For clarity Figure 1 shows the Airport's landownership, Figure 2 shows the extent of the Aerodrome as identified by the Civil Aviation Authority and Figure 3 shows the overlap with land identified for development by the framework and therefore the extent of the land EAL require to be removed from the framework boundary (red dotted outline).

REASON – EAL is an active business, and its land is required to support the operations of that business, it does not have surplus that could be made available for other uses unrelated to Airport business.

Figure 1 – EAL Land Ownership (red line)



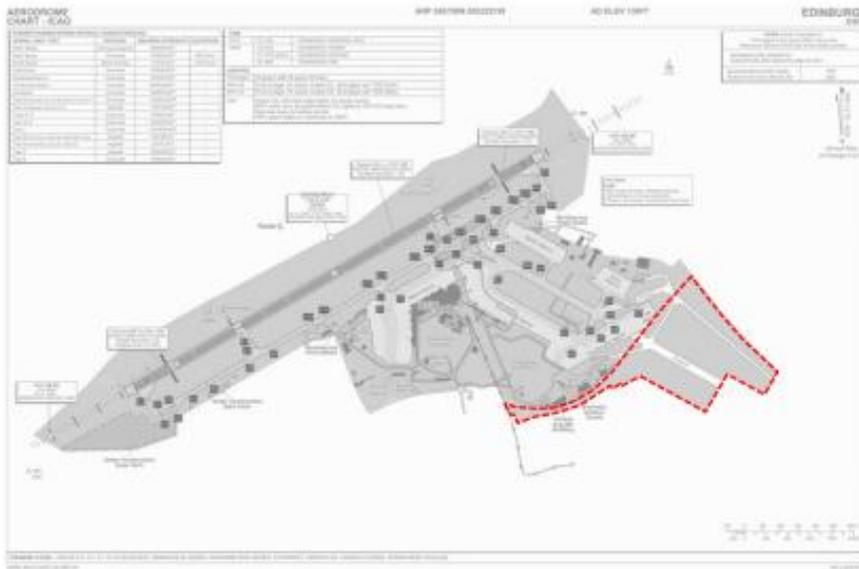
Source: Edinburgh Airport Limited

Figure 2 – Edinburgh Airport Aerodrome Chart



Source: NATS - [EGPH 2-1 \(29 Dec 22\).ai](#) ([ead-it.com](#))

Figure 3 – extent of overlap of framework onto aerodrome land (red dotted line)



Source: Lichfields

- 2 EAL object to the identification of “strategic green networks” within Airport land and the inclusion of 40m wide green corridors through Airport land. .

REASON – These would sterilise Airport land that is required for operational purposes and increase the risks to safe operations. Civil Aviation Authority Guidance (CAP 772 Wildlife Hazard management at aerodrome) is clear *“As they can increase the wildlife attraction, any landscaping scheme on the aerodrome should, be avoided...”*

- 3 EAL object to the opening up and re-routing of the Gogar Burn through Airport land, that this rerouting is to be meandering and that it is to cross the end of the Airport runway as an open channel.

REASON – This would sterilise Airport land that is required for operational purposes and increase the risks to the safe operation of the Airport. Civil Aviation Authority Guidance (CAP 772 Wildlife Hazard management at aerodrome) is clear *“Wherever possible, watercourses on an aerodrome should be culverted. Where culverting is not possible, effective wildlife exclusion or control systems such as netting enclosures extending to the aerodrome perimeter should be used as necessary. Netting enclosures are the most efficient approach and other control measures or habitat modification will no longer be needed. Open channels should be free of bank side and emergent vegetation to minimise the attraction to wildlife and damage to nets.”*

“The following habitat controls may also reduce the attractiveness of water bodies to wildlife that are part of the safeguarding process:

- *The water should be as deep as possible (over 4m) to minimise bottom growing vegetation*
- *In order to reduce nesting opportunities, there should be no development of islands. Attached promontories or spits can be used to reduce the open expanse of water bodies and prevent gull roosts forming.*
- *Banks should be as steep as possible (preferably vertical), with vegetation only deployed to prevent wildlife from walking in and out of the water.*
- *A vertical fence approximately 1 m high could be constructed around the water edge to prevent wildlife such as Canada geese getting access.*
- *On smaller lakes, wires suspended above the surface may deter wildlife that requires long take-off and landing runs (e.g., swans and geese). The wires should be made visible with tags (10 x 6 cm minimum), to increase the visibility to wildlife.*
- *Dense vegetation that provides nesting cover should be avoided. The water should be surrounded with long grass or a sterile substrate.*
- *Water should not be stocked with fish.”*

Please refer to our objections to the proposed LDP where we set out in detail why the Gogar Burn should not be opened up and re-routed as proposed. Furthermore, we refer to representation made by the Airport at the proposed LDP examination on 26th September 2023 where the Airport’s position on this matter was clearly stated and where the Airport requested in the strongest terms that this proposal be removed from the proposed LDP as it is not deliverable, would not achieve the desired outcomes due to safeguarding requirements and would increase the risk to planes and lives.

4 EAL object to the identification of a “local centre” within operational Airport land.

REASON – EAL is an active business, and its land is required, and will remain required to support the operations of that business, it is not surplus and not available for other uses unrelated to Airport business. Furthermore, it is unclear why the local centre designation is moved from the centre of the new housing led mixed use area that is site H61 to an area out with the control of that landowner and to a location that would not be optimal in terms of the creation of a 20-minute neighbourhood at site H61 even if the Airport was minded to deliver such a centre on their land which they are not. The local centre designation should remain in the same location as identified on Map 24 of the proposed LDP.

5 EAL object to the identification of a primary school, multi-use games area (MUGA) and good standard play space within Airport land along with and adjacent to an area of green space.

REASON – EAL is an active business, and this land is currently utilised and required to support the operations of that business, it is not surplus and not available for other uses unrelated to Airport business either now or in the future. Furthermore, it is totally illogical to identify this area for such uses. It is remote and disconnected from proposed housing areas in West Edinburgh and so in any event fails all good placemaking tests.

misleading to suggest that this land has development potential other than for uses related to the Airport business.

- 9 EAL object to there being discrepancies between the Figures of the Framework and Map 24 in the proposed LDP.

REASON – discrepancies between the figures and maps will lead to confusion of interpretation in the future and un-necessary discussion on what plan should take precedence. Consistency is key. To say any Map in the LDP is indicative is a real problem because it is not always interpreted as such by planning officers or members after adoption. It is the Airport’s view that Map 24 must set the direction of travel for the West Edinburgh sites and any subsequent guidance should provide detail but not deviate from the LDP. Map 24 clearly needs updated and the Airport would like that to reflect representations made to the proposed LPD, views expressed by the Airport at the examination hearing on 26th September 2023 and representations to this consultation.

Points of Support

- 1 EAL support the inclusion of the Airport access route adjacent to the railway line through their operational land, providing a much needed second access to the Airport. Indeed, as demonstrated by the WETA Refresh 2016 an Airport Link Road from the Gogar Roundabout to the Eastern Terminus is essential and we note the assumption in the Transport Assessment that supports the proposed LDP that all such WETA interventions are assumed to be delivered by 2030. EAL support this route for public transport, active travel and all vehicles. It should be formalised in both this document and in the proposed LDP including on Map 24. To be supported this route must be sized reasonably (i.e., not be within 40m wide corridors) in line with the comments above, be for all traffic and be routed adjacent to the railway line. The Airport access route should be put in place prior to any development taking place within the West Edinburgh Framework Area
- 2 EAL support the commitment to the upgrading of Eastfield Road which needs to be an early intervention immediately after completion of the Airport access route and also prior to any development taking place within the West Edinburgh Framework Area.
- 3 EAL support active travel routes through their operational area to the Airport campus adjacent to the current routing of the Gogar Burn and as part of a new Airport access route adjacent to the railway line. Once more sizing of these routes needs to be reasonable and in line with the comments above. The Airport are of the view that such routes are important for social inclusion and sustainable access to the Airport for passengers and in particular those who work at the Airport. The Airport is a major employer in West Edinburgh and the ability for existing Edinburgh communities to access jobs here by Active Travel is important. A new Active Travel route adjacent to the railway line would enable a cycle connection to some of Edinburgh’s most deprived communities and provide affordable access to a wide range of employment opportunities. The Airport is committed to facilitating these active travel connections to assist easy access for the residents of West Edinburgh to the Airport both as passengers and employees which will assist the growth of active 20-minute neighbourhoods in West Edinburgh.

- 4 EAL support a new road connection and active travel route to West Town through their operational land, but this must be positioned in such a way as not to negatively impact on operations. The preferred alignment should be adjacent to the boundary with Crosswind Developments land (site H61) to minimise the impact on Airport Land and to ensure that the bus routes that it will carry, and adjacent active travel routes are easily accessible to the future residents and users of site H61, a connection through the heart of Airport land would preclude that. Discussions are ongoing between EAL, Crosswind Developments and West Town in this respect and a movement and access strategy agreeable to all parties was submitted as part of each’s representations to City Plan 2030. This strategy furthered the guidance contained in WETA Refresh 2016 and provided important active travel and public transport opportunities for the area. It is the alignment in this strategy (Figure 4) that should be included in the framework as it has the support of all necessary landowners, is capable of early delivery and is aligned with the required “Y” shaped Gogar Link Road / Airport Link Road / Main Street proposed by the 2016 WETA Refresh. The Airport have noted before that the TA that accompanies the proposed LDP states that all WETA commitments are expected to be delivered by 2030. This includes the Airport Link Road, and this should be reflected in the proposed LDP and Framework master plan. .
- 5 EAL support the extension of the Airport access route north and connecting to Turnhouse Road at the existing connection. This would negate the need for a new road bridge crossing of the railway that neither the Airport nor the Rosebery Estate on the other can side can support given the enormous land take and level changes that would be required. Both parties are clear that they cannot facilitate this and so it is not deliverable.
- 6 EAL support the recognition in section 4.7 that any increased blue/green network cannot impact on Airport safety.

Please note that with regards to points 1-5 above there must be no net detriment to the Airport’s operations for support to be ongoing.

Required Changes

- 1 EAL require the boundary of the West Edinburgh Framework area to be amended to exclude land in the Airport’s ownership on Figures 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 18 within the framework document.
- 2 EAL require Figure 2 within the framework to be amended to remove all land in Airport ownership from the “Land to be taken forward in consultation with Edinburgh Airport” designation.
- 3 EAL require the removal of all land use designations, other than the transport connections that the Airport have stated they will support, from land in Airport ownership - Strategic Green Network, Greenspace, Gogar Burn re-routing, Local Centre, Primary School, MUGA, play space, etc – and the figures that show these amended accordingly (Figures 8 – 18)
- 4 EAL require that the Airport access route shown adjacent to the rail line is the strategic connection and that the parallel connection (including the active travel elements) through the middle of their land is removed. (Figures 13-18). This Airport access route adjacent to the railway line and connecting to Eastfield Avenue should also be shown on Map 24 of the proposed LDP.

- 5 EAL require the Framework to be clear that the Airport access route needs to be delivered first followed by the upgrading and dualling of Eastfield Road before further development takes place in the Framework Area.
- 6 EAL require that the northern link to West Town is shown in a position close to the boundary between the Airport's land and the Crosswind Developments land to minimise impact on Airport operations and it should be shown connecting West Town to the Airport access route adjacent to the railway line but not on the objected to connection route that runs through the centre of the Airport's land area.
- 7 EAL require the removal of reference to a new road bridge over the railway line to connect to Turnhouse Road. Instead, the Airport access route should be shown as extending north and connecting to the existing Turnhouse Road junction.
- 8 EAL require all references to the opening up of and rerouting of the Gogar Burn through Airport land to be removed.
- 9 EAL require the representations made to this framework to also be the basis for an update to Map 24 of the proposed LDP.

We trust this is clear but please do not hesitate to contact me should further clarity be required.

As noted above Annex 1 provides EAL's response to the discussion points raised in the consultation draft.

Parabola Edinburgh Limited

Montagu Evans LLP act on behalf of Parabola Edinburgh Limited ('Parabola'). Parabola take a keen interest in development planning and welcome the opportunity to respond to the City of Edinburgh Council's ('the Council') "West Edinburgh Placemaking Framework and Strategic Masterplan" consultation.

Parabola is a privately owned real estate development and investment group based in Edinburgh, Newcastle and London. Parabola are long term investors and developers with a mission to accommodate people and organisations in high quality, safe, friendly and enriching environments, with sustainability at their core.

Whilst to the north of Parabola's interests at Edinburgh Park, we would submit that there is a need for development across West Edinburgh to fully integrate with existing and planned development in the area.

In October 2018, Parabola secured planning permission for the development of the first speculative offices at Edinburgh Park for a number of years (application reference 17/04341/AMC) and the first office occupiers moved into this building in the summer of 2023. In January 2022 the Council granted planning permission for the remaining southern phase of Edinburgh Park, which includes proposals for a high quality, sustainable mixed use residential-led development (application reference 20/02068/FUL).

Parabola have undertaken extensive masterplanning to create a truly mixed-use and sustainable future for Edinburgh Park, which incorporates business, residential and community uses. Parabola's vision for Edinburgh Park includes the provision of up to 1 million sq ft of commercial floor space, 1,800 homes and supporting amenities, recreational areas, public realm and art installations. The delivery of the proposals will be market-led, with the build out of the proposed development expected to take place over the next 10 to 15 years.

Briefly stated Parabola support the proposals for a development framework such as the West Edinburgh Placemaking Framework and Strategic Masterplan to be put in place to guide development in the area and welcome the opportunity to provide representations in response to this consultation.

WEST EDINBURGH PLACEMAKING FRAMEWORK AND STRATEGIC MASTERPLAN

The West Edinburgh Placemaking Framework (WEPF) further develops aspirations for West Edinburgh as outlined in the development plan and specifically within Proposed City Plan 2030 Policy 16 and Map 24 and its hinterland.

Within Proposed City Plan 2030 Place Policy 16 promotes a range of new opportunities for housing development, with a focus on housing-led, high-density, mixed-use development, with potential for 10,950 residential units. The WEPF seeks to put in place a framework for the coordinated delivery of these sites in going forward.

Representation

While acknowledging that the site at Edinburgh Park is outwith this identified area, it does form part of the wider west Edinburgh context. Parabola support the key principles of this framework and encourage proposals for the greater linkages between neighbouring sites and the broader locale, which extend to include Edinburgh Park.

Parabola are supportive in principle of a development framework which is underpinned by a strong placemaking and urban design rationale which recognises the importance net zero, the nature crisis, climate change and adaptation, the development of Green Blue Networks, and 20-Minute Neighbourhoods.

Parabola support the aims to encourage a collaborative approach and welcome the opportunity to continue to work with City of Edinburgh Council as this framework develops.

SUMMARY

To summarise Parabola's comments we would note that:

- Parabola are supportive in principle of the development of a framework for West Edinburgh.
- Parabola support the opportunities this framework will create to provide greater linkages between neighbouring sites and the broader locale, including potentially Edinburgh Park.

We trust that the above will be given due regard and that you are in a position to register and progress the representation to the West Edinburgh Placemaking Framework and Strategic Masterplan.

Rosebery Estate Partnership

West Edinburgh Placemaking Framework and Strategic Masterplan (June 2023)
Supplementary response on behalf of Rosebery Estate Partnership

As the consultant portal did not facilitate a response to the discussion points prompted in the Consultation document, we have provided a separate response addressing them in the order they arise in the Framework.

On behalf of our client (and in consultation with our development partner Miller Homes) we have prepared the following response.

The WEPF and Masterplan consultation is premature pending the ongoing CP2030 examination. It is misleading to present the WEPF as a CP2030 compliant document. The CP2030 Hearings heard evidence from interested parties objecting to principles contained in Place 16 and amendments to CP2030 maps 24 and 25 are likely. Further Information Requests are anticipated. The WEPF and masterplan will need to be reviewed in the light of the outcome of the CP2030 examination and subject to further consultation accordingly. At this stage, there is no reasonable basis upon which WEPF can progress.

Page 9 Discussion Point

Do you agree with the overview of key issues and analysis of the WEPF area? Should any other issues be considered?

No. we do not agree with the overview of key issues and analysis of the WEPF area.

The consultation carried out with key landowners in preparing this has been deficient, as the Examination Reporter is now aware of from the recent Hearing Session on Infrastructure. The preparation of this document for consultation (and the inclusion of City Plan 2030 Maps 24 and 25 unaltered) has done nothing to resolve or address the issues raised in objections to City Plan 2030 that are currently being considered at Examination. The likelihood of changes arising from the Reporters consideration of objections in their Report, raises the question over the point in this consultation exercise (and its intended adoption date). Our objections to City Plan 2030 and ATAP, as expanded in our FIR Responses and the Hearing, apply equally to this consultation.

Contrary to the Councils recent statements at the Examination Hearing Session on Infrastructure regarding phasing, the document does not resolve phasing of the proposal, rather, leaves this to individual applications. If an “infrastructure first” approach is to be adopted, it would be logical to consider and address phasing/delivery in the WEPFSM document.

It is our belief that this document should have been prepared following the Reporters examination of outstanding issues, to enable the consultation document to take in to account any changes arising, and to address the necessary issues. There would appear to be fundamental questions unanswered regarding delivery of parts of the Framework.

Page 19 – Discussion Points

The WEPF Consultation Draft establishes a rationale for the development of a Strategic Green Blue Network this addressing flood risk, climate adaptation and nature recovery.

- **Do you agree with the overarching aims, location, and extents of the proposed Green Blue Network?**

No – the rerouting of the Gogar Burn is subject to strong opposition from Edinburgh Airport.

