

West Edinburgh Placemaking Framework and Strategic Masterplan

19 December 2023



Figure 1 (Collective Architecture)

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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		

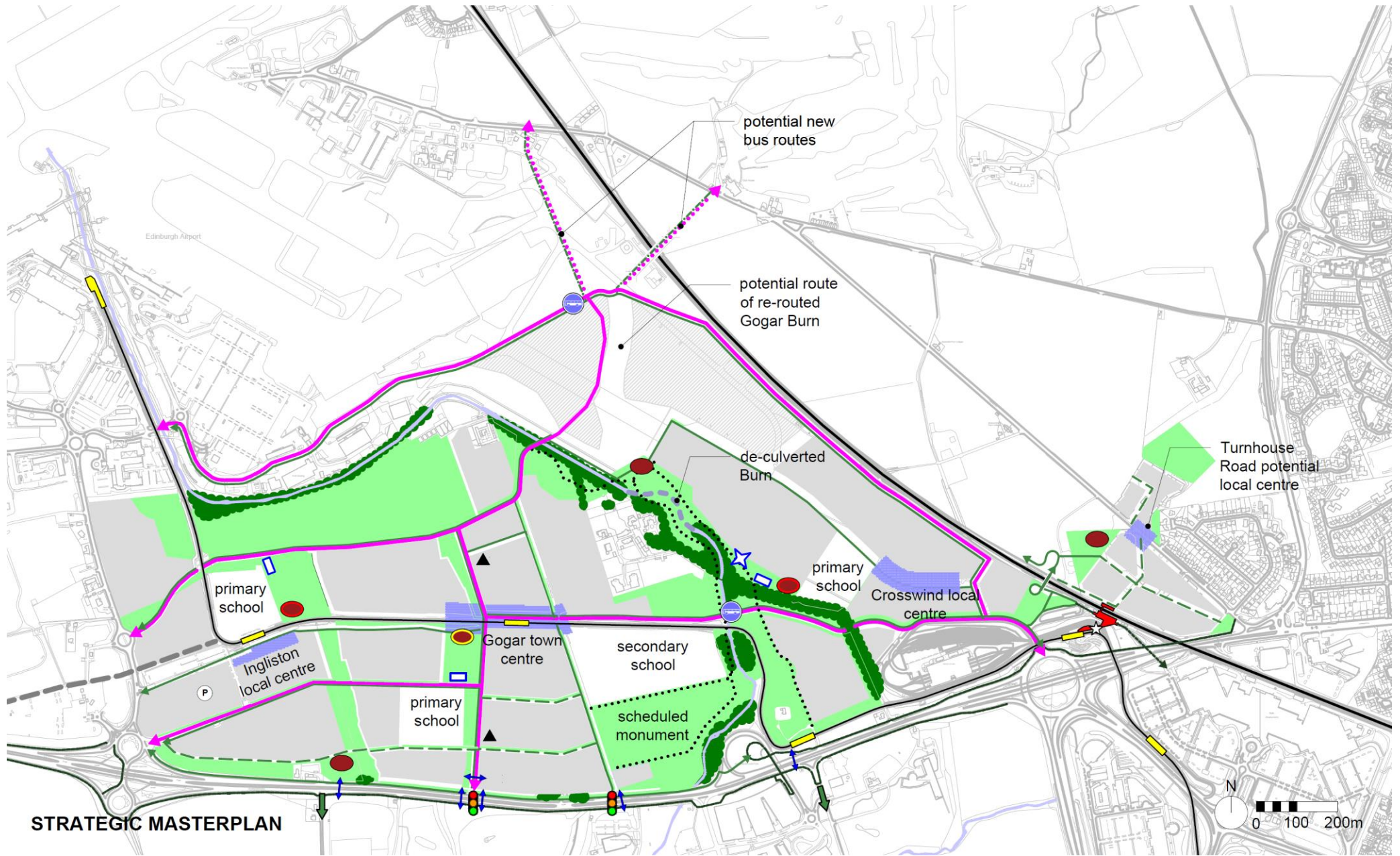


Figure 2 - The West Edinburgh Placemaking Framework and Strategic Masterplan

1 Introduction

1.1 What is the West Edinburgh Placemaking Framework and Strategic Masterplan?

The West Edinburgh Placemaking Framework and Strategic Masterplan (WEPFSM) is planning guidance that articulates a new vision and will shape the future development of West Edinburgh as required by Place Policy 16 in City Plan 2030.

City Plan 2030 identifies West Edinburgh as a significant urban extension to the city, supporting economic development opportunities within West Edinburgh whilst introducing a balanced mix of uses that promote healthy, sustainable lifestyles and a strong sense of place through the 20-Minute Neighbourhood principle. Therefore, a range of opportunities for housing development are supported by City Plan 2030 with a focus on housing-led, high density, mixed-use development.

National Planning Framework 4 (NPF4) is now part of the statutory development plan. It states:

A strategy for West Edinburgh is emerging which guides a wide range of uses to create a sustainable extension to the city, with added

benefit from associated improvements to the quality of place of existing communities. Proposals focus on locating development on and around existing transport corridors and work is ongoing to improve accessibility including the Edinburgh tram extension. Further investment should take into account the impact of new development on potentially compounding existing capacity constraints and congestion and prioritise sustainable choices.

The Council has approved the Towards West Edinburgh 2050: A Spatial Strategy for Inclusive and Sustainable Growth as a draft for consultation which recognises the importance of the wider West Edinburgh in the national, regional and local context.