- **Should alternative proposals be considered and, if so, where should Green Blue infrastructure be optimally located?**

- **The restoration, enhancement and potential diversion of the Gogar Burn forms a key element to the development of a Green Blue Network within West Edinburgh. Of the options outlined in relation to the Gogar Burn which do you prefer and why?**

It is unclear what the difference is between the two options shown on Figures 10 and 11.

- **Do you support the setting up of a partnership to look at the Gogar Burn holistically?**

It is understood, from information provided at the recent Hearing Session on Infrastructure, that a Partnership has previously been formed to consider this and determined the project to be undeliverable and was disbanded.

Page 26 - Discussion Points

- **Do you think the WEPF provides enough open space, play and recreational facilities for a future community of this size?**

We object to Figure 8: Strategic Green Network depicting a Strategic Green Network link through the western part of currently allocated HSG19 site at Maybury. This is completely inappropriate. There is no such proposal in the adopted ELDP or the emerging CP2030. The WEPF cannot alter the development plan.

We object to Figure 9: Green Blue Network as described in the list at 5.5 of the consultation document. Para 5.5 states that the listed links are shown on Figure 9. There would appear to be 3 links proposed to the north over the railway as follows;

- o Northern bridge link over the railway to Turnhouse Road – potential linkages to open countryside including Lennie Hill, Cammo Park Estate, River Almond valley and John Muir Way at Cramond Brig.
- o Bridge link over railway to link to Crosswind area with West Craigs/Maybury development and open space network.
- o Bridge over railway to link Edinburgh Gateway with Green routes being implemented as part of West Craigs/Maybury development. None of these appear to be mapped on Figure 9 as stated. We are assuming that WE12 (City Plan Proposal) is the “Northern bridge link” but these maps raise doubt as to whether the WE12 option is supposed to function as a green route/active travel route, or a public transport route.

- Is the open space, play and recreational facilities sufficiently distributed across the WEPF area - is there equitable access for everyone who will live there?
- Does the hierarchy of open space, play and recreational facilities indicated facilitate all the areas of activity that people living and working here might need?

Page 32 – Discussion Points WEPF and the Strategic Masterplan is based on Map 24 within Place 16 of City Plan; and sets out the parameters of the strategic connections, access, movement and parking strategy for the WEPF area.

Do you support the approach for the following areas?

- **Strategic Connections.**

No. The Northern Link is discussed at 6.5. Subject to the outcome of the Cp2030 examination, the preferred option of using the existing bridge where Turnhouse Road already crosses the railway, should be progressed as the alternative option (WE12- the only one shown in the Proposed Plan currently at examination) has been demonstrated not to be deliverable and is based on inadequate consultation with the relevant landowners. It should be noted that whilst the ATAP showed a northern link, the PTAP did not include the northern link (discussed at 6.5). The inclusion of this link at 5.5 and 6.5 raises further questions as to what function it is expected to perform. The Council has not identified funding strategy, nor a delivery strategy taking into account Timing and phasing etc.

- **Public Transport Strategy.**

No. As above.

- **Walking, wheeling and cycling network.**

No. As above.

- **Potential vehicular access points and hierarchy of streets.**

No. As above.

- **Parking levels and approach.**

No. The strategy adopted simply prevents people the ability to travel, rather than reduce their need to travel.

Page 46 Discussion Points

It is essential that a cohesive, well-connected place with a series of interconnected 20-Minute Neighbourhoods. The delivery and phasing will be critical to deliver this ambition and ensure people are able to live well as the area is developed.

- **We would welcome your thoughts on phasing and delivery; and how this is successfully achieved.**

At the recent LDP examination Hearing session, the Council indicated that the Framework would resolve the phasing of this area to secure an infrastructure first approach to its delivery.

The consultation document does nothing to progress the discussion on phasing leaving this to individual applications. The Council have no design or timing for delivery of the northern link, and this should be removed in line with our objections to City Plan 2030 and amended to show the favoured link using the existing bridge.

We object to the north link over the railway, this is not deliverable as the landing point of the link is a long allocated housing site being brought forward in the Timeframes and for the unit numbers anticipated in the adopted ELDP and housing land audit. The landowner has been working with the adjacent developer to facilitate the delivery of this land as envisaged and is committed to achieving this, the Council have not once been in touch to discuss this. This should be removed from this and other associated consultation documents as an option since it has been shown not to be deliverable. The Council and Reporters also heard evidence from Edinburgh Airport expressing their objections to WE12 also; not to mention the removal of airport land from the WEPF and Masterplan altogether.

Maps and Figures

Page 10 - Figure 2, and Page 12 - Figure 4, confirm that the areas shaded Grey (on Fig 2) and Peach (on Fig 4) where the northern link arises is not currently allocated as part of Place 16, and the proposed inclusion of this land is currently subject to objections by the owner. They also confirm that HSG19 is not part of the West Edinburgh Placemaking Framework Area.

Page 11 Figure 3 is Titled “Local Plan Designations” should be titled “LDP designations”. It is also unclear which Local Plan it is referring to, and why surrounding allocations are not shown for context. This should surely be the City Plan Proposals Map altered as required following the Examination Report.

Page 27 Figure 27 shows the unallocated part of the site outlined in dashed red as “Land to be taken forward in consultation with Edinburgh Airport”. At the recent LDP Examination Hearing session the Airport confirmed that this land would not be available for development in the Timeframe envisages as it is in use and specifically requested the removal of their land from the WEPF and Masterplan.

Page 33 Figure 13: Strategic Connections shows the link as a “option for connection north and west” and as a “potential rail crossing for public and active travel”. It also shows the unallocated land as “Land to be taken forward in consultation with Edinburgh Airport” that is subject to objections by the Airport as it is in use. There does not appear to be any justification to retain this land within WEPF.

Page 35 Figure 15 shows a star on land to the north of the railway, but has no reference on the key. This shows the Option for connection north and west.

Page 43 Figure 17 Shows potential rail crossing for public and active travel. Shows option for connection north and west.

The Royal Highland and Agricultural Society of Scotland

West Edinburgh Placemaking Framework and Strategic Masterplan

The Royal Highland and Agricultural Society of Scotland

This representation is submitted on behalf of the Royal Highland and Agricultural Society of Scotland (RHASS) in respect of the Royal Highland Centre Ingliston, Edinburgh, EH28 8NB.

RHASS hope you these comments are constructive and would be happy to discuss these further.

Section 5.0 Strategic Open Space, Play and Recreation

The emphasis on ensuring open space, play and recreation space within the masterplan area is welcomed. RHASS note that it is a priority for them to ensure that the new neighbourhood is not reliant on the grounds of the Royal Highland Centre for play and recreation provision.

Section 6.0 Strategic Connections, Access and Movement, Parking

RHASS support the improved permeability Gogar Link Road offers and the enhanced active travel and public transport network delivered through the masterplan but notes that these networks should have strong connections at the boundary of the masterplan also. Crossing and calming of the A8 is discussed specifically but it is noted that crossing of Eastfield Road is excluded. We request this is added to the WEPF to promote onward connectivity for pedestrians and cyclists.

RHASS also notes the potential for strategic access into WEPF area from the A8 as well as calming measures such as reducing the speed limit to 30mph. Access is managed via the A8 to the Royal Highland Centre during certain events and RHASS note that this should be accounted for in any assessment of impact on the A8 from WEPF.

Restricting parking to a maximum level of 25% provision for dwellings and Zone 1 parking standards for non-residential uses is noted. RHASS however requests further information on the extent of the CPZ and what how it will be managed to ensure that overspill parking does not cause congestion on neighbouring areas.

New mobility hubs are mentioned at a number of points in WEPF. While the Royal Highland Centre is outside the extent of the West Edinburgh Placemaking Framework area, RHASS would be interested in engaging with CEC on the potential of a future temporary mobility hub close to or

within their land during big events to extend the enhanced east-west bus movements and promote alternatives to private car use.

The key transport requirements at the end of section 6 promotes a comprehensive wayfinding strategy for the wider area. RHASS agree this would be beneficial however note that it is not mentioned until that point and is not discussed further. We suggest it is given greater emphasis within the walking, wheeling and cycling section (section 6.8) and should include the Royal Highland Centre as a key destination in any proposals. RHASS welcome further discussion on it and request to be included in any future wayfinding strategy or design proposals.

Overall, RHASS is supportive of the principles of the WEPF and wish to stay involved in the process and request we are invited to future meetings or workshops and notified of the next steps.

Taylor Wimpey

Taylor Wimpey have promoted sustainable residential development on sites in the West of Edinburgh to the Proposed City Plan 2030. The non-allocation of these sites are unresolved objections which are currently being considered as part of the examination of the Proposed City Plan 2030.

The West Edinburgh Placemaking Framework and Strategic Masterplan (WEPF) seeks to support the objectives of Proposed City Plan 2030. However, City Plan 2030 is subject to a significant number of unresolved objections, and it may be altered following the examination process. This could change the sites which are allocated in the West of Edinburgh or the wording of policies. In this context we consider the consultation on the draft WEPF is premature as it is based upon a Proposed LDP which may change. For the same reason we consider that bringing the WEPF into force prior to the adoption of City Plan 2030 would also be premature.

The consultation is also premature as arguably some of the most complex and consequential work has not been carried out yet. Section 10.4 of the WEPF states that;

“The final form and extent of Education infrastructure provision is still under consideration by the Council. The WEPF shows potential options, and it is intended that the requirements in terms of Education provision will be set out in the finalised version of the WEPF and updated Council guidance relating to developer contributions and infrastructure delivery.”

This indicates that key information, which will be of interest to many, is not included in this draft WEPF but will be included, presumably without further consultation, in the final draft. This brings into question whether the current period for comments amounts to meaningful consultation. We are being asked to comment on an incomplete draft.

We object to the draft WEPF being brought into force in its current form. It should be reconulted upon once there is a clear strategy for infrastructure provision and following the conclusion of the City Plan 2030 LDP examination.

West Craigs and Wheatley Homes East

On behalf of our clients, West Craigs Limited and Wheatley Homes East, we set out below their response to the ongoing consultation on the Draft West Edinburgh Placemaking Framework and Strategic Masterplan.

As a general point, we would note that our clients' plans for the site referred to as H62 are at an advanced stage, having been through the pre-application process (ref: 20/02601/PREAPP) and having PPP in place for access (delivery of the eastern part of the Gogar Link Road under application ref: 21/02941/PPP). We therefore consider the site is capable of coming forward 'in principle' in advance of any future masterplan being finalised for the wider area.

General Comment – Status and Purpose of the West Edinburgh Placemaking Framework and Strategic Masterplan

West Craigs Limited and Wheatley Homes East acknowledge the commitment within City Plan 2030 to prepare an updated West Edinburgh Masterplan and welcome the opportunity to engage with this process. The intention that the WEPF will 'further develop aspirations for West Edinburgh as outlined in City Plan' is noted.

Pursuant to this, the draft WEPF confirms CEC's intention to seek Planning Committee approval of the finalised document in December 2023. This timescale was reiterated by officers at the City Plan 2030 Examination Hearing on Infrastructure and Delivery Issues on the 26th September 2023, although no guarantees were given as to when, if at all, the document would be approved.

The draft WEPF further advises that when Planning Committee approval is received the WEPF will become 'non-statutory' planning guidance and a material consideration in the determination of planning applications.

In fact, CEC's approach goes further. Policy Place 16 of the draft City Plan 2030 states that planning permission will be granted subject to a number of requirements. One of these is accordance with the approved masterplan. This seeks to give the WEPF de-facto statutory development plan policy status.

West Craigs Limited and Wheatley Homes East wish to note their concern at the timing of the current consultation and the indicative approval timescales – which are being progressed in parallel with the examination of Proposed City Plan and in advance of City Plan 2030 adoption.

West Craigs Limited and Wheatley Homes East attended the City Plan 2030 Hearing on Infrastructure and Delivery Issues on the 26th September where the draft WEPF was the subject of detailed discussion amongst West Edinburgh key stakeholders.

During the hearing it became apparent there are significant unresolved matters relating to the delivery of the infrastructure required to facilitate future development in West Edinburgh.

These matters require further consideration as part of the LDP examination, most likely via further information requests, and there is a realistic prospect of Proposed City Plan being

subject to extensive post-examination modifications. These are issues directly relevant to the content and approach of the draft WEPF.

CEC acknowledge that Proposed City Plan carries limited material planning weight at this stage. Inevitably, even less weight can reasonably be attached to non-statutory planning guidance based on the same draft Proposed City Plan .

With that in mind, West Craigs Limited and Wheatley Homes East are concerned that in progressing WEPF in parallel with the examination of Proposed City Plan there is a high likelihood that the finalised WEPF will not align with adopted City Plan 2030.

Moreover, and fundamentally, approving a draft of the WEPF at this stage will mean it does not have the benefit of the Reporters' conclusions following the examination of the Proposed City Plan. This is at odds with the approach outlined in the draft WEPF itself, which states:-

"The Council's Planning Service will need to pay due regard to the Reporter's findings, as the WEPF and Strategic Masterplan are finalised" (paragraph 1.4).

West Craigs Limited and Wheatley Homes East have noted their intention to bring forward a PPP application for their South Land (H62) in late 2023/early 2024. As noted above, we consider the site is capable of coming forward 'in principle' without prejudice to the development intentions for the wider west of Edinburgh area. Development of Council supported sites should not be unnecessarily delayed by any future masterplan being finalised for the wider area.

Given the above context and taking account of the extensive amendments needed to the draft WEPF to address the matters raised in both this submission and by other parties, should the WEPF be approved as non-statutory planning guidance in advance of City Plan 2030 adoption it will be capable of being given very limited, if any, weight in planning decisions.

Indeed, trying to advance this document ahead of the Proposed City Plan is likely to serve only to prejudice the determination of the pending PPP application.

West Craigs Limited and Wheatley Homes East request that the process of finalising WEPF and seeking its approval as non-statutory planning guidance be delayed until such time as the Council have had the opportunity to consider the recommendations of the LDP Examination and City Plan 2030 is adopted.

Response to Consultation Draft

We set out our specific comments on different elements of the consultation document below.

Section 2.0 Understanding the Framework Area

- **Section 2.2** - We consider that the defined WEPF Area should be expanded to include Cammo (LDP 2016 ref: HSG20) to the north and the Land East of Millburn Tower site (planning permission 15/04318/PPP) to the south. Both sites form logical parts of the wider West Edinburgh character area:

o Cammo comprises new build residential development which is of a similar style and layout to what is currently coming forward on the HSG19 (Maybury) site and is likely to come forward on other allocated residential development sites within the WEPF consultation area. In landscape / townscape terms therefore, Cammo forms part of the wider West Edinburgh character area and should be included within WEPF.

o Land East of Millburn Tower currently has PPP consent – however, no subsequent detailed / AMSC applications have been forthcoming. As the site is consented ‘in principle’ only, with specific design matters reserved, we consider its development should be guided by the WEPF as part of the wider West Edinburgh area.

- **Section 2.3.1** – We would note that part of the Gogar Link Road benefits from PPP consent already (application reference: 21/02941/PPP). We would request this is referred to in this section given its importance to securing ‘strategic connectivity’ in this area.

- **Section 2.3.4** – Reference is made to a Landscape Visual Study which has been prepared by the consultant team as part of the WEPF commission. We would request that details of this study are published and consulted on in due course. 3 Section 3.0 Delivering Net Zero

- **Section 3.3** – We would note that promoting a “minimal need to travel by car” and limiting parking levels may have knock-on implications for required developer contributions towards transport infrastructure improvements. We would request that this is factored into the Council’s considerations at an early stage. Section

4.0 Landscape, Biodiversity Green Blue Network and Airport

- **Section 4.1** – We note that there is proposed to be an assumption against noise fencing in WEPF. Whilst we are not opposed to the principle of this, we would request that additional flexibility is built into this statement to allow site-specific factors to be taken into account. We would note that allocation H62 (Land adjacent to Edinburgh Gateway) is located next to the Tram Depot and there may be an unavoidable requirement for small amounts of acoustic fencing to allow residential development to be delivered in this location.

- **Figures 8-11** – These Figures as presented indicate that parts of H62 (specifically the triangle site adjacent to the tram depot, and the north-eastern section adjacent to the railway line and proposed active travel bridge) are proposed for ‘greenspace’ rather than residential development. This does not accurately reflect development aspirations for this site. Indeed, during pre-application discussions (ref: 20/02601/PREAPP), development was supported on both of these parcels of land. We would therefore request that these Figures are updated to indicate that these parcels of land are ‘developable areas.’

Section 5.0 Strategic Open Space, Play and Recreation

- **Figure 12** – As above, this Figure shows part of H62 as ‘greenspace’. We would request this is amended.

Section 6.0 Strategic Connections, Access and Movement, Parking

- **Section 6.9** – We note the proposal for car parking to be provided at a maximum of 25% for new residential development in the WEPF area. We would have concerns regarding the practicalities of this approach in attracting housebuilders and developers to the area in order to deliver the required development. As an affordable housing provider, Wheatley Homes East raise specific concerns regarding potentially unintended consequences on lower income households, which proportionately may rely on more irregular and flexible employment opportunities that may not always be available via regular public transport services (for example, those on zero hours contracts, shiftwork, etc). We would also highlight that lower car ownership rates across the WEPF area would have significant implications for potential developer contribution rates towards transport improvements in the area. We would request that this is factored into the Council’s considerations at this stage.
- As discussed, we understand the City of Edinburgh Council has no evidence that attributes specific levels of car ownership to car usage and that there has been no quantitative or qualitative assessment to identify or support the suggested 25% provision in the WEPF. We would request that parking provision within the WEPF area remain sufficiently flexible with a maximum ratio more closely reflective of the current Council guidelines. Maintaining this flexible approach will ensure parking provision along with direct access to non-car modes of travel will reflect the specific requirements for effective, sustainable and inclusive development that maximises the economic and social mobility of those in the WEPF area and the city.
- We would request that disabled/accessible parking be retained as a separate ‘minimum’ provision and not be included within the overall ‘maximum’ parking provision.
- **Figures 13-15** - As above, these Figures show part of H62 as ‘greenspace’. We would request this is amended.

Section 7.0 Living Well Locally: Delivering 20-Minute Neighbourhoods

- **Section 7.1** – We note a proposal for an ‘Edinburgh Gateway Local Centre,’ which extends partially into H62 (as per Figures 17 & 18). West Craigs Ltd and Wheatley Homes East would highlight that their proposals for the site referred to as H62 are for residential development on the land adjacent to Edinburgh Gateway / the active travel bridge over the railway line. This was supported in principle by Officers as part of the pre-application process (ref: 20/02601/PREAPP) as it would provide passive surveillance for the active travel route over the railway line. We would request that the WEPF document takes cognisance of our proposals for this part of the site.
- **Section 7.3** – We note the range of ‘Residential Uses’ referred to include Use Classes 8, 9 and Sui Generis – Flatted development. To reflect the mix of uses currently under consideration for development within H62 we would request that reference to ‘Sui Generis – Purpose Built Student Accommodation’ be included. This would reflect the WEPF aspiration that ‘Development should seek to promote a range of housing options and tenures, to create housing diversity and a mixed community with the ability to age in place.’

- **Section 7.5** – We note that the main location for potential industrial uses is proposed to be within the Airport Buffer area. We would highlight that the triangle site (adjacent to the tram depot) within H62 would be able to accommodate a small element of industrial starter units. As such, we would request that this section is updated to refer to small industrial development potentially being located adjacent to the tram depot in H62.

- **Figure 16** - As above, this Figure shows part of H62 as ‘greenspace’. We would request this is amended.

Section 8.0 Creating a Distinctive Place

- **Section 8.1** – We note that the WESF area is indicatively split into distinctive ‘character zones.’ Site H62 is proposed to be subject to three separate character zones – Castle Gogarburn, Gogar Park, and Edinburgh Gateway. At this stage, it is understood no further detail relating to each character zone is known. We would request that the H62 part of each of these character zones is identified as follows: Castle Gogarburn – residential development (including Purpose Built Student Accommodation); Gogar Park – small scale industrial or residential development; Edinburgh Gateway – residential development (including Purpose Built Student Accommodation). This would reflect our aspirations for the site and the pre-application feedback which has been received (ref: 20/02601/PREAPP).

Section 9.0 Draft Strategic Masterplan

- **Figures 17 and 18** - As above, these Figures show part of H62 as ‘greenspace’ and as a ‘plaza’. We would request this is amended to reflect development being delivered across the entire land allocation.

Section 10.0 Infrastructure First, Delivery and Phasing

- **Section 10.1** – The City Plan Transport Assessment, WETA and WETIP documents are all referenced in relation to setting a potential cumulative Transport Contribution Zone for the WEPF area. We note that these documents were prepared on the assumption that significantly higher parking provision and car-based mode share would be provided in West Edinburgh than those proposed in this consultation draft and the approved City Mobility Plan, respectively. Notwithstanding our response to Section 6.9, should significantly lower parking levels be enforced by the WEPF document, then this would reduce the number of cars within the development area, which may consequently mean the assumed type and scale of transport mitigation contained in the draft City Plan and Action Programme needs to be reevaluated. We would therefore request that early consideration is given to potential developer contribution towards transport infrastructure that reflects the expected level of car demand and the Council’s mode share targets within the approved City Mobility Plan.

- **Section 10.4** – It has previously been demonstrated how proposed development at H62 can be supported by existing and consented education infrastructure in the form of extensions and 5 catchment enforcement to Maybury Primary and Craigmount High School. This has been highlighted to the Reporter for the current City Plan Examination, and we expect the final City Plan outcome will take this into account. As such, it would be helpful if the WEPF highlighted

that early delivery of H62 could be supported by existing and consented education provision within the wider West Edinburgh area.

- Section 10.4 - The draft WEPF states education requirements for development within West Edinburgh will be set out in the finalised WEPF. This highlights that the geographic extent of the document needs to be revisited and extended as set out above. Given the Council's own position on education provision for West Edinburgh it is not clear how a document limited in extent as the draft WEPF could meaningfully address education issues in West Edinburgh at this time.

Summary

Thank you for this opportunity to engage with you on your ongoing Draft West Edinburgh Placemaking Framework and Strategic Masterplan consultation. We hope the above comments are constructive and will be taken into account in due course. We would appreciate the opportunity to input into any future consultations and look forward to working with you and other West Edinburgh stakeholders moving forward.

West Town Edinburgh Ltd



Preface

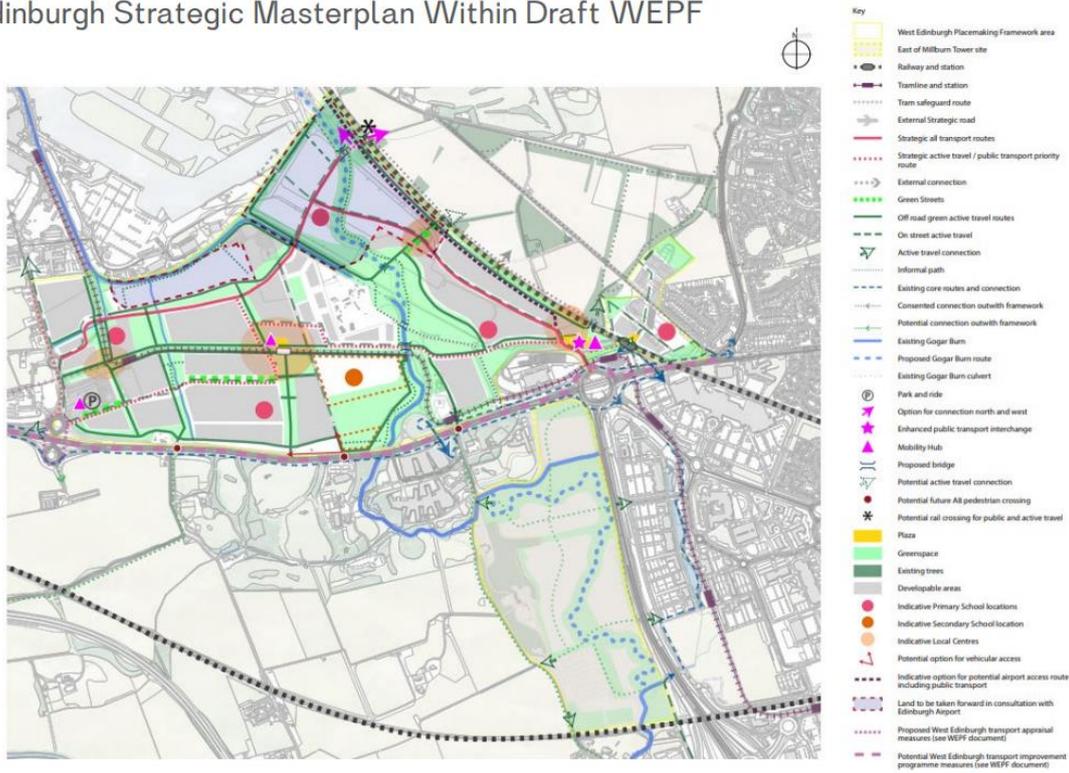
This report sets out the West Town Edinburgh Ltd's (WTE) development team's consultation responses to the City of Edinburgh Council's draft West Edinburgh Placemaking Framework (WEPF) and Strategic Masterplan which was presented to Committee for approval for consultation on the 14th of June 2023.

It includes a commentary on the planning, design and movement implications for the West Town development and proposed revisions to the WEPF Strategic Masterplan.

Contents

	Preface
1.0	Introduction and Responses on Planning Matters
2.0	Responses on Design and Movement Matters
3.0	West Town Transport Assessment Summary
4.0	Proposed Revisions to West Town and WEPF Masterplans

West Edinburgh Strategic Masterplan Within Draft WEPF



3

West Town In The West Edinburgh Development Context



1.0 Introduction and Responses on Planning Matters

1.1 Introduction

- 1.1.1 West Town Edinburgh Ltd ('WTE') welcomes this opportunity to submit this response to the West Edinburgh Placemaking Framework and Strategic Masterplan: Draft for Consultation ('WEPP').
- 1.1.2 WTE supports the principle of preparing new guidance as a replacement for both the West Edinburgh Strategic Design Guidance ('WESDF') and West Edinburgh Landscape Framework ('WELF') which are now outdated and do not align with the emerging policy context. WTE also welcomes the opportunity to respond to consultation on the Towards West Edinburgh 2050: A Spatial Strategy for Inclusive and Sustainable Growth', which recognises the importance of the wider West Edinburgh in the national, regional and local context.
- 1.1.3 This response should be read alongside WTE's response to the questionnaire and both should be given full consideration in producing the final Framework for Planning Committee approval.
- 1.1.4 In this regard, WTE's representations are arranged as follows:
 - Section 1 – Introduction & Context
 - Section 2 – Responding to the WEPP.

This is based on the various sections that make-up the WEPP as set out in its contents page. Where relevant, it responds to the various 'discussion points' that are noted in certain sections of the WEPP.

1.2 Context

- 1.2.1 In the first instance, the City of Edinburgh Council ('the Council') should note the following important context:
 - i. West Town Edinburgh Ltd was formed in April 2021 by Drum Property Group to progress development of the 205-acre West Town site. Drum Property Group has a strong track record of delivering transformational real estate projects and has proven experience of working on high-profile developments with multiple stakeholders across the public, private and commercial sectors – as well as local communities. As such, WTE is uniquely placed to deliver this significant expansion of West Edinburgh.
 - ii. The development plan context for site allocations at West Town is already well established with its removal from the green belt and allocation for development in the current Edinburgh Local Development (2016). The principle of developing land at West Town for a range of uses, including housing, is therefore beyond doubt.

- iii. Against this context, WTE welcomed the opportunity to submit representations in respect of the Proposed City Plan ('the proposed plan') in December 2021 and endorsed the allocation of land at housing site allocation H63 West Town for housing led mixed-use development and the significant contribution it can make toward the creation of new urban quarters in West Edinburgh based around local living and 20-minute neighbourhood principles. City Plan is currently at the examination stage of its evolution.
- iv. In February 2023, NPF4 was adopted by Scottish Ministers and refers to an emerging strategy for West Edinburgh which guides a range of uses to create a sustainable extension to the city with a focus on locating development on and around existing transport corridors including improved accessibility to tram.
- v. West Town therefore offers a unique opportunity for a connected, mixed-use, sustainable extension to the city that supports the spatial strategy and priorities of national and emerging local policy.
- vi. Ongoing constructive dialogue and collaboration between WTE, the Council and other stakeholders also means that progress continues to be made in addressing the limited parts of the proposed plan that WTE did not support. This is reflected in the responses set out at section 2 that follow.

1.0 Introduction and Responses on Planning Matters

- vii. WTE recognise the importance of a collaborative and coordinated approach across certain strategic planning and development matters to deliver the aspirations for West Edinburgh. Pursuant to this, WTE supports the principle of creating a policy framework to help give effect to NPF4 and the emerging local policy context for West Edinburgh. As noted by the Council throughout its responses to the City Plan examination process, the finalised version of the WEPF will also need to consider flexibility in its development and phasing options to ensure that one party's progression is not held up by others. With these considerations appropriately addressed, WTE agrees that the WEPF can inform a finalised approach to supporting development in a cohesive and planned manner.
- viii. Pursuant to this, WTE has also been engaging extensively with the Council and other relevant stakeholders in preparing an application for planning permission in principle ("PPIP") at West Town. The decision to apply for PPIP, or otherwise, will be influenced by the final content of the WEPF and the extent to which an approved version is an appropriate form to support this process.

1.3 Overarching planning representations

- 1.3.1 The following overarching planning representations form part of WTE's response to the draft WEPF. They set out the planning context for the other detailed representations that follow.
- 1.3.2 WTE supports the reasons given for preparation of the WEPF and its proposed status as non-statutory guidance. As noted in this response, WTE will continue to engage and collaborate in this process as one of the key landowners within the framework area.
- 1.3.3 Sections 1.3 and 1.4 of the WEPF describe how it is envisaged that the WEPF and Strategic Masterplan will inform development, as well as defining its planning status.
- 1.3.4 WTE supports section 1.3 where it refers to the WEPF as non-statutory planning guidance that will form a material consideration in the determination of planning applications. WTE further supports its primary purpose being to support the strategic coordination of adjacent developments with the aim of creating a coherent, joined-up extension to the City and strongly believe that the finalised WEPF must restrict itself to these parameters. It is not there to lay down prescriptive guidance on detailed design matters for individual sites. That is for respective development management processes that will follow.

- 1.3.5 As such, WTE notes that the WEPF will not be part of the development plan and will not therefore be afforded development plan status for decision making purposes. This being the case, its purpose and status do not support a requirement that all planning applications will be expected to 'fully align' with the finalised version as described at section 1.3. This would be unreasonable given the outline level of testing that will have been undertaken at this strategic stage. It also conflicts with the inherent flexibility that is necessary to deliver a development of West Town's scale and timescales. A requirement to demonstrate how proposals 'generally accord' (or similar) would be far more appropriate and commensurate with its role in decision making as described above. Anything more onerous would not be justified in this case. The second sentence in the grey box at section 1.3 should therefore be amended to read, "These will be expected to generally accord with the general principles contained within the finalised West Edinburgh Strategic Masterplan and guidance presented through the WEPF". Other parts of the WEPF where similar statements are made should also be amended accordingly.
- 1.3.6 Section 1.4 explains how engagement and consultation will take place over a 3-month period between July to September 2023. It is noted (at section 1.4) how this will be undertaken in parallel with examination of the Proposed City Plan and that City Plan currently

1.0 Introduction and Responses on Planning Matters

carries limited weight (for decision making purposes) as it is still subject to examination. We understand that there are unresolved objections relating to various development management policies that would apply to proposals within West Edinburgh.

- 1.3.7 It is further noted how this engagement and consultation on the draft WEPF may inform responses to Further Information Requests on the Examination, and that the Council's Planning Service will need to pay due regard to the Reporter's findings, as the WEPF and Strategic Masterplan are finalised for presentation to Planning Committee (for approval) in December 2023 or shortly thereafter.
- 1.3.8 Reflecting on these matters:
 - i. Extensive replication of various policies from the Proposed City Plan is therefore inappropriate at the current time.
 - ii. Any reference to compliance with City Plan policies should be more generic, with proposals required to address such policies as they may appear in an adopted version of the plan.
 - iii. A more flexible approach to articulating the various framework and strategic masterplan aspirations should also be adopted.
 - iv. Any guidance that would undermine West Edinburgh's ability to contribute to delivering the

Council's statutory housing land requirements, and as currently envisaged in City Plan, must be avoided.

- v. WTE understands that the City Plan Examination Reporters Report is unlikely to transpire until well into the first quarter of 2024, beyond the projected date of December 2023 for finalising the WEPF and strategic masterplan. This reinforces the points and approach set out above, and which follows in proposed amendments to the WEPF, that repeating specific parts of the Proposed LDP would therefore be inappropriate and should be replaced with referring to the adopted LDP as it may be in force at the time when proposals come forward.

1.4 The principal issues raised in these representations

- 1.4.1 Following on from the overarching planning observations above, the Council should note the following principal issues raised in these representations:
- 1.4.2 WTE continues to work collaboratively with neighbouring landowners to facilitate delivery of the connections between those landholdings contemplated in City Plan 2030 and the draft WEPF. WTE support the proposals by Edinburgh Airport Ltd and Crosswinds Developments Ltd for an eastern access road serving the airport and providing connections to neighbouring developments.

- i. As referred to at paragraph 1.2.1 vii. above, the Council acknowledges the importance of flexibility in relation to development and phasing matters to ensure that one party's progression is not held up by others. We agree with this principle, and it is in fact one of fundamental significance for WTE.
- ii. As a consequence, if WTE are to progress with their proposals into application form, it is vital that the WEPF accommodates the potential for two points of access from the A8. If that cannot be accommodated in the final version of WEPF it is unlikely that WTE will proceed with their intended planning application and will be unlikely to continue to support H63 through the remainder of the City Plan 2030 examination process.
- iii. Assessment work has been carried out by WSP in consultation with the Council and their consultants which demonstrates that this is an appropriate and viable option for delivery of West Town. That assessment work has been submitted to the Council.

- 1.4.3 The reduced development quantum in the Strategic Masterplan, resulting from the extent of development footprints in comparison with masterplanning for West Town undertaken as part of pre application dialogue with the Council, suggests that the number of homes would be approximately 6,000 in comparison with H63 allocation in City Plan of 7,000.

- 1.4.4 The prescriptive nature of the draft WEPF, whereby development “must fully align” with it, is unreasonable given the outline level of testing that will have been undertaken at this strategic stage. It also conflicts with and the inherent flexibility that is necessary to deliver a development of West Town’s scale and timescales.
- 1.4.5 This is evidenced by the number of significant concerns the WTE team have over the placemaking implications of aspects of the Strategic Masterplan and WEPF guidance which do not appear to have been examined in any qualitative detail before being put forward as mandatory requirements e.g. the blanket requirement not to modify ground levels would mean that many of the streets and spaces wouldn’t comply with the Council’s other requirements for accessible gradients.
- 1.4.6 The level of detail that the draft WEPF suggests is still to be issued on Character Areas, Urban Structures, Building Heights and Massing, Roofscape, Housing Typologies, Residential Amenity and Public Art, following this consultation process, is inappropriate for what is meant to be a Strategic Masterplan. Our understanding of the primary purpose of the WEPF is to strategically co-ordinate movement/connections, access, green space and the distribution of principal uses within the range of developments in West Edinburgh so they form a coherent extension of the city.
- 1.4.7 The WEPF should be a co-ordinating framework for the individual masterplans for the respective developments but the draft WEPF goes well beyond this remit and appears to be the Council effectively trying to masterplan each site.
- 1.4.8 As the WEPF is currently drafted, these issues will create barriers to the delivery of the West Town development project which is striving to create a high quality new place that will deliver the Council’s policy objectives on Placemaking, Zero Carbon and Affordable Housing.
- 1.4.9 Detailed responses and proposals addressing each of these matters are set out on the following pages.