The primary focus of the WEPFSM will be the area covered by Policy 16. The WEPFSM does consider how some elements should extend beyond the Place 16 area to form strategic connections to neighbouring areas, including transport, active travel connections and the Green Blue Network.

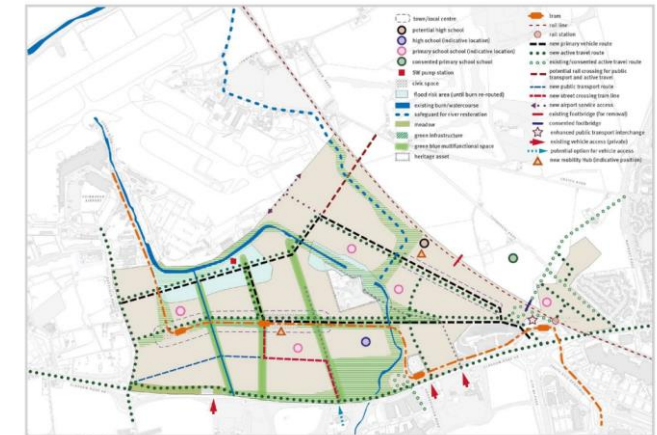


Figure 3: City Plan Map 24

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).

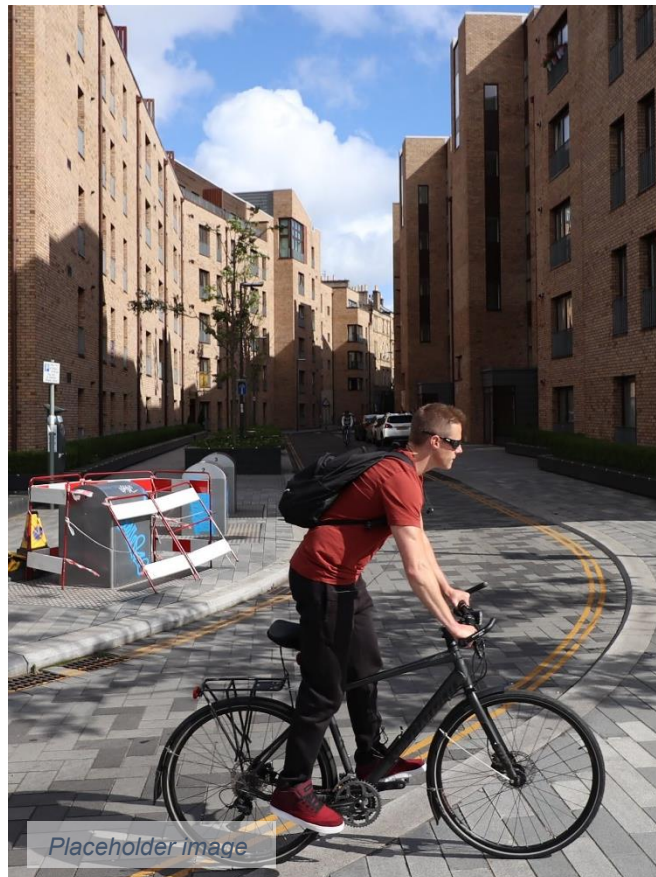
2 The West Edinburgh Vision

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: -

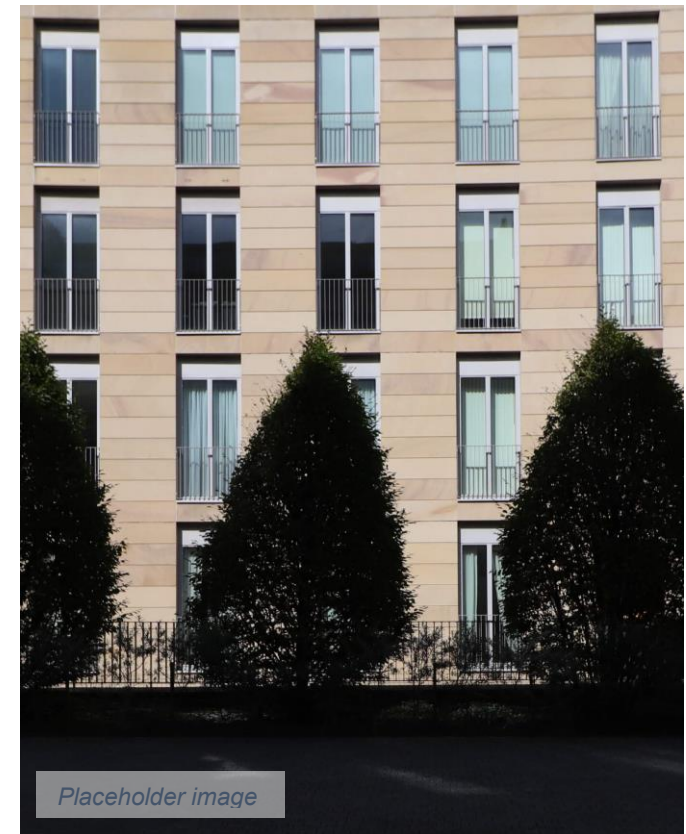
SUSTAINABLE: Design development around green blue network, active travel and public transport networks. The WEPFSM will integrate, enhance and expand nodes and routes to connect people and nature across West Edinburgh and the wider city.



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.

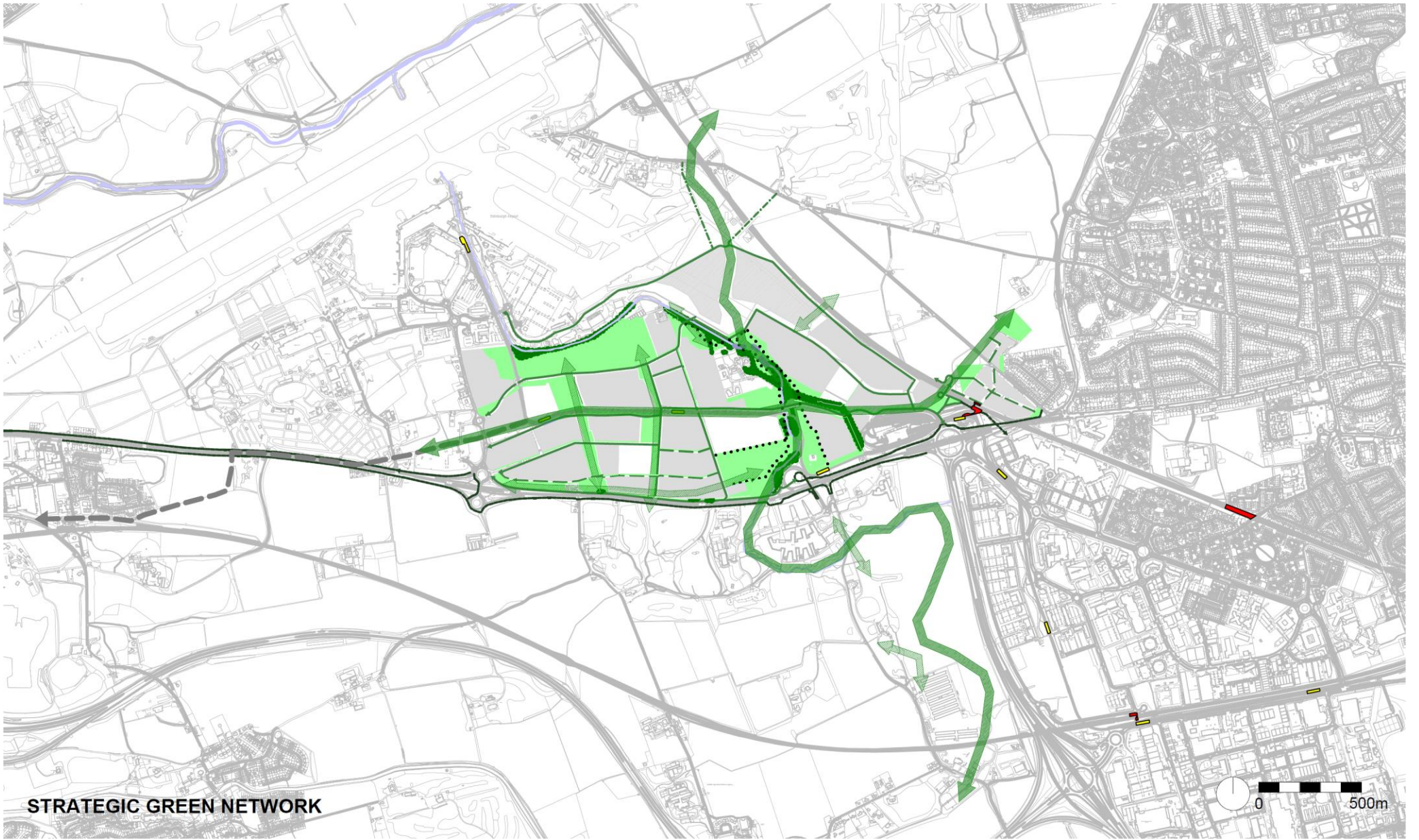


Figure 4 - Strategic Green Network

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.