2.0 Responses On Design and Movement Matters

2.1 Generally

- 2.1.1 The draft WEPF states that Planning Applications are “expected to fully align with the finalised West Edinburgh Strategic Masterplan and guidance presented through the WEPF”. This is overly prescriptive for a strategic framework which is intended to co-ordinate developments in the area over many years where a degree of flexibility will be required. It is suggested that this is changed to “generally accord with”.
- 2.1.2 It is proposed with the draft WEPF that there will be much more detailed version of the masterplan “following the outcome of consultation and

engagement” covering “Character Areas, Urban Structures, Building Heights and Massing, Roofscape, Housing Typologies, Residential Amenity and Public Art”. This is overly prescriptive for a strategic framework which is primarily a co-ordinating mechanism rather than being a prescriptive set of design proposals. WTE couldn’t support this level of detail being added to the WEPF following this consultation.

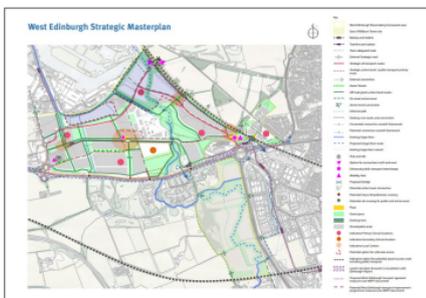
- 2.1.3 There are a number of instances, set out below, where the WEPF masterplan and guidance put forward specific requirements which are either not deliverable on the West Town (WT) site or contradict existing Council policies. The WEPF masterplan has only been developed to a very outline level of detail. It is unreasonable to impose prescriptive detail which has not been tested and co-ordinated.

2.2 Movement and Access

- 2.2.1 It is critical to the delivery of WT that the potential for two points of access and egress on the A8 is included in the final version of the WEPF. While WTE continue to work collaboratively with neighbouring landowners, and support the proposed eastern access road serving the airport and movement connections between the adjacent developments, it is vital that there is no inter-dependency amongst landowners for access connections in order to deliver development.

WTE therefore cannot support the WEPF without this potential A8 access/egress being included. Assessment work has been undertaken by WSP, in consultation with CEC, which demonstrates that this is an appropriate and viable option for the delivery of WT.

- 2.2.2 Active travel and public transport routes through the WT site are generally supported as they strongly align with the “people first” approach to movement which has been adopted in the WT masterplan. The alignment of these routes shouldn’t be too prescriptive within the WEPF to allow for a degree of flexibility in implementation, provided the required connections are made.
- 2.2.3 This particularly applies to bus routes through the site where planned connections will need to be cognisant of the phased delivery of infrastructure and the timing of the delivery of adjacent developments. The WT masterplan has considered this, and will provide bus routes through the site from the initial phase of development. However, connections across adjacent landholdings will require those landowners to deliver the connecting infrastructure on their land.
- 2.2.4 The WEPF proposes that parking is limited to 25%. The WT masterplan proposes a parking ratio of 30% which has been tested by WSP’s TA to deliver CEC’s aspiration for a 30% reduction in car journeys by 2030. See West Town Transport Assessment Summary in section 4.0. It is requested that the ratio for WT is 30% in line with



West Edinburgh Strategic Masterplan

2.0 Responses On Design and Movement Matters

this target reduction.

- 2.2.5 The WEPF proposes a single Mobility Hub in the town centre of WT. The WT masterplan proposes three Hubs, two on the periphery of the town centre to facilitate centralised car parking for residential neighbourhoods and to keep cars out of the town centre, and a Cycle Hub adjacent to the tram stop within the town centre.
- 2.2.6 The "Green Street" proposal within the WEPF is 33-38m wide and there is also a requirement for Green Corridors to be 40m wide. This seems very wide for it to flourish as an active people space. Jan Gehl



West Town Green Street

recommends, in Life Between Buildings, that streets shouldn't be more than 25m wide to allow people to recognise each other. The continuous extrusion of the proposed section indicated in the WEPF through the whole of WT is unlikely to deliver a variety of character and active spaces. The WT proposals also contain green streets which are active travel routes (see image on this page). The Green Streets should be expressed as a principle within the WEPF, rather than a prescriptive, dimensioned, specific proposal which does not have enough detail for successful placemaking.

2.3 Green Space

- 2.3.1 The WEPF Strategic Masterplan indicates approximately 15.4 Ha of green space across the site. The proposed green space within the WT masterplan is 13.3 Ha, dedicated park areas are 3.8 Ha and 2 Ha respectively, which complies with the stated requirement for a 2 Ha park space within the WEPF and other Council guidance.
- 2.3.2 The location of the park right in the middle of the town centre seems to contradict the broader aims of City Plan Place 16 in terms of the objective to create a "new urban quarter". The location, scale and nature of this green space in the town centre will make it challenging to create an active place, particularly at night. There is also a risk that it will raise personal safety issues after dark e.g. The Meadows.

- 2.3.3 To address these issues, this response suggests that the Central Park proposed within the WT masterplan is reconfigured so it is much more varied in width to accommodate a wider range of activities within the park while providing narrower crossing points for public safety after dark. See 4.0 Proposed revisions to WEPF.
- 2.3.4 While the desire for green space is supported the specific WEPF requirement for 30% tree canopy cover to all spaces between buildings is overly prescriptive and would need to be tested for its impact on the functionality of all streets and amenity spaces.

2.4 Development Quantum

- 2.4.1 Due to a combination of more dedicated area being allocated to green space, and the proposed setback from the A8, the development plot area in the WEPF Strategic Masterplan is circa 253,325m² in comparison with circa 295,879m² in the proposed WT Masterplan. If the same density levels are applied to both masterplans then the WEPF plan will deliver approximately 6,000 homes in comparison with the 7,000 homes in the WT plan. This shortfall would have significant implications for the viability of the WT development and the LDP allocation.
- 2.4.2 It is noted that the proposed setback from the A8 to the south, as indicated on the WEPF Strategic Masterplan, is contrary to what is understood to be

2.0 Responses On Design and Movement Matters

a Council ambition for the A8 to become a "street" rather than a "road". WT proposals for this A8 frontage are included in this response document which are of a similar setback dimension to the frontage to the Maybury Road in the recent Cammo development.

2.5 Infrastructure

- 2.5.1 The WEPF requires existing soil levels to be maintained. This would contradict CEC's DDA guidance on the gradients for streets and spaces and prevent level playing fields in the park. The WT proposal does modulate ground levels to facilitate gradients of less than 1 in 20 but does not take soil off site. This requirement should be removed as it is unreasonably prescriptive and the principle is already governed by NPF4.
- 2.5.2 The blue/green infrastructure strategy focuses on "nature based solutions" which may preclude the SUDS basin that is currently proposed in the WT masterplan. Pre-application engagement between WTE's engineers, WSP and the Council to date has not raised that the WTE proposals are unacceptable to the Council. This will need to be clarified with further engagement on this issue.
- 2.5.3 The difference between The Blue Network plans on pages 22 and 23 isn't clear.
- 2.5.4 The WEPF states that heating should be provided via

"heat networks". This will require further definition of what constitutes a "heat network". Is it site wide district heating or plot by plot air source heat pumps? The WTE team's recent experiences on Council projects suggests that district heating can be an inefficient way of providing heat to new homes with the high performance levels of current housing standards.

2.6 Heights and Massing

- 2.6.1 There is reference in the draft WEPF to a West Edinburgh View Study, Visual Appraisal, May 2023 document which is stated as being the basis of the WEPF guidance on heights. This hasn't, to our knowledge, been published. The WT masterplan proposals have been based on a LVIA prepared by Landscape Architects, OPEN. This LVIA was requested by CEC during pre-application engagement when it was not made clear that CEC would be preparing their own LVIA assessments. It should be clarified that a forthcoming PPIP application for WT will be assessed against the LVIA submitted in support of the application rather than the appraisal which the Council have used to inform the WEPF.
- 2.6.2 The height recommendations in the WEPF appear to be broadly in line with the height proposed in the WT masterplan but they should be justified and determined at Planning Application stage and not be uniformly limited by the WEPF.

- 2.6.3 It is stated that there should be no flat roofs which is apparently due to advice from the Airport. This is different to the advice that the WTE team have previously received from the CAA and should be clarified with the appropriate authority.

2.7 Land Use

- 2.7.1 The WEPF states that an 1,800 roll High School will be required at WT. This can be accommodated on the plot identified within the WT masterplan, including on site sports facilities, on the basis that an "urban" form of school is adopted, similar to the new Boroughmuir High School. It is understood that the 1,800 figure represents the upper end of what may be required in the area and the projected school roll will be subject to further work by the Council.
- 2.7.2 It is noted that the area identified for the High School within WT in the WEPF Strategic Masterplan drawing appears to encroach onto the adjacent Scheduled Ancient Monument land.
- 2.7.3 It is proposed to relocate the planned Primary School plot within the WT masterplan to align with the draft WEPF. This will allow sports facilities to be located in the edge of the Central Park and shared between the school and the community. See 4.0 Proposed Amendments to the West Town and WEPF Masterplans.

2.0 Responses On Design and Movement Matters

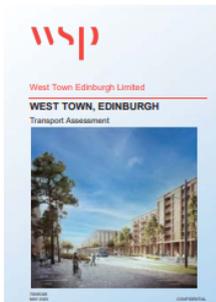
- 2.7.4 The delivery of community and health related amenities will need to be co-ordinated with the Council where they have a role in their delivery.
- 2.7.5 There is a reference within the WEPF to an Edinburgh 20-Minute Neighbourhood Spatial Tool which the Council have used to assess the existing condition in West Edinburgh. This tool should be published if it is to be used to assess proposals for sites within the WEPF.

3.0 Transport Assessment Summary

This section sets out the summary and Conclusions of the comprehensive Transport Assessment for West Town, prepared by WSP in May 2023.

The West Town site will be highly accessible by a variety of sustainable modes of transport, providing a new mixed-use development that maximises internal trips by sustainable modes and minimises external trips by private car. The masterplan has been designed to prioritise walking, wheeling and cycling, with vehicles being considered a 'guest' in the environment.

The Assessment considered six different access options to ensure that the proposals were resilient and comply with the intent of Policy Place 16 in City Plan 2030. The Assessment concludes that the development is deliverable within land which is entirely within West Town's control, whilst ensuring that future connections can be delivered between neighbouring development.



10 SUMMARY AND CONCLUSION

10.1 SUMMARY

- 10.1.1. WSP have been commissioned by West Town Edinburgh Limited to prepare a Transport Assessment report to support a Planning Permission in Principle (PPiP) application for a residential led mixed-use development on land to the north of the A8 and east of Eastfield Road, known as West Town, Edinburgh.
- 10.1.2. This Transport Assessment presents a comprehensive review of traffic and transportation matters associated with the proposed development, including adjacent developments which, whilst not currently committed (i.e., do not have planning consent), provide a complete assessment of anticipated future conditions.
- 10.1.3. A comprehensive review was undertaken of existing transport facilities within, and surrounding, the development site. The site has excellent sustainable transport accessibility, with provision for a new tram stop in the centre of the site and a further existing tram stop to the west, the nearby Ingliston park and ride with numerous frequent public transport services, the nearby Edinburgh Gateway rail station and good pedestrian and cyclist accessibility.
- 10.1.4. Vehicular access to the development site has not been finalised at this stage and six access strategies have been examined within this study as follows:

Access Option	Proposed Connection		
	Gogar Roundabout	A8 Glasgow Road	Eastfield Road, via IBG1
Option 1	✓ (via Edinburgh Airport Eastern Access Road)		✓
Option 2	✓ (via Edinburgh Airport Eastern Access Road)	✓ (two left-in, left-out)	✓
Option 3	✓ (direct connection to Myreton Drive)		✓
Option 4	✓ (direct connection to Myreton Drive)	✓ (one left-in, left-out and one all-movements junction)	✓
Option 5		✓ (two left-in, left-out)	✓
Option 6		✓ (one left-in, left-out and one all-movements junction)	✓

- 10.1.5. Options 1 to 4 provide an East-West "Gogar Link Road", linking Gogar roundabout in the east with Eastfield Road in the West, together with additional access points onto the A8 Glasgow Road within



■ IBG Phase 1

10.1.13. The WETA infrastructure measures included in the reference case were:

Scheme	Description
Airport Link Road	A new link road between Gogar Roundabout and Edinburgh Airport.
Dualling of Eastfield Road Phase 1	Dualling of Eastfield Road from the A8 Glasgow Road / Eastfield Road dumbbells to IBG northern access.
A8 Glasgow Road / Eastfield Road Dumbbell Roundabout Improvement	Carriageway widening
Gogar Roundabout – 4-lane northern circulatory improvement	Carriageway widening on western side of roundabout to accommodate extra lane.
Gogar to Maybury additional eastbound traffic lane	Extra eastbound traffic lane between Gogar roundabout and Maybury Road.
Maybury improvement scheme	Updated junction layout

- 10.1.14. All development options were tested within the microsimulation model, and each option was tested with and without a full vehicular access to the Airport, restricting it to pedestrians, cyclists and public transport only, via the Airport's proposed eastern access road.
- 10.1.15. Also included in each modelled option is mitigation along the airport link road. This mitigation provides a two-lane dual carriageway section on the airport link road between Gogar Roundabout and the West Town development access. This dualling is consistent with the link road arrangement stated in the 2016 WETA Refresh Study.
- 10.1.16. The assessment of transport impacts of the West Town development showed that journey times and queue lengths are expected to increase as a result of the development.
- 10.1.17. The assessments of transport impacts of the West Town development showed that journey times and queue lengths are expected to increase as a result of the development. Five access options have been reported on as part of this assessment.
- 10.1.18. The network-wide average journey time analysis and levels of queueing shows that each of the West Town access options are expected to increase journey times, as would be expected, but only to levels broadly similar to that which is currently experienced.
- 10.1.19. The addition of West Town development traffic and proposed infrastructure providing access to the development are expected to cause an increase in congestion in the vicinity of the development. Each access option shows some worsening to the operational performance of the modelled network; however, the network is expected to operate with levels of congestion similar to today's conditions.



10.2 CONCLUSION

- 10.2.1. The Transport Assessment has provided a comprehensive assessment of traffic and transportation matters for the proposed West Town Development, including neighbouring but not committed developments, to provide a complete assessment of anticipated future conditions.
- 10.2.2. It has been demonstrated that the proposed development will be highly accessible by a variety of sustainable modes of transport, providing a new mixed-use development that maximises internal trips by sustainable modes and minimises external trips by private car.
- 10.2.3. Modelling of the study network has shown that, whilst journey times and queue lengths are anticipated to increase with all West Edinburgh developments in place, the significant infrastructure as set out in WETA refresh and subsequent City Plan 2030, ensures that the network is expected to operate with levels of congestion similar to today's conditions.
- 10.2.4. It is concluded that, subject to agreeing reasonable and appropriate developer contributions towards the approved WETA infrastructure measures on accordance with Policy and Governmental Circular 3/2012, the West Town site is suitable for the proposed development and presents a significant opportunity to provide a residential led mixed-use new neighbourhood. This mixed-use development will maximise opportunities to travel by sustainable modes (walking, cycling and public transport) within and out with the site and will therefore reduce the need to travel by private car.

Options 2 and 4. Options 1 to 4 involve connections with neighbouring proposed developments as set out in City of Edinburgh Council's City Plan 2030.

- 10.1.6. Options 5 and 6 comprise access via Eastfield Road and two access points on the A8 Glasgow Road. Options 5 and 6 are deliverable inside the land owned by the applicant and, hence, could be delivered immediately. Either of these options could be built as part of an initial phase of the West Town development without, in the future, precluding a connection to, or the delivery of, the Airport Access Road.
- 10.1.7. The proposed development includes a comprehensive network of pedestrian and cycle facilities. It is proposed that these will integrate with the existing facilities provided west of the site on Eastfield Road and south of the site on the A8, providing the "missing link" which will connect eastwards towards the existing pedestrian/cycle facilities on the A8 in the vicinity of the Gogarburn tram stop. Connection to the east of the site to Gogar Roundabout and Edinburgh Gateway rail station is also included in the proposal, together with future linkages to neighbouring developments.
- 10.1.8. Investigations were carried out to assess public transport capacity in connection with the proposed development, with limited information being received due to the confidential nature of passenger data. The proposed development has provision for a new tram stop in the centre of the site and a further existing tram stop to the west, with the bus based Ingliston park and ride site nearby. In addition, interchange is available between tram and rail at the nearby Edinburgh Gateway rail station. It is considered that, from the data available, bus and tram service frequencies may need to be increased in order to support the proposed development at full build-out, particularly during peak hours of travel. In the initial years of development, it is anticipated that the existing tram network (with the inclusion of the proposed tram stop), together with a diverted/extended existing bus service can serve the proposed development.
- 10.1.9. The masterplan has been designed to prioritise walking, wheeling and cycling, with vehicles being considered a 'guest' in the environment. The access strategy includes defined street types which reflect the various street environments included in the proposal. The street types included within the site are designed to prioritise walking, wheeling and cycling whilst controlling and managing car movements. The proposed street hierarchy is summarised below:



- 10.1.10. Measures to influence travel to and from the site have been reviewed in this report. A workplace framework travel plan, education framework travel plan and details of a residential travel information pack have been outlined in this report. A key measure to influence travel behaviour is the proposed parking strategy, which limits parking for the residential element of the proposed development to 30% of the maximum allowable under City of Edinburgh Council adopted parking standards. This parking is proposed to be provided in two key locations north and south of the tram line. Other elements of the proposed development will have limited parking in accordance with Council standards, together with appropriate accessible parking, as befits a town centre development.
- 10.1.11. A detailed trip generation study has been developed and agreed with City of Edinburgh Council, including consideration of trip internalisation and cross-visitation between the various land uses ensuring a truly mixed-use development that maximises opportunities for sustainable travel both within and out with the site.
- 10.1.12. The traffic microsimulation software Paramics Discovery has been used to assess the potential development impact of West Town on the study network. A calibrated and validated base model was developed for the agreed study network and a reference case model including neighbouring developments and associated WETA infrastructure measures was developed. The neighbouring developments, whilst not committed development at this time, included:

- Crosswinds;
- Site Allocation H62;
- Edinburgh Airport Growth; and

4.0

Proposed Revisions to West Town and WEPF Masterplans

West Town Masterplan - July 2023

The plan on this page is the masterplan for West Town which was developed during pre-application engagement with the Council prior to the issue of the draft WEPF.