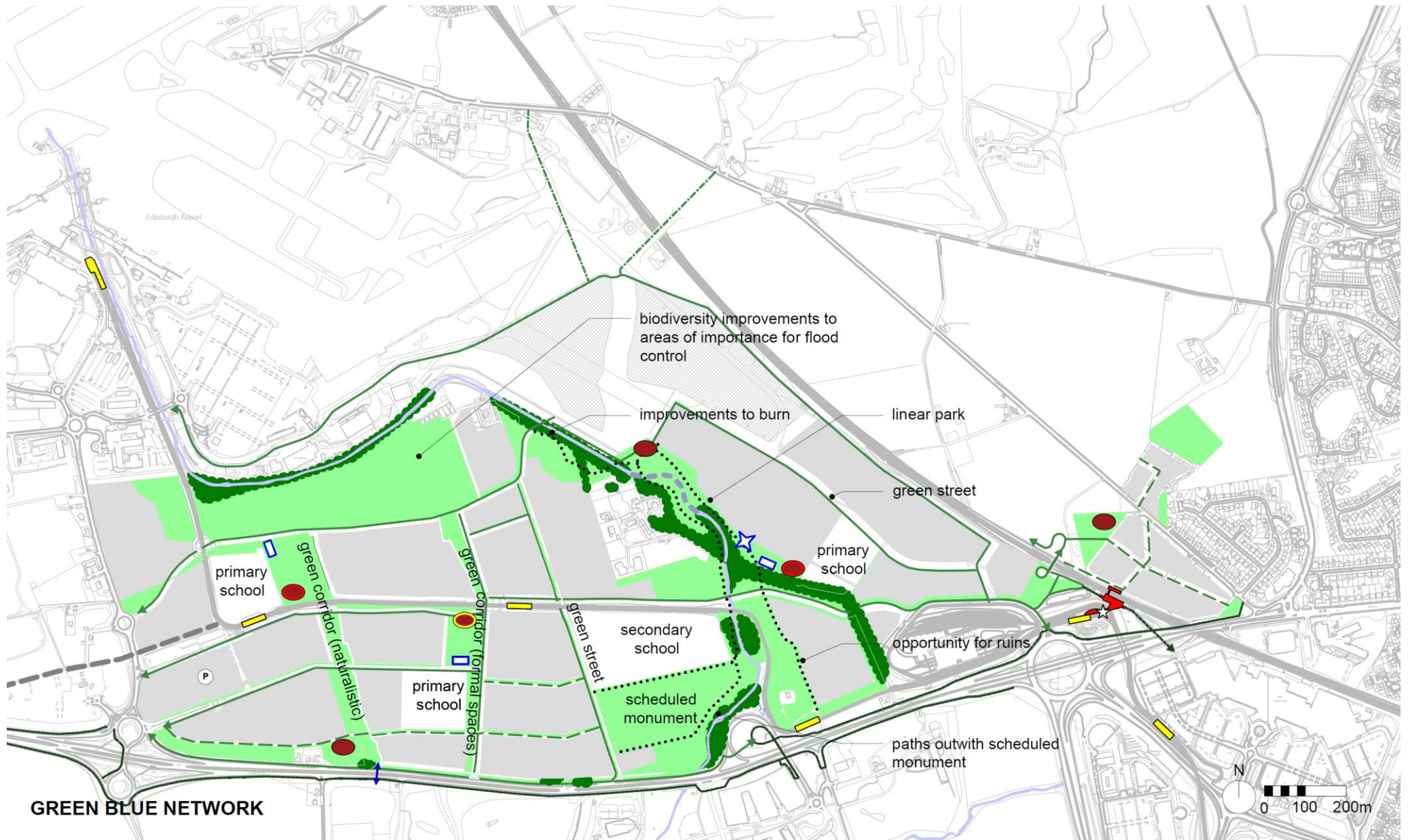


Figure 5: Green Blue Network

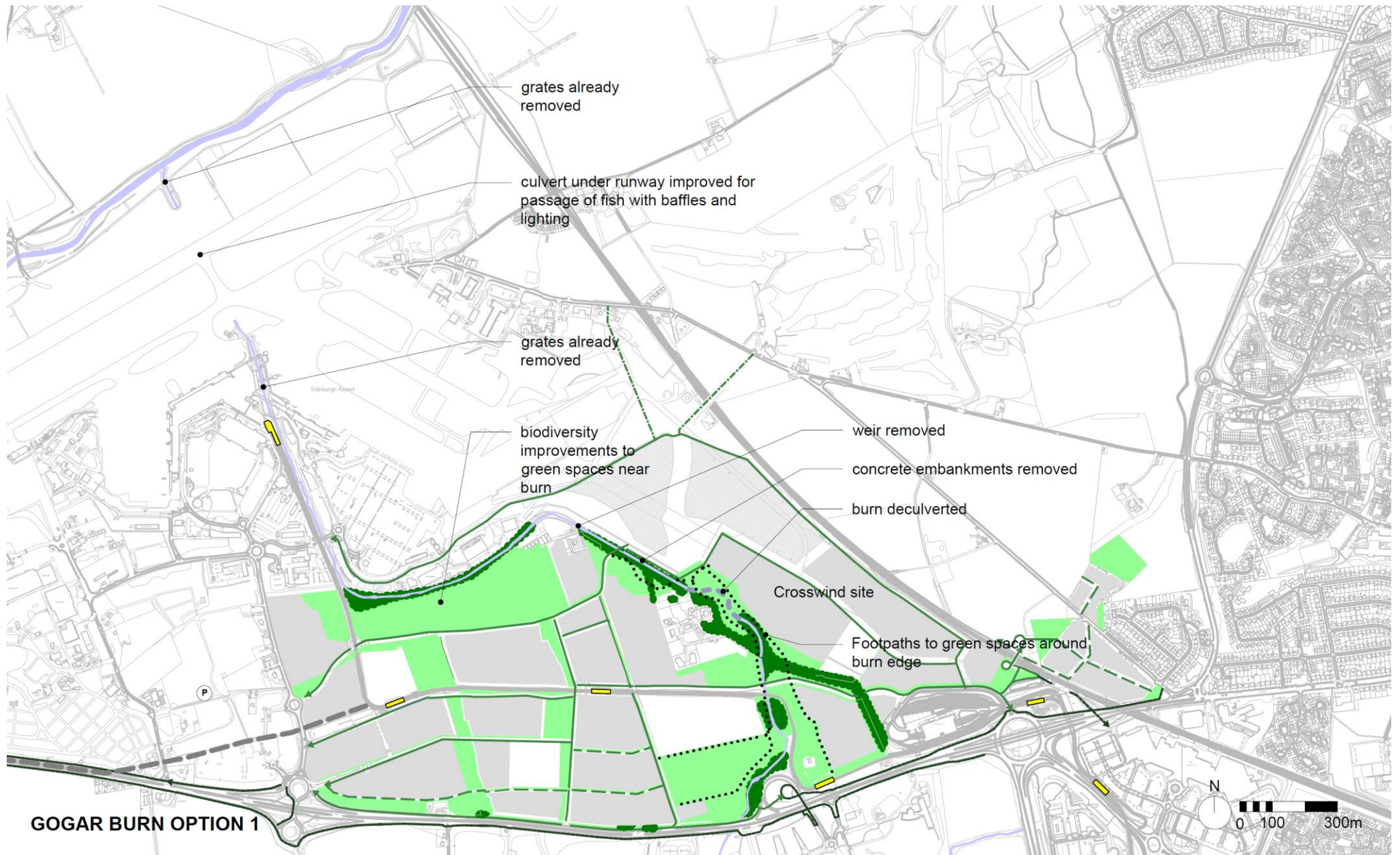
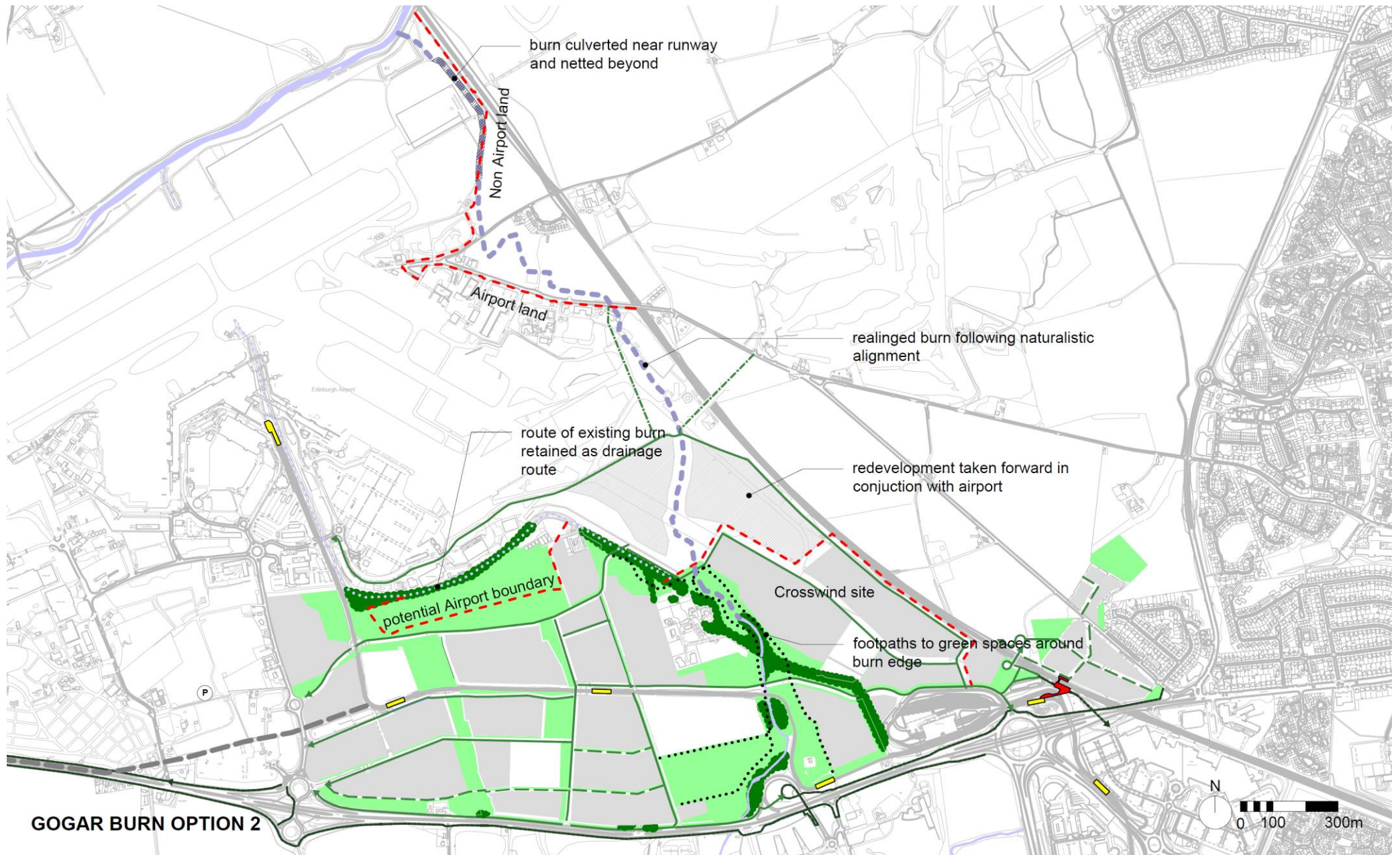


Figure 6: Blue Networks and Surface Water Management: Option 1



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. Roofs of these types will only be supported where an appropriate bird management plan has been secured and can be delivered.

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/ Parks 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.

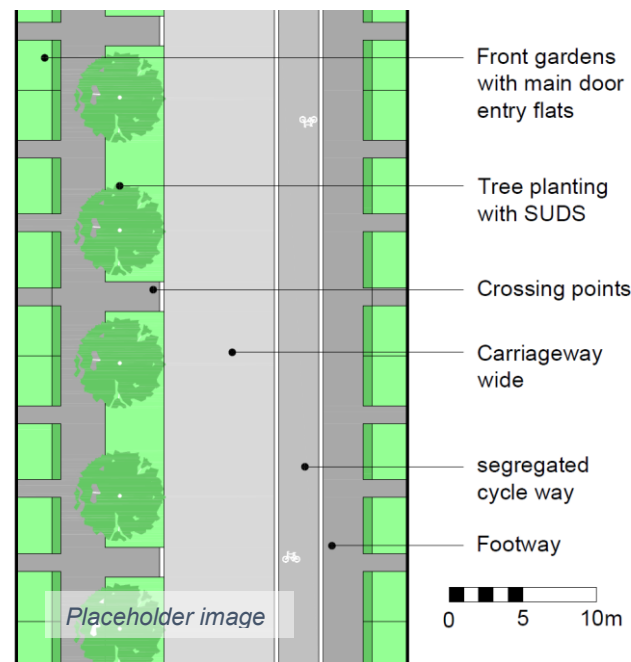


Figure 8 - Sketch showing potential green street

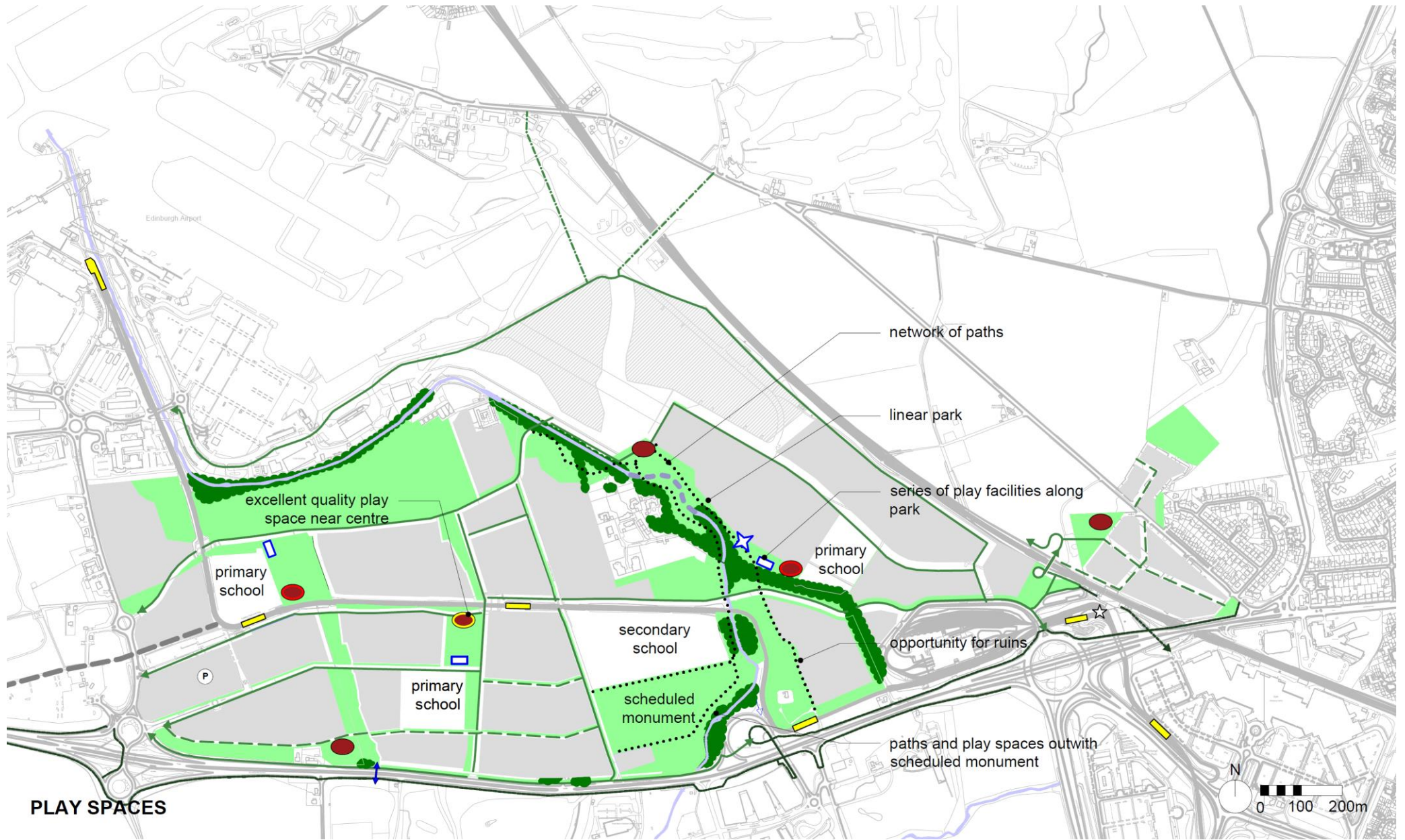


Figure 9: Parks and Play Facilities

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.
- Consideration to be given to north / south active travel and potential public transport and connectivity between the proposed development and Gogarstone Road and Ratho village in line with 20 minute neighbourhood principles.

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.

WEPFSM area as identified in Table 8 of City Plan.

6.12 Key Strategic Transport Interventions

The table below highlights further some of the potential key transport interventions for the

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 public transport and active travel. 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