Revised West Town Masterplan - September 2023

It is proposed to make a series of revisions to the West Town masterplan to align with the WEPF, principally:

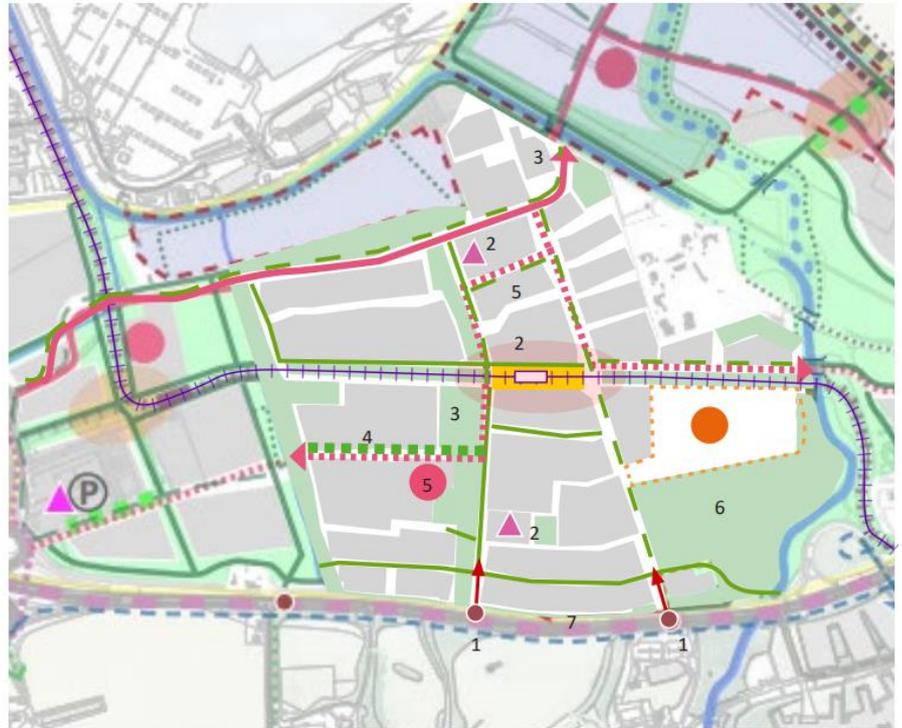
1. Reconfiguration of the Central Park so it is much more varied in width to accommodate a wider range of activities within the park while providing narrower crossing points for public safety after dark.
2. Relocation of the Primary School to the south, to align with the proposed WEPF location, with a MUGA located adjacent to the Central Park which can be used by the both the School and the community.
3. Setback to the frontage of the A8 to align with WETIP proposals for an additional bus lane.
4. North-east access relocated to avoid flood plain and align with alignment indicated in Map 24 of Draft City Plan 2020.



Proposed Revisions To WEPF Strategic Masterplan

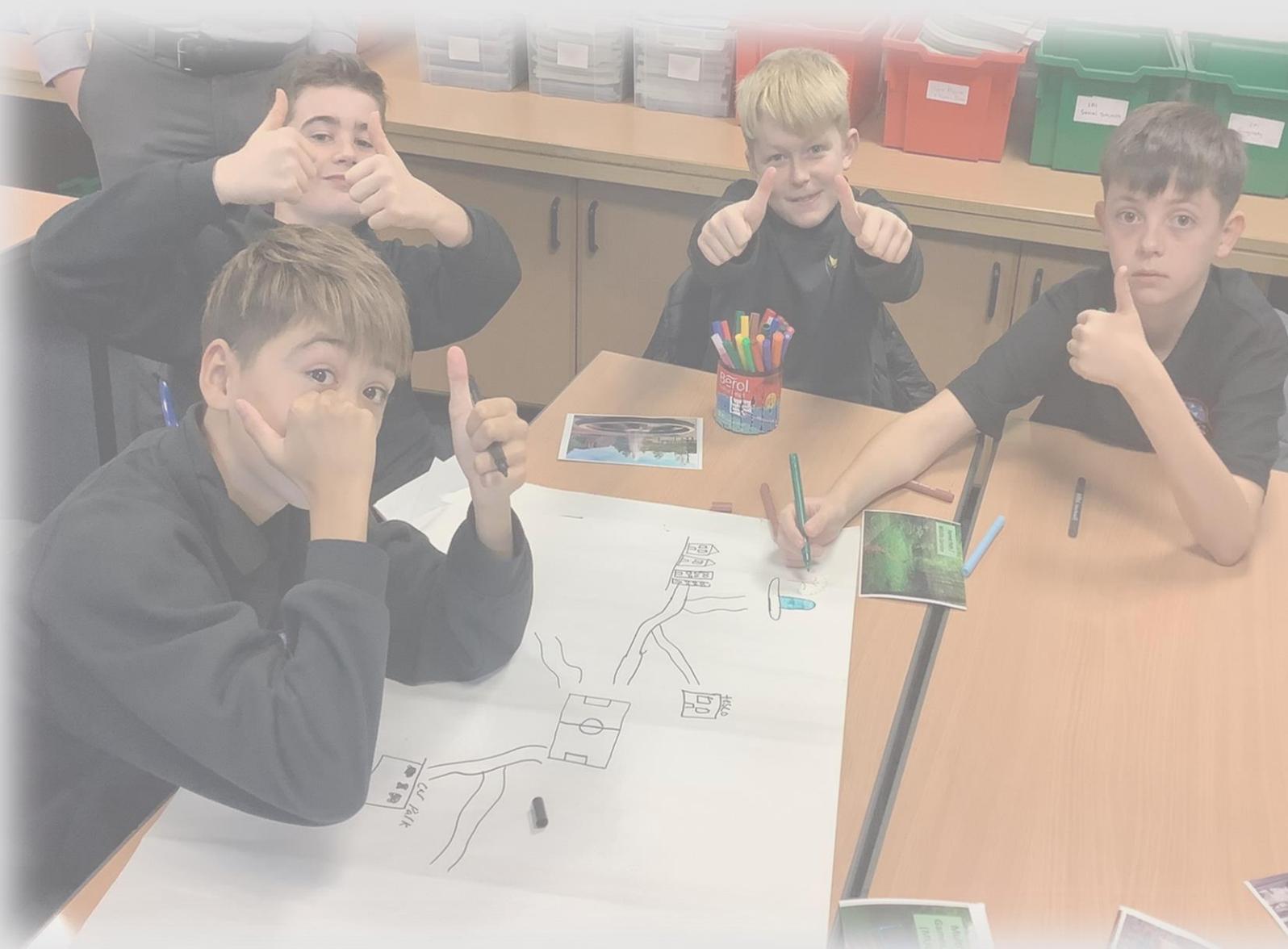
This plan illustrates the proposed amendments to the WEPF Strategic Masterplan which will facilitate the delivery of West Town and the key placemaking principles of the WEPF and Place 16 of the draft City Plan 2030.

1. Two vehicular access and egress points from the A8.
2. Mobility hubs positioned to the north and south of the town centre, to discourage cars within the town centre, with a cycle parking hub by the tram stop.
3. Central Park positioned to the west of the town centre and enlarged at that node to provide open space within the town centre. This allows the main street in the town centre to be enclosed by active frontages rather than open park space. This represents a re-configuration of the West Town park to create larger central space to accommodate a greater variety of active play spaces.
4. Minor modifications to the alignment of the Green Streets to co-ordinate with the West Town masterplan while maintaining the principle of these routes.
5. Bus route modified to the north of the town centre to avoid the area of proposed Affordable Housing that is currently being designed.
6. Removal of cycle path over Scheduled Ancient Monument land as HES have advised that no development is permissible including hard paths.
7. Set back, urban, frontage to the A8 to facilitate it becoming a street rather than a road, incorporating the new bus lane proposed in WETIP.



19

West Edinburgh Planning Engagement at Craigmount High School



Edinburgh Council wanted everyone to have their say in the West Edinburgh New Town.

The students at Craigmount High School helped us do that!

West Edinburgh New Town Timeline

1. A document called the 'West Edinburgh Placemaking Framework and Strategic Masterplan' is written by the Council's planning team; this document holds all the information about this new town.
2. This document is then checked and approved by Planning Committee; this committee is made up of councillors elected by the public.
3. The public's opinions and thoughts about the new town are also very important. So, the Council provides the people of Edinburgh with questionnaires, meetings, school engagements and other forms of engagement all about this new town.
4. The Council finish collecting data on what people think and read and reflect on all responses.
5. Changes are made on this document based on all this feedback.
6. A final version of this document is then presented to the Planning Committee.
7. Once Planning Committee is happy with this document, 'West Edinburgh Placemaking Framework and Strategic Masterplan' will be used to guide the Council's decisions on what is built and where.
8. Planning applications will be checked using this document to ensure that everything that is needed in the new town is delivered to create a new community where people like you will live. This all takes lots of time, so building this new town will not begin for a while.

Craigmount helped here!

Now we are here!

Our Activities

Activity 1 - Place Standard Tool – What Did We Learn?

We used the Place Standard Tool in groups of 10 students to find out more about their area. The students worked hard to discuss their area and mark their Place Standard Graph. Below is an overview of what we learned about their area from this activity.



Getting Around My Place

- Most students walk to school, with some using a car. Not many students cycle. To get into Edinburgh City Centre, students usually get the bus.
- The buses are good and usually on time, the Lothian Bus App helps track the buses. However, during the Edinburgh festival, buses do not come on time and are busy.
- Cycle paths badly managed, commonly there is glass and litter on them. There is cycling paths on roads, but they go unused. There should be better paths for walking and cycling.
- There is lots of traffic in the area at certain times of day. Cars sometimes drive too fast around streets, there should be better traffic control.

How My Place Looks

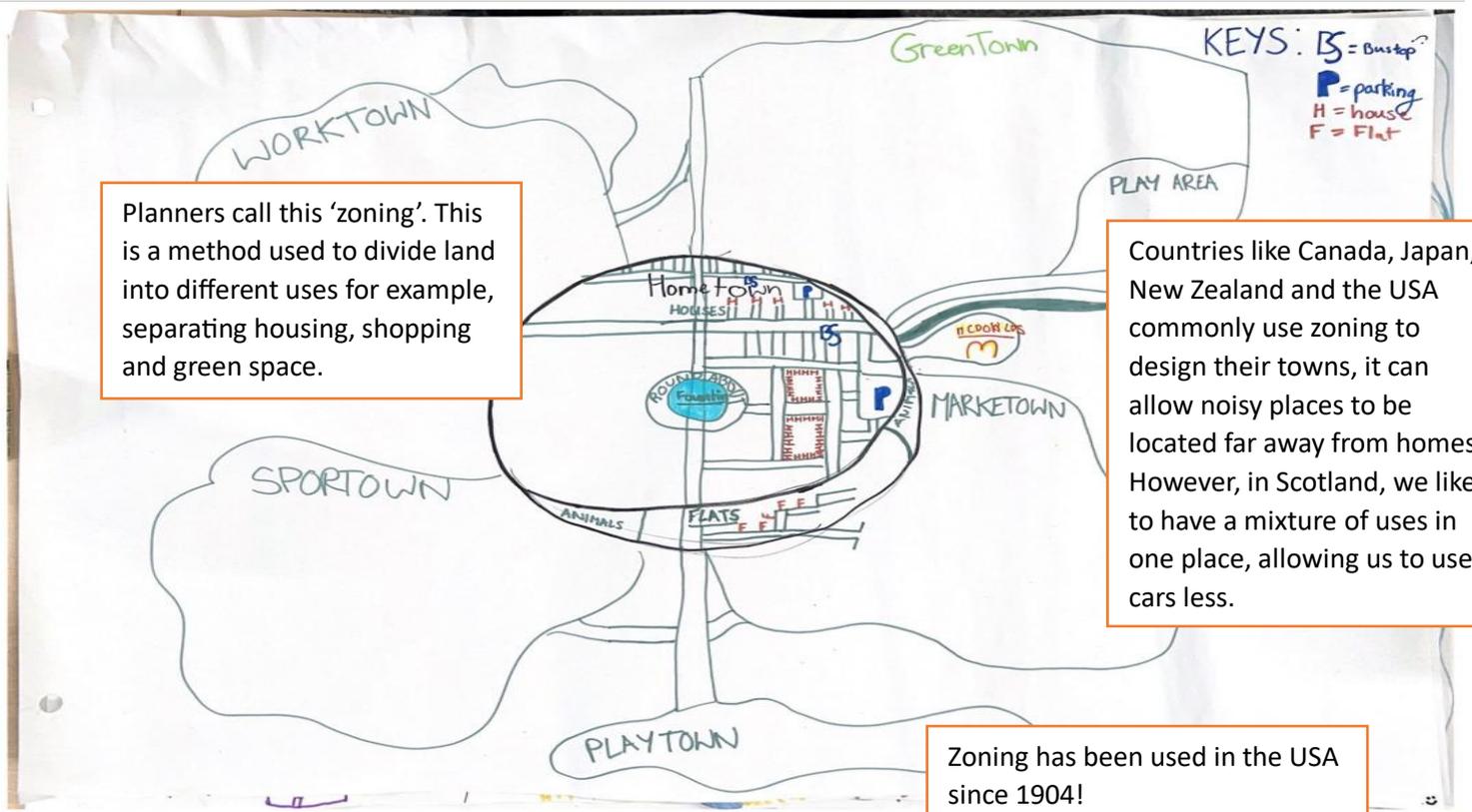
- Some parks are better taken care of than others, but there is still lots of nature and large green spaces.
- There is new modern homes, flats and some older style homes so there is a mix. But, sometimes these homes look very boring. Some of the flat blocks are not well looked after.
- There should be a modernisation of the local area by adding more colour to buildings.

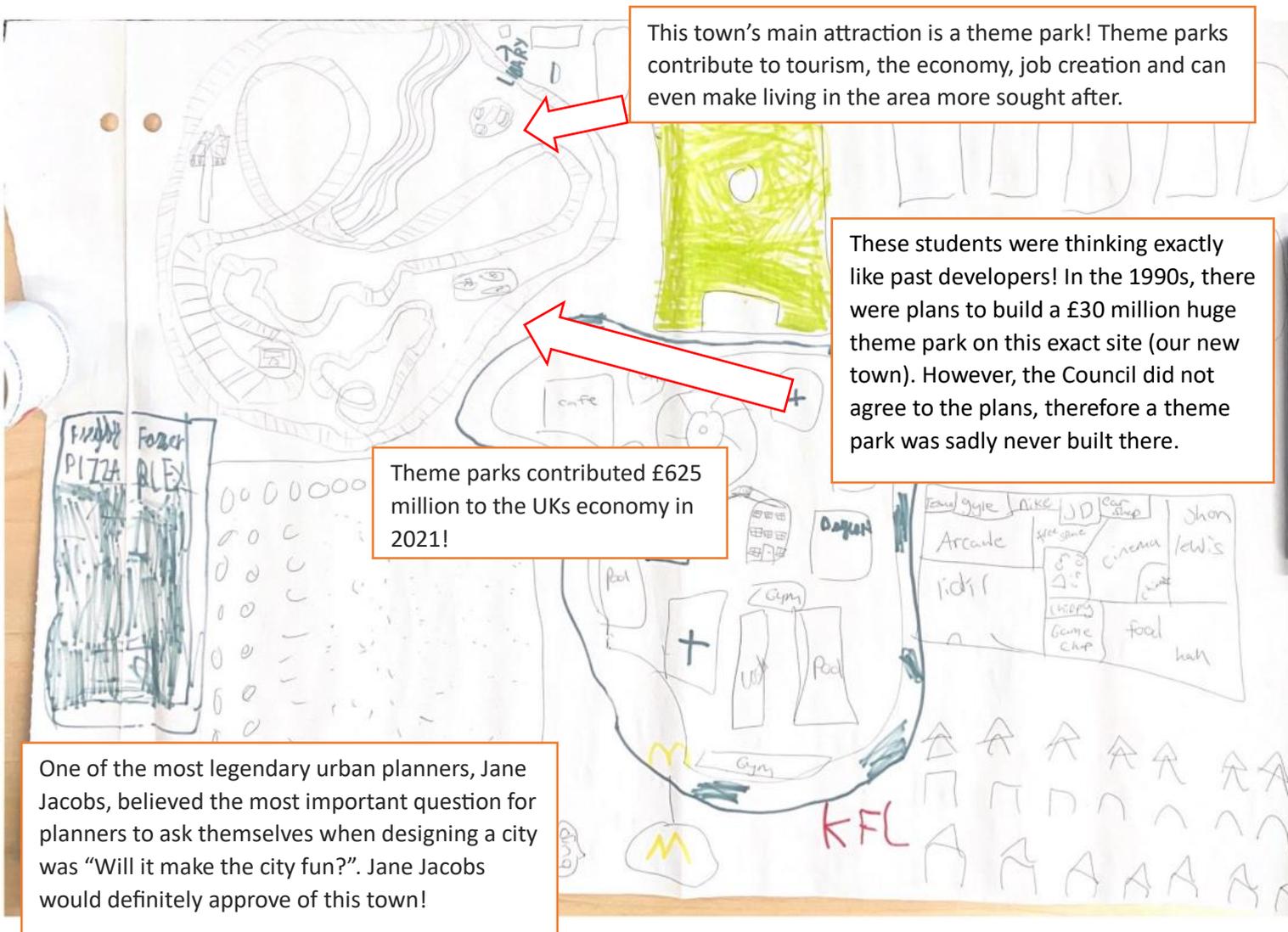
How My Place Feels

- There could be less trees, it makes the street scary and dark at times, there should be more street lighting to address safety after dark.
- Older teenagers use their dirt bikes in parks, this scares some of the students. Perhaps a place for these teenagers to go like a skate park would alleviate bike use within parks.
- Most students were very proud of their place.

Things To Do In My Place

- There are lots of shops and places to eat in the area and it is very easy to meet up with friends. But, it would be good to have more play opportunities in parks.
- There are lots of places to work nearby, there's the Gyle, hospital and local shops.



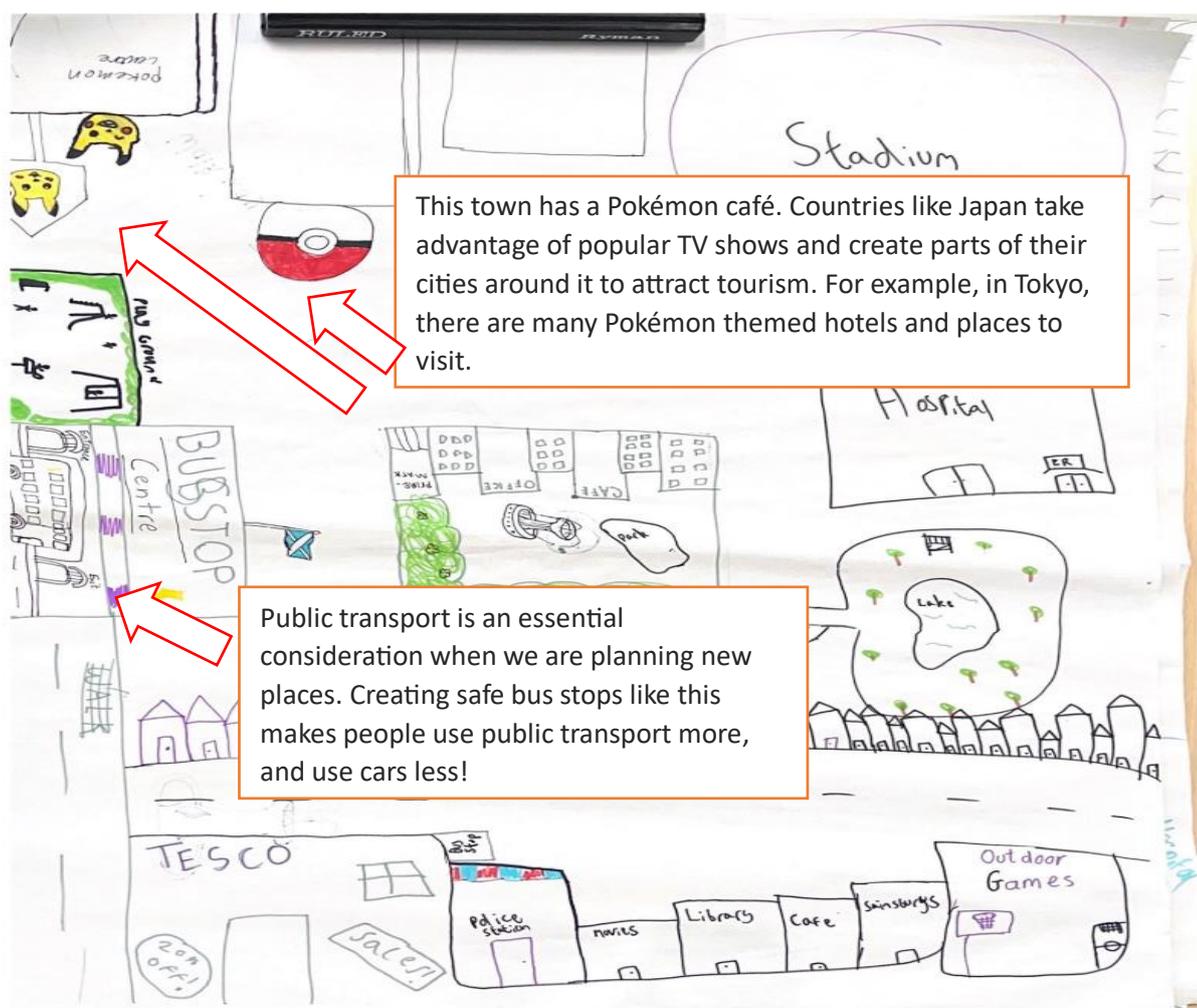


This town's main attraction is a theme park! Theme parks contribute to tourism, the economy, job creation and can even make living in the area more sought after.

These students were thinking exactly like past developers! In the 1990s, there were plans to build a £30 million huge theme park on this exact site (our new town). However, the Council did not agree to the plans, therefore a theme park was sadly never built there.

Theme parks contributed £625 million to the UK's economy in 2021!

One of the most legendary urban planners, Jane Jacobs, believed the most important question for planners to ask themselves when designing a city was "Will it make the city fun?". Jane Jacobs would definitely approve of this town!



This town has a Pokémon café. Countries like Japan take advantage of popular TV shows and create parts of their cities around it to attract tourism. For example, in Tokyo, there are many Pokémon themed hotels and places to visit.

Public transport is an essential consideration when we are planning new places. Creating safe bus stops like this makes people use public transport more, and use cars less!

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West Edinburgh Planning Engagement at Fox Covert Primary School



Edinburgh Council wanted everyone to have their say in the West Edinburgh New Town.

The students at Fox Covert Primary School helped us do that!

West Edinburgh New Town Timeline

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10. This document is then checked and approved by Planning Committee; this committee is made up of councillors elected by the public.
11. The public's opinions and thoughts about the new town are also very important. So, the Council provides the people of Edinburgh with questionnaires, meetings, school engagements and other forms of engagement all about this new town.
12. The Council finish collecting data on what people think and read and reflect on all the responses.
13. Changes are made on this document based on all this feedback.
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Fox Covert
helped
here!



We are
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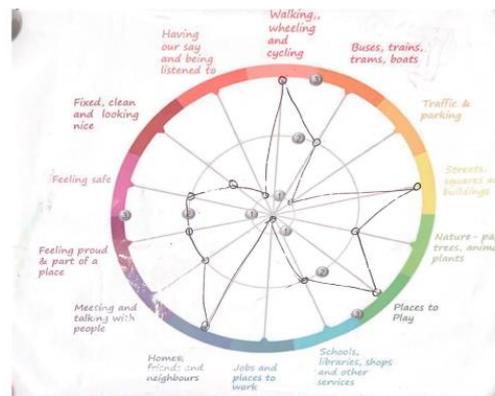
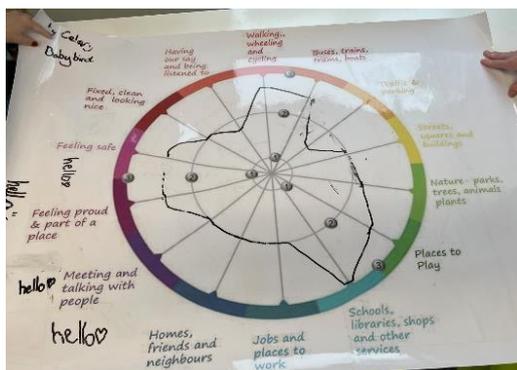


Our Activities

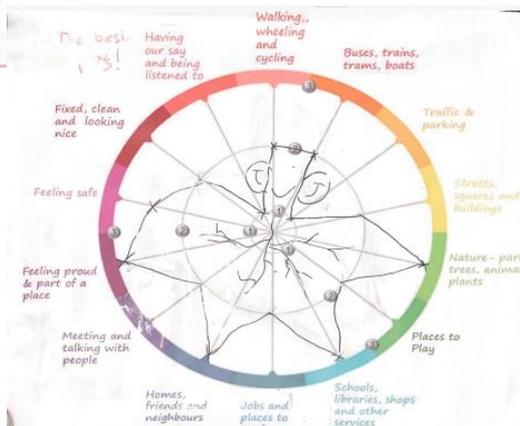
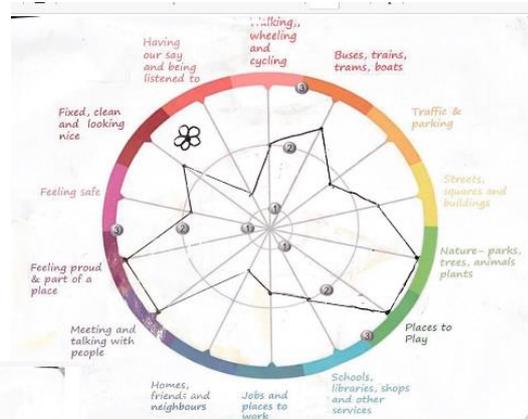
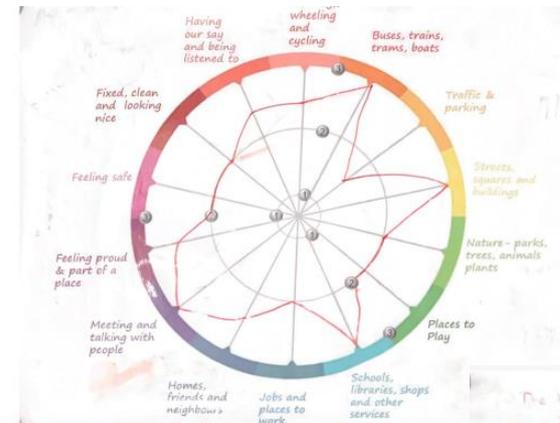
Activity 1 - Place Standard Tool – What Did We Learn?

We used the Place Standard Tool in groups to find out more about their area. The students worked hard to discuss their area and mark their Place Standard Graph (1-bad, 2-okay, 3-great). Below is an overview of what we learned about their area from this activity.

First Session (P7a) Place Graphs



Seconded Session (P7b) Place Graphs



How Fox Covert Students Felt About Their Place

Getting Around My Place

- It is often hard to find a parking space at many facilities, this leads to dangerous parking.
- There is lots of congestion in the area, there should be better traffic control.
- Most students walk to school, with some using a car. Not many students cycle.
- Most cycling paths in this area are on the road. Many students felt these cycling paths should be in open space rather than on a road.
- Not many students use trains. Some use trams, however, in order to use them, the students are commonly driven or use the bus to get to the closest stop, which is at the Gyle shopping centre.
- Many students use buses. The students agree there are lots of buses, but would like it if the buses were always on time and not as crowded.

How My Place Looks

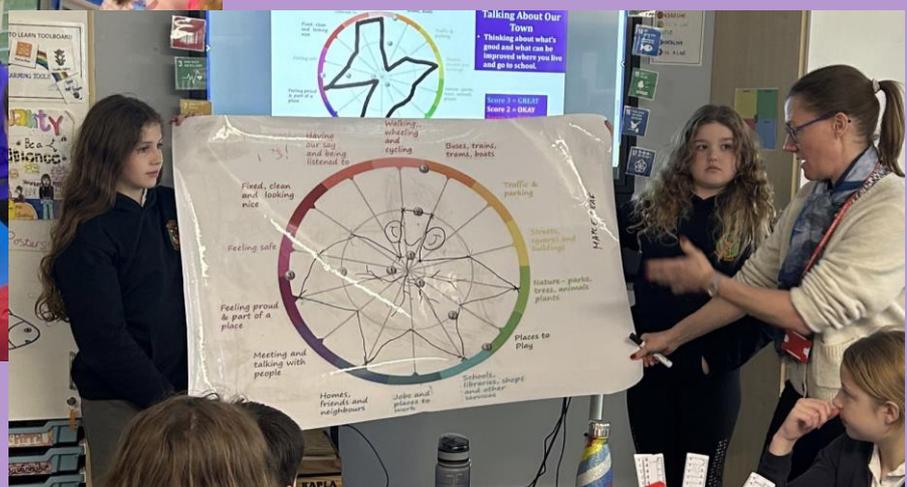
- There is a lot of rubbish in this area and streets are quite dull.
- Some houses look the same, making the area look a bit boring.
- However, the green spaces in the area are brilliant. There are different kinds of open spaces, such as play parks, fields and sports areas. Most of these spaces are attractive and well taken care of.

How My Place Feels

- Because of the litter issue, this makes the area look unattractive and feel dangerous.
- Most students were very proud of their place.
- Many students agree they are not informed/ listened to when it comes to planning activities in their area.

Things To Do In My Place

- It is very easy to meet up with friends, especially in parks and many students lived very close to each other.
- There are not so many places to work nearby, despite many parents/ guardians working from home, some often travel by car or public transport to reach their workplace in the city



Activity 2 – Create Your Own Town

After thinking about what was good and bad in their towns, the students got creative in groups of 2-3 and drew their own brand new town and presented it to their classmates. The planners were extremely impressed with their well-designed new towns!

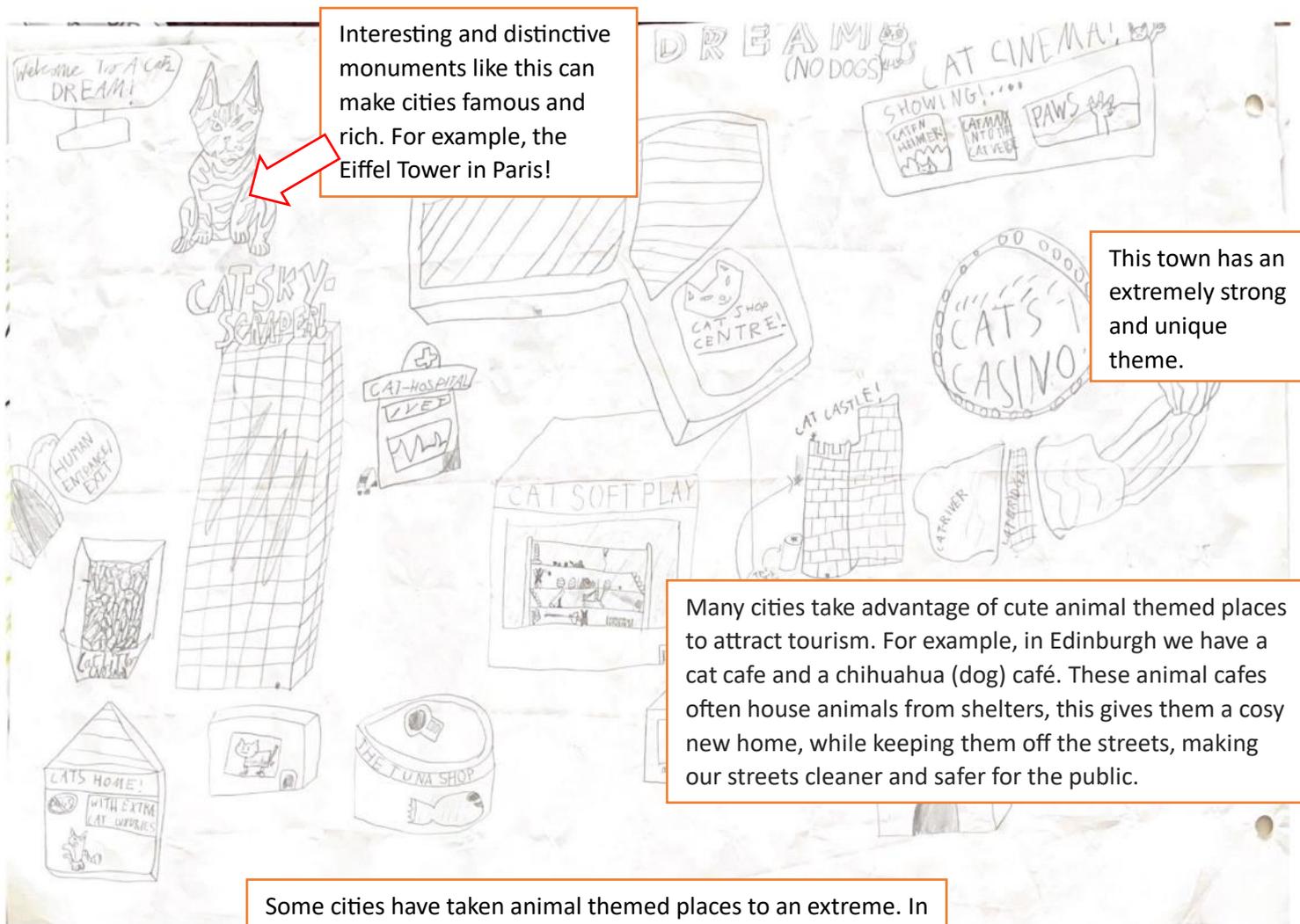
Our 'New Town Spotlight' highlights some of the towns which displayed great creativity, team work and planning ideas! We found it extremely hard to choose just a few towns to include, Edinburgh Council thought every single brand-new town was fantastic.