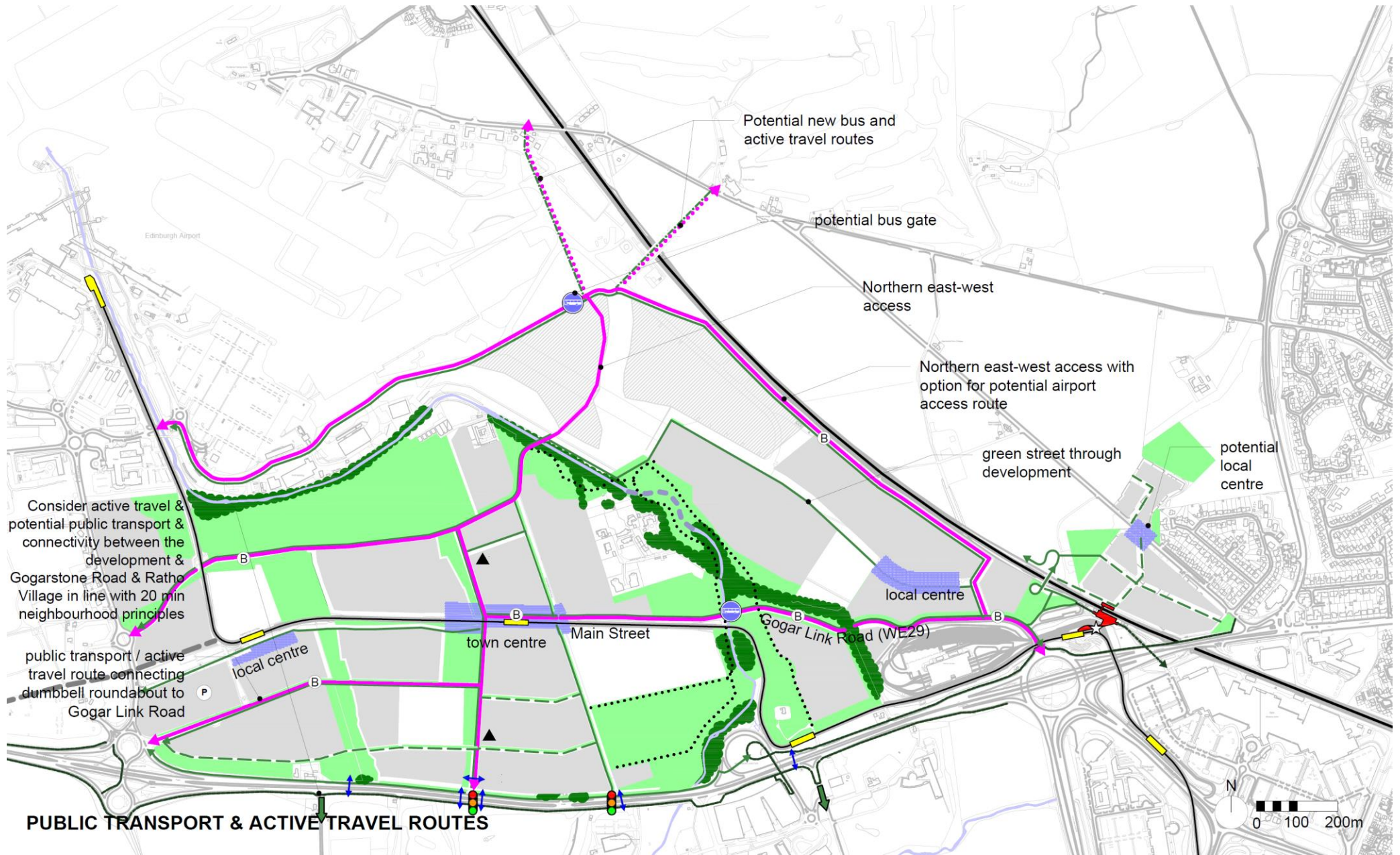


Figure 11: Public Transport and Active Travel Routes

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

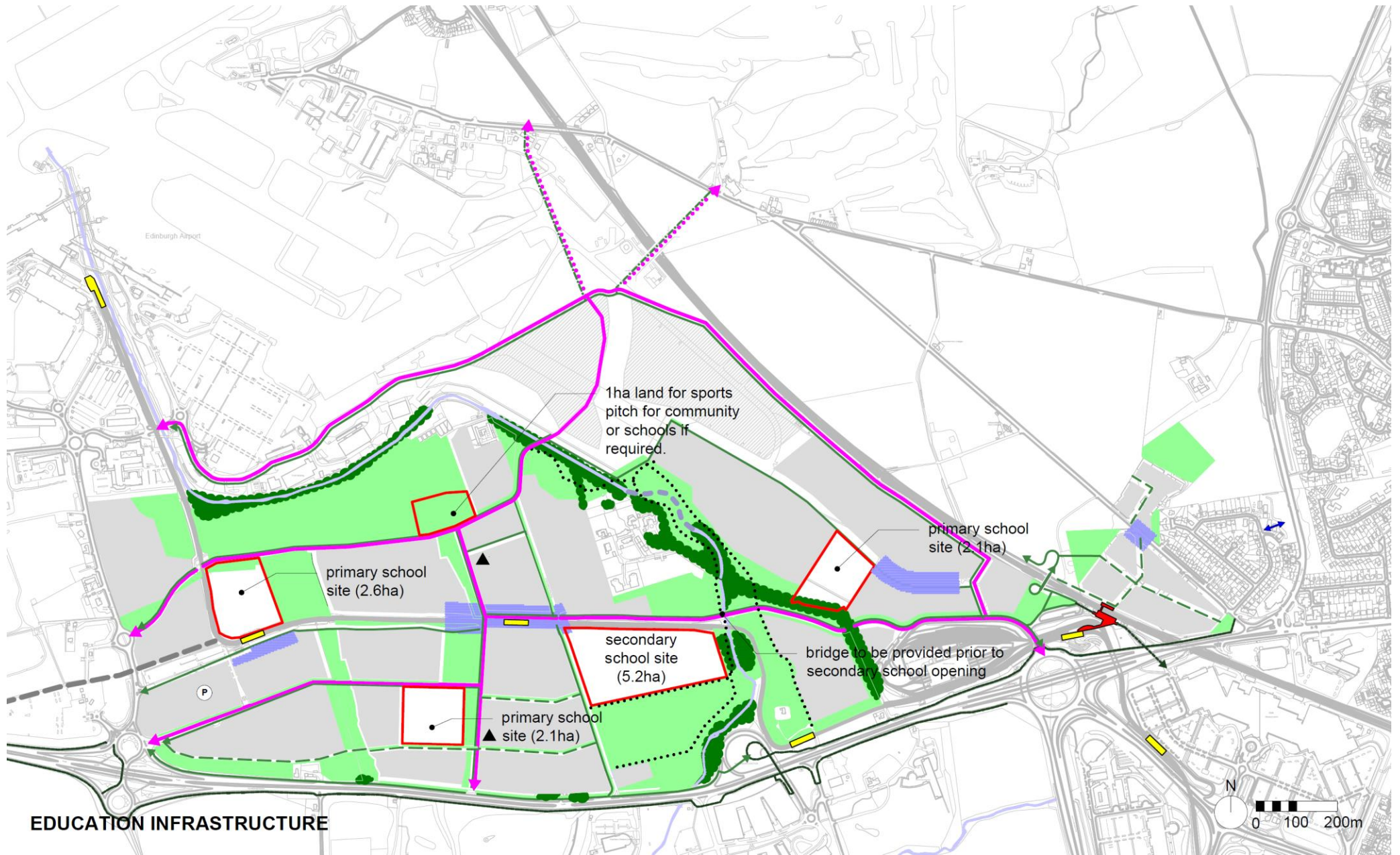


Figure 12: Education Infrastructure