😊 New Town Spotlight 😊

First Session (P7a)



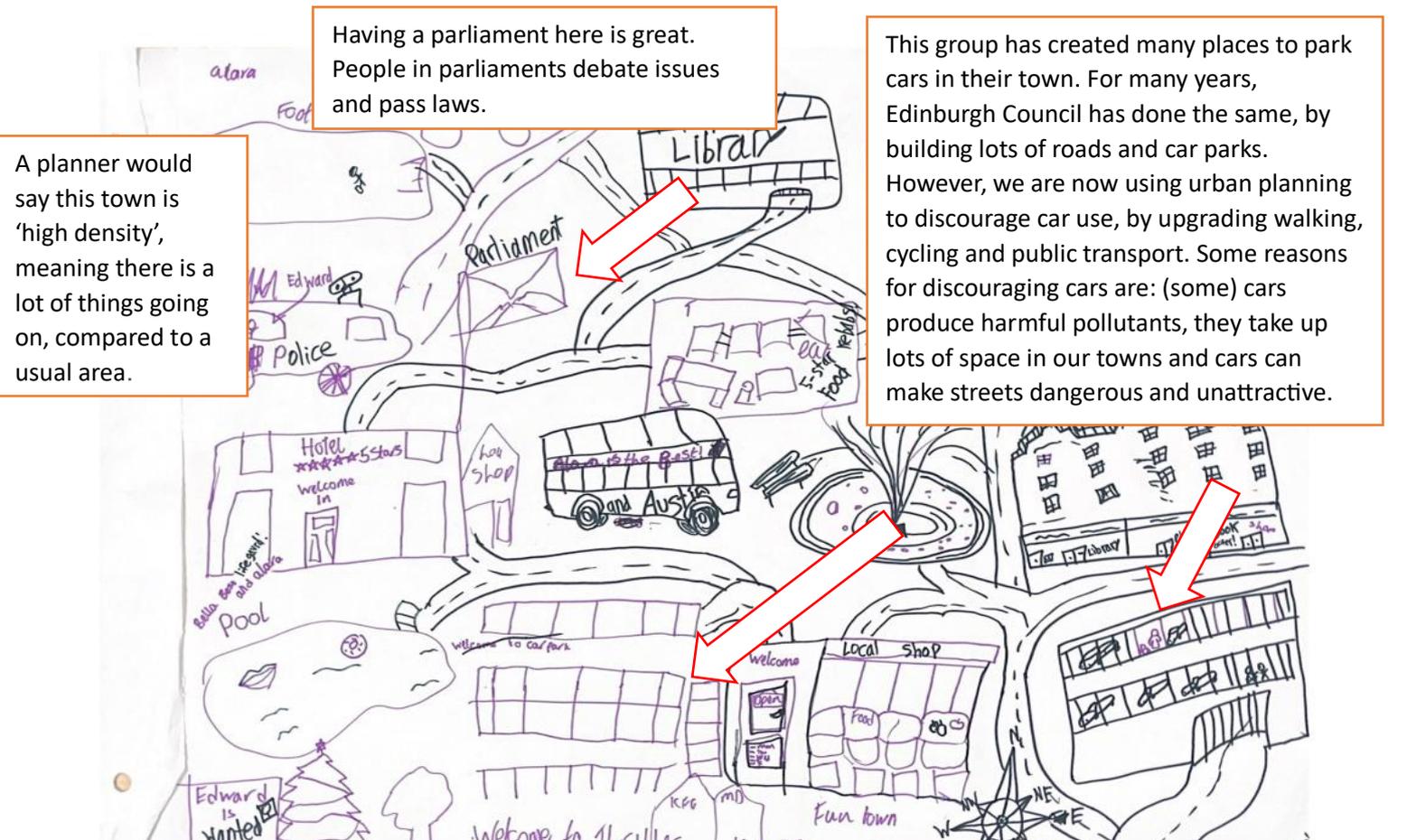


Interesting and distinctive monuments like this can make cities famous and rich. For example, the Eiffel Tower in Paris!

This town has an extremely strong and unique theme.

Many cities take advantage of cute animal themed places to attract tourism. For example, in Edinburgh we have a cat cafe and a chihuahua (dog) café. These animal cafes often house animals from shelters, this gives them a cosy new home, while keeping them off the streets, making our streets cleaner and safer for the public.

Some cities have taken animal themed places to an extreme. In Tokyo Japan, they have owl, reptile, bunny and even pig cafes!



Having a parliament here is great. People in parliaments debate issues and pass laws.

A planner would say this town is 'high density', meaning there is a lot of things going on, compared to a usual area.

This group has created many places to park cars in their town. For many years, Edinburgh Council has done the same, by building lots of roads and car parks. However, we are now using urban planning to discourage car use, by upgrading walking, cycling and public transport. Some reasons for discouraging cars are: (some) cars produce harmful pollutants, they take up lots of space in our towns and cars can make streets dangerous and unattractive.

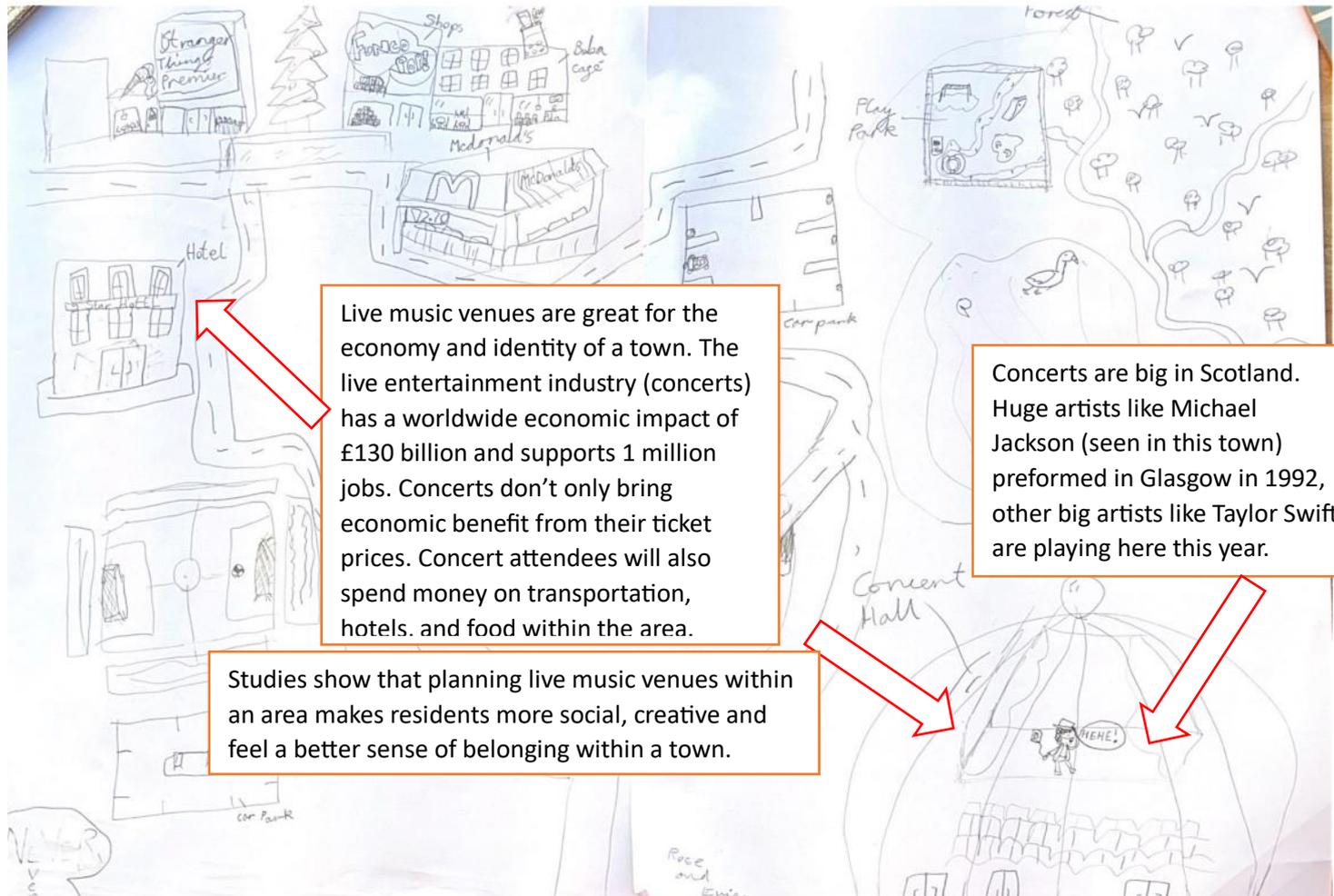
This town has a lot of open space and nature. This is a key aspect of creating places that people are happy to live in. Not only do these spaces mitigate effects of pollution, but they also double up as social spaces to meet, play and chat. Studies show being around green space daily makes people happier and live longer!

This town has many sustainable transport routes, such as buses, walkways, and cycle paths!

This town prioritises the mental and physical wellbeing of its people through great design

Having places for young people to hang out, such as playparks, Starbucks or football stadiums is great for mental, physical, and social wellbeing.

Some students in this class felt their town was being 'copied' by other groups. While we as planners know we cannot just take a great town from anywhere in the world and copy it into Edinburgh. Some 'copying' within planning is great if it is done correctly because you can learn from other people's planning mistakes and successes!



Live music venues are great for the economy and identity of a town. The live entertainment industry (concerts) has a worldwide economic impact of £130 billion and supports 1 million jobs. Concerts don't only bring economic benefit from their ticket prices. Concert attendees will also spend money on transportation, hotels, and food within the area.

Concerts are big in Scotland. Huge artists like Michael Jackson (seen in this town) performed in Glasgow in 1992, other big artists like Taylor Swift are playing here this year.

Studies show that planning live music venues within an area makes residents more social, creative and feel a better sense of belonging within a town.

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Planning Engagement
at Cramond Primary
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We are
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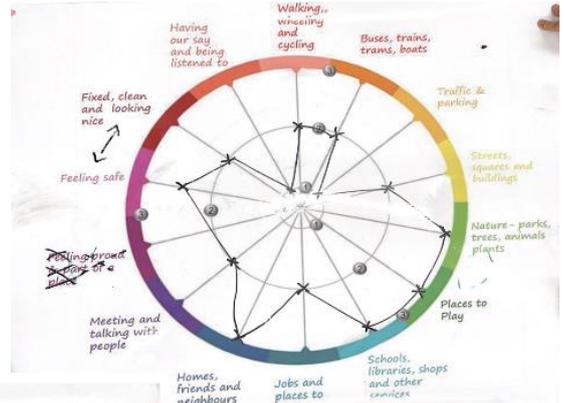
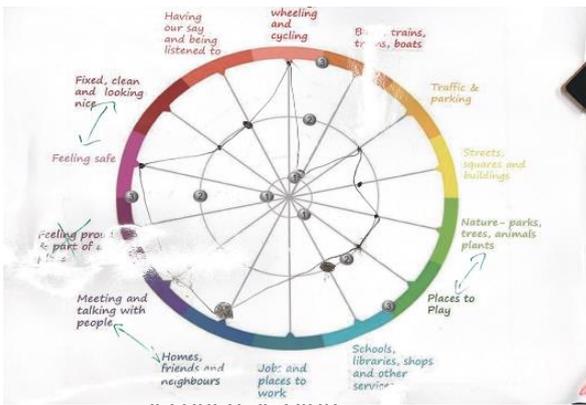
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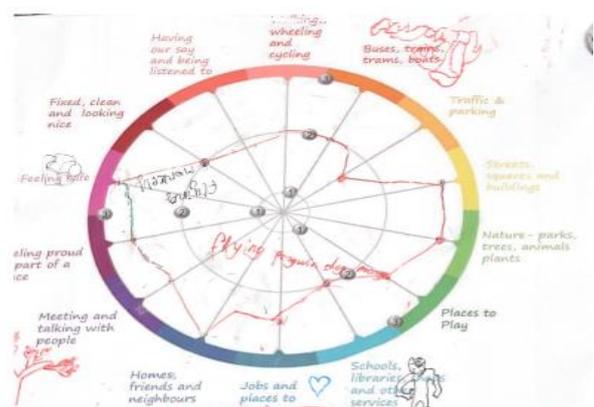
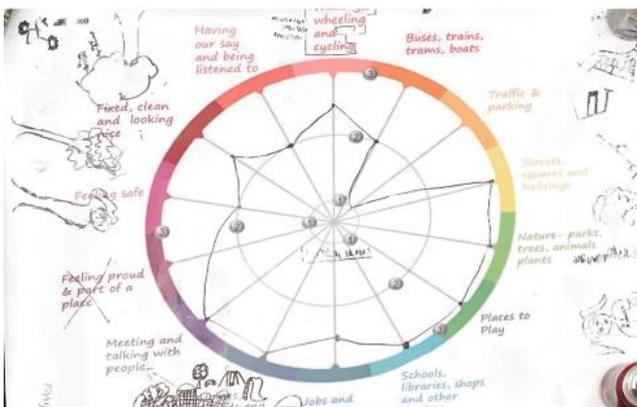
First Session -



Second Session -



Seconded Session -



How Cramond Primary School Students Felt About Their Place

Getting Around My Place

- Most students walk to school, with some using a car. Not many students cycle.
- Not many students use trains. Some use trams, however, in order to use them, the students are commonly driven to the stop at the Gyle shopping centre.
- The students felt there was many bus stops in the area, however the buses could be more frequent and arrive on time more.
- There should be more paths for walking in general.
- Most cycling paths in this area are on the road. Some students felt they liked cycling on the road as it was faster, however some commented they would rather the cycle paths that were not on the road, as it felt dangerous.
- Most guardians do their shopping at the Gyle and use their car to get there.
- There is an extreme amount of congestion in the area, there should be better traffic control.

How My Place Looks

- There is a lot of rubbish in this area. Along with general litter, such as dog poo and food packets, there is also commonly electronic cigarettes (vapes) and smashed bottles on the ground.
- Some houses look the same, making the area look a bit boring.
- The green spaces in the area are brilliant. There are different kinds of open spaces, such as woods, play parks, fields and sports areas. Most of these spaces are attractive and well taken care of.

How My Place Feels

- Most students said they don't feel very safe at night in their area. Perhaps better street lighting and less dangerous litter (glass etc) could alleviate these worries.
- Older teenagers hanging around streets and parks scares some of the students.
- Most students were very proud of their place.
- Many students agree they are not informed/ listened to when it comes to planning activities in their area.

Things To Do In My Place

- There are lots of places to eat in the area and it is very easy to meet up with friends.
- There are not so many places to work nearby, guardians often must travel by car or public transport to reach their workplace in the city centre.

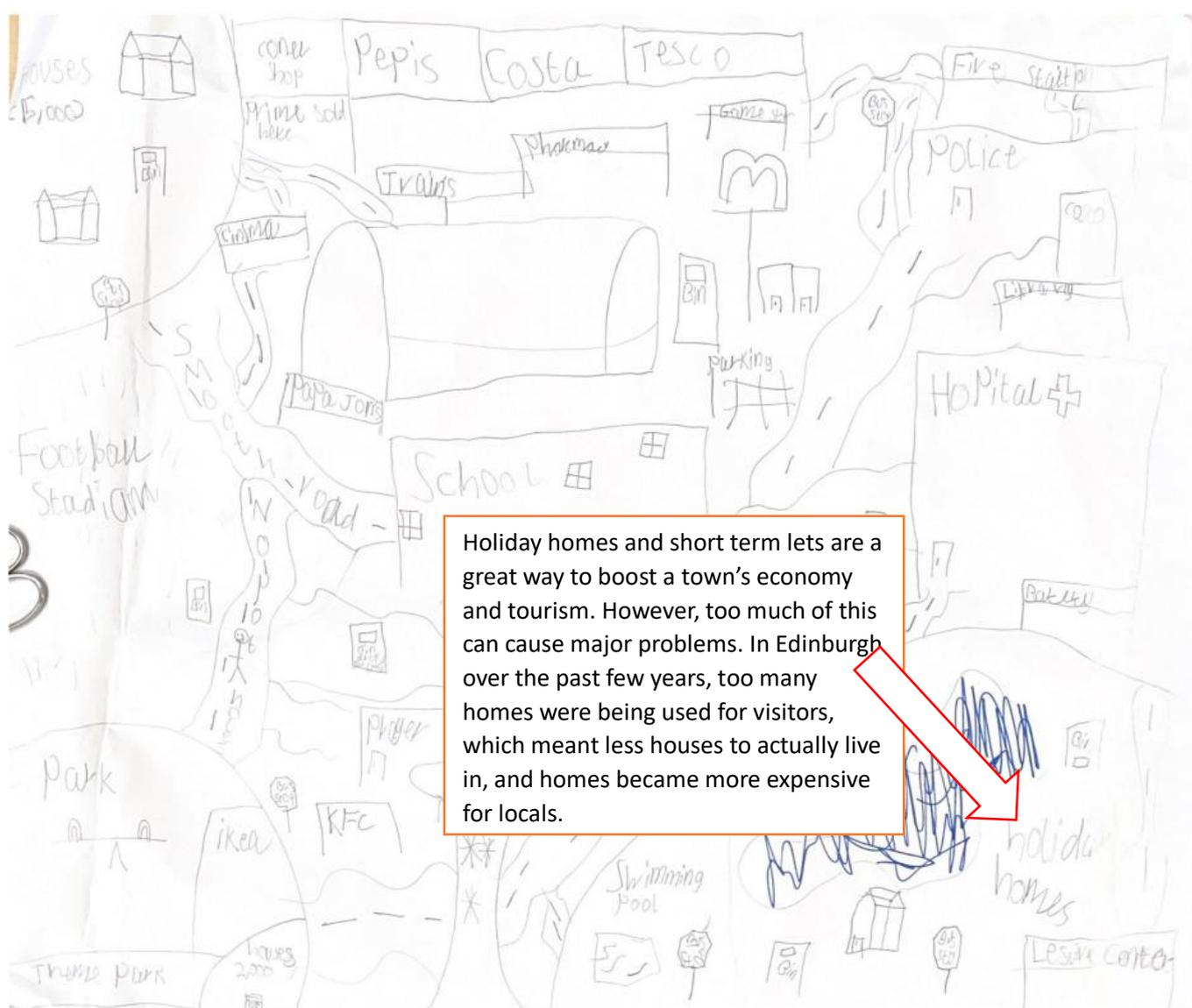
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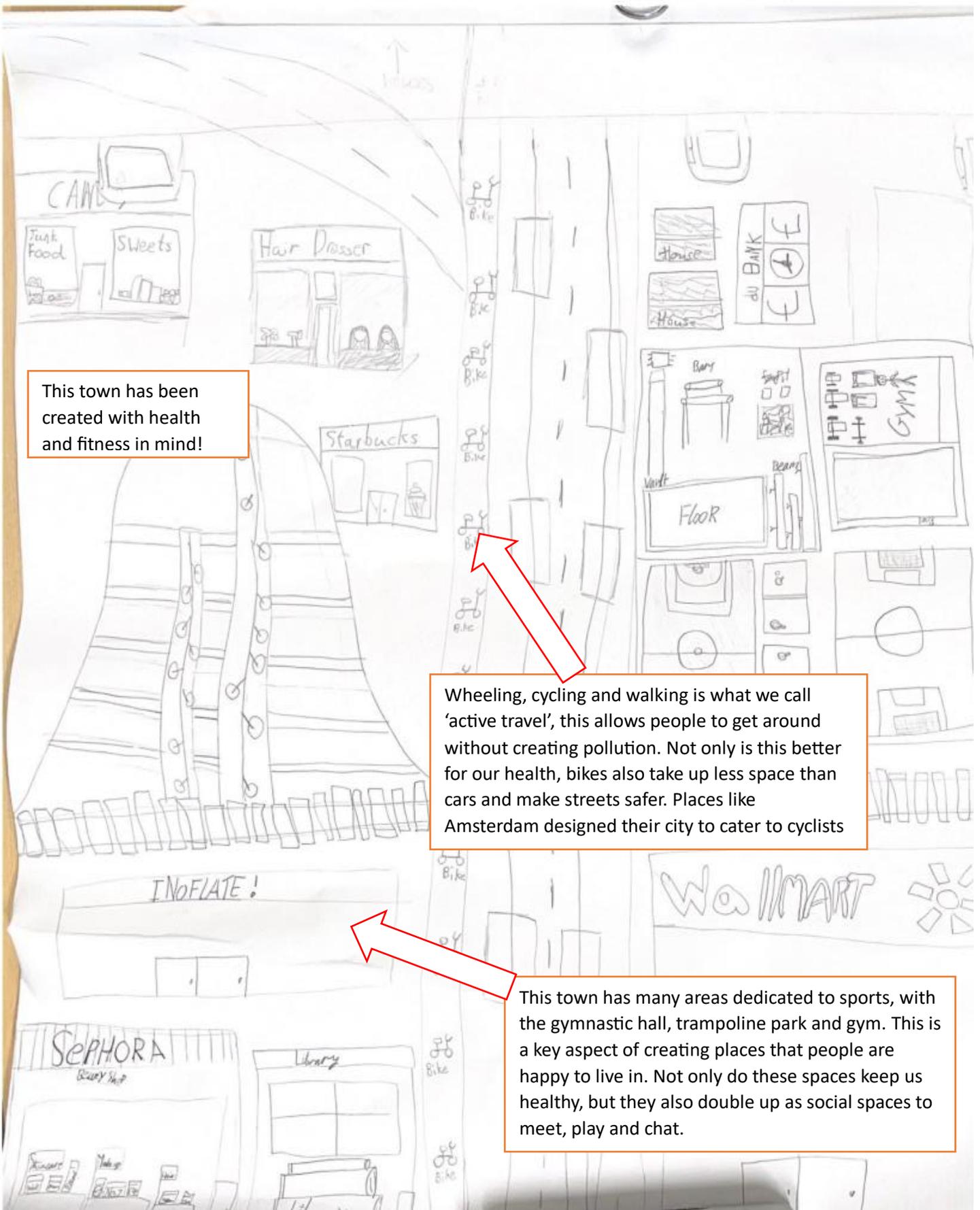
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New Town Spotlight

First Session





This town has been created with health and fitness in mind!

Wheeling, cycling and walking is what we call 'active travel', this allows people to get around without creating pollution. Not only is this better for our health, bikes also take up less space than cars and make streets safer. Places like Amsterdam designed their city to cater to cyclists

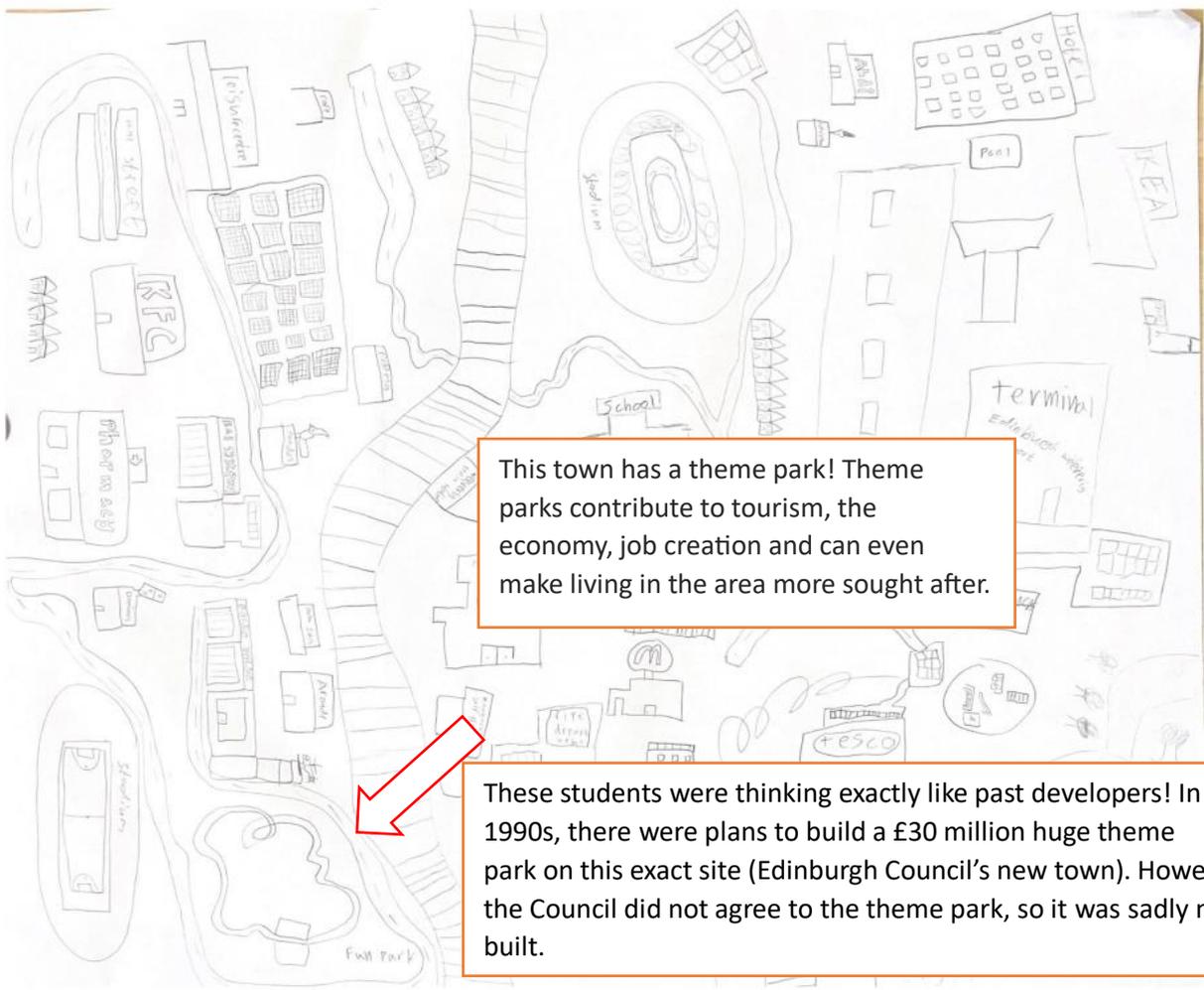
This town has many areas dedicated to sports, with the gymnastic hall, trampoline park and gym. This is a key aspect of creating places that people are happy to live in. Not only do these spaces keep us healthy, but they also double up as social spaces to meet, play and chat.



There are many things to do in this town! Having places for young people to go, like this town's park, pool, lake and cinema is great for mental, physical, and social wellbeing.

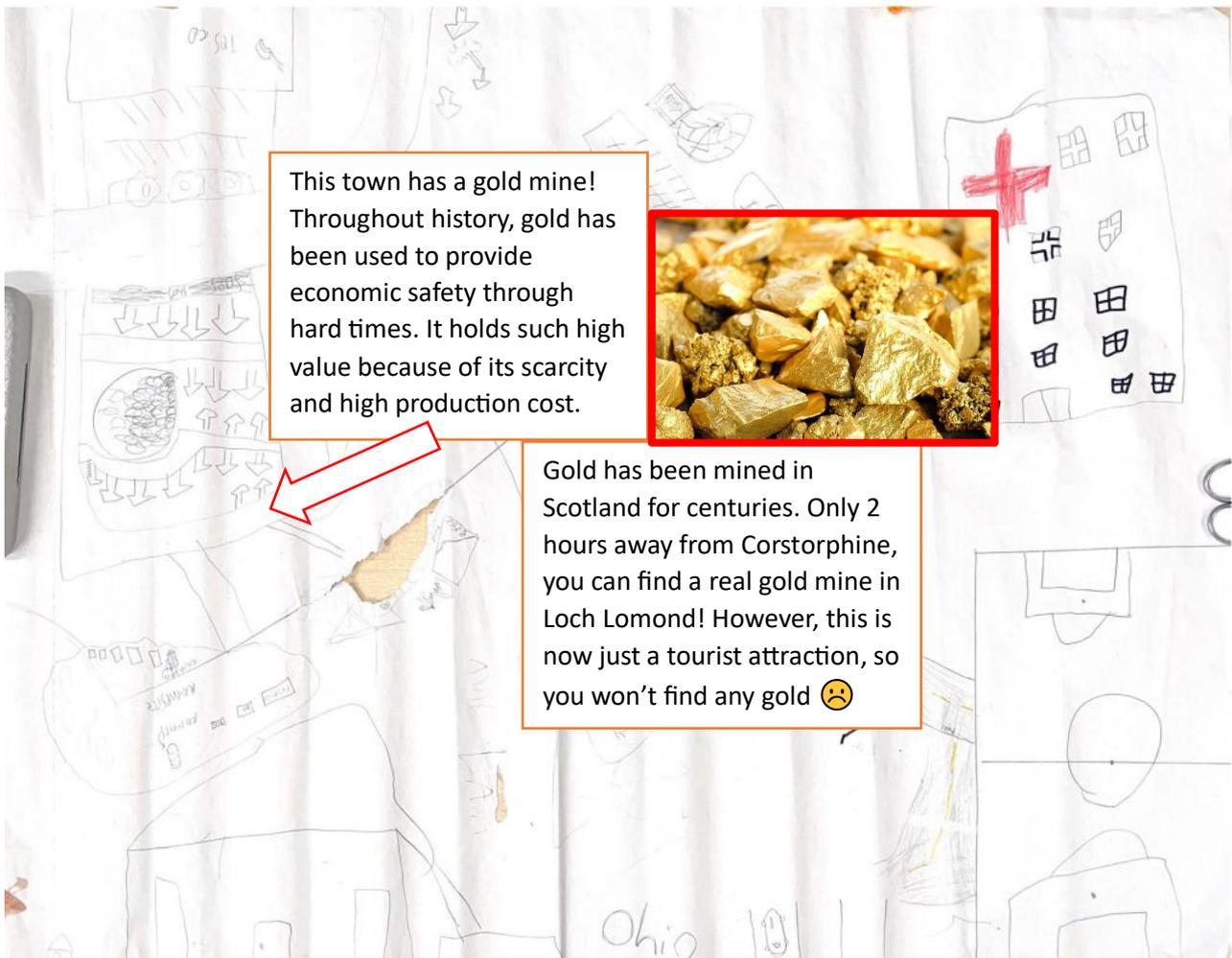
In cities, water features like this this been shown to boost mental health and are a great way to add in attractive nature spaces.

This town has a mix of uses. This means there are many different kinds of buildings (like hospitals, shops and schools) all in one place. This helps people get around easier without a car and creates a better sense of community.



This town has a theme park! Theme parks contribute to tourism, the economy, job creation and can even make living in the area more sought after.

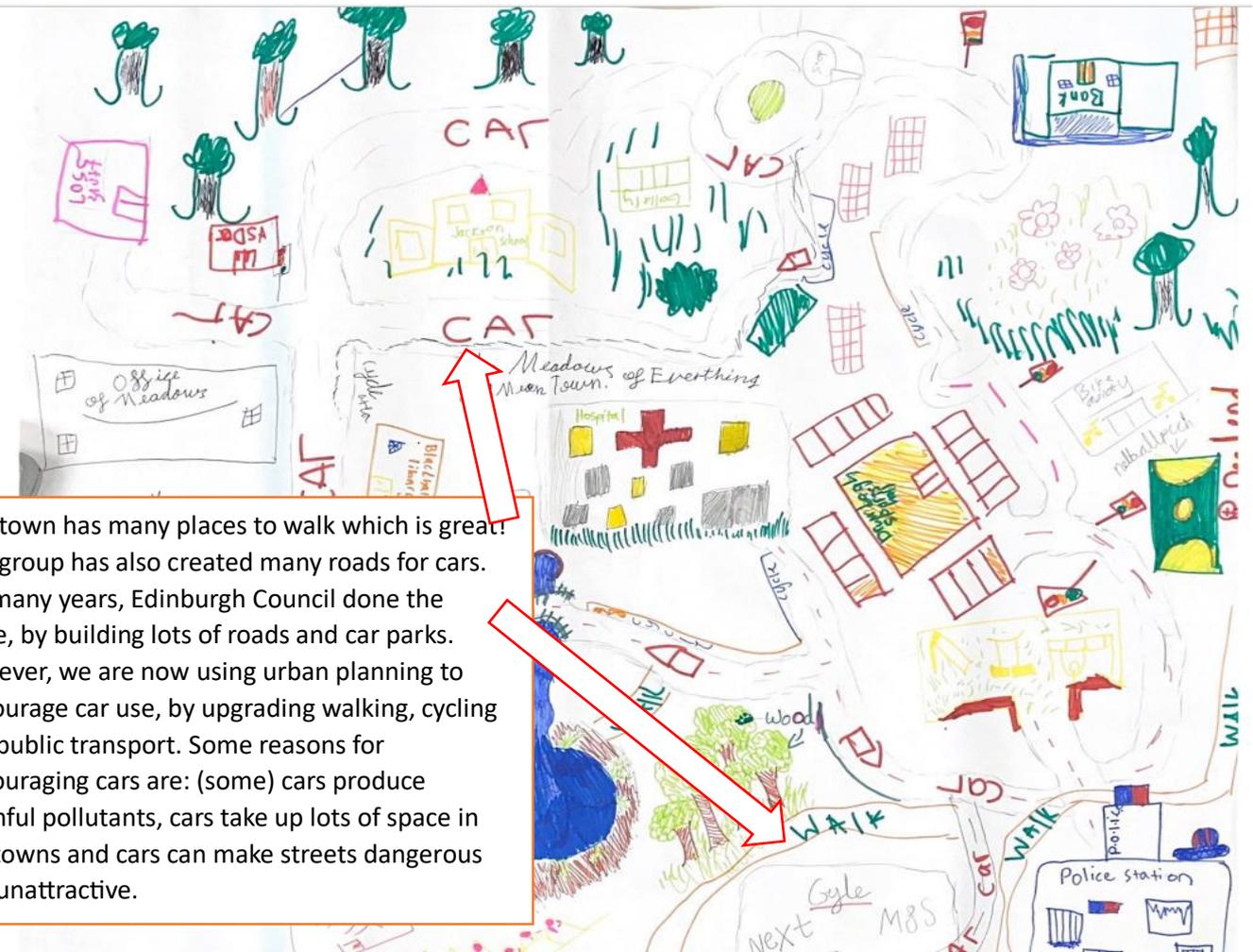
These students were thinking exactly like past developers! In the 1990s, there were plans to build a £30 million huge theme park on this exact site (Edinburgh Council's new town). However, the Council did not agree to the theme park, so it was sadly never built.



This town has a gold mine!
Throughout history, gold has been used to provide economic safety through hard times. It holds such high value because of its scarcity and high production cost.



Gold has been mined in Scotland for centuries. Only 2 hours away from Corstorphine, you can find a real gold mine in Loch Lomond! However, this is now just a tourist attraction, so you won't find any gold 😞



This town has many places to walk which is great!
This group has also created many roads for cars.
For many years, Edinburgh Council done the same, by building lots of roads and car parks.
However, we are now using urban planning to discourage car use, by upgrading walking, cycling and public transport. Some reasons for discouraging cars are: (some) cars produce harmful pollutants, cars take up lots of space in our towns and cars can make streets dangerous and unattractive.



Great name!

Religion is deeply rooted in many cities. In the past, places of worship were built in the centre of cities due to their importance. Places of worship can help people socialise and feel part of a community.

This town has a lots of green space, play spaces and nature. This is a key aspect of creating places that people are happy to live in. Not only do these spaces mitigate effects of pollution, but they also double up as social spaces to meet, play and chat. Studies show being around green space daily makes people happier and live longer!

Temple
30

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