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 in section 9.6.

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.

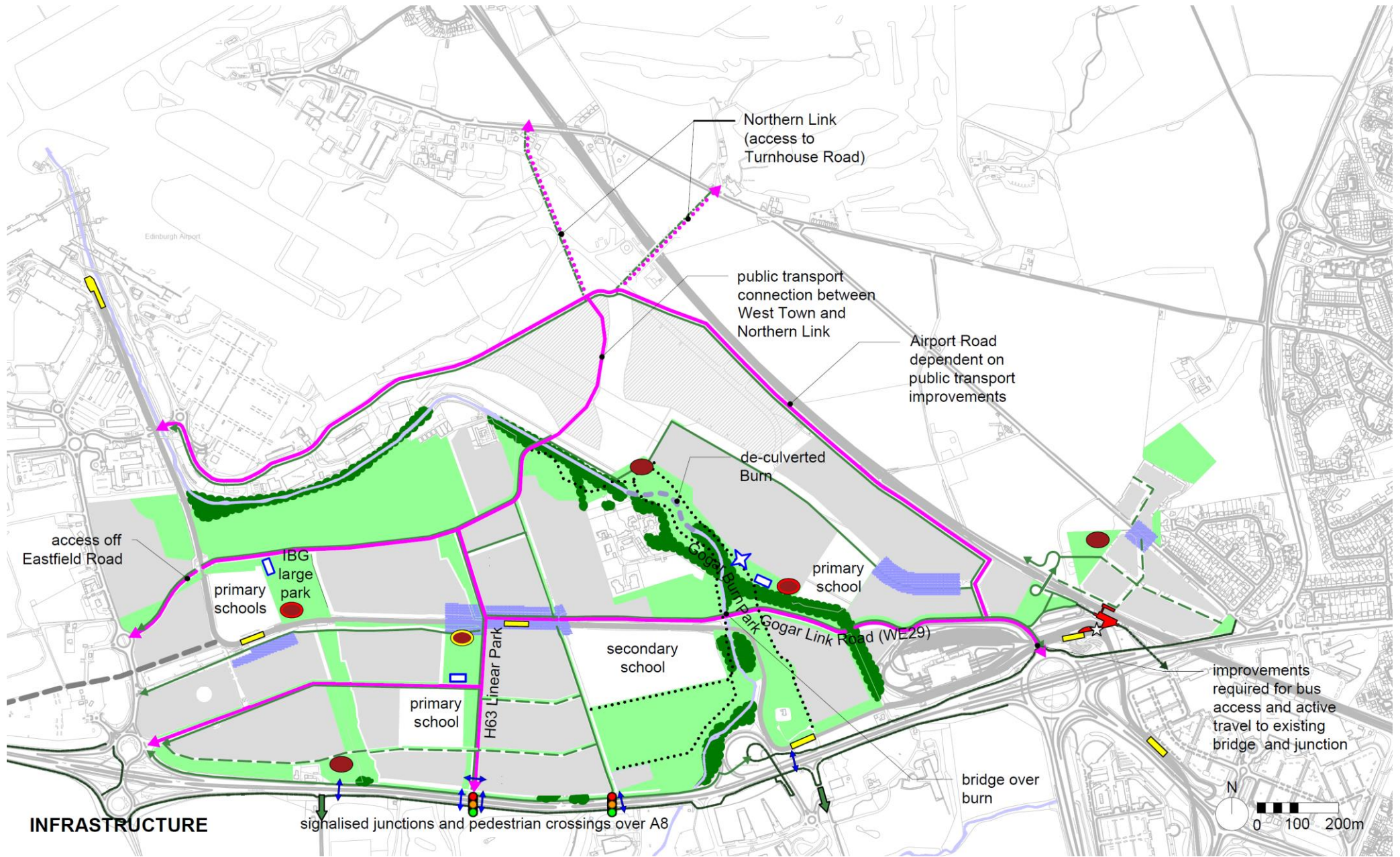


Figure 13 - Infrastructure

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>