

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation 2024

Supporting information for the West Edinburgh Transport Contribution Zone.

WEST EDINBURGH – proposed transport contribution zone	
City Plan proposals and sites in scope	<p>City Plan 2030</p> <p><u>Place Policies</u></p> <p>Place 16: West Edinburgh Place 17 Edinburgh Airport Place 18 RBS Gogarburn Place 19: Edinburgh Park/South Gyle Place 20 Royal Highland Centre</p> <p><u>Proposals</u></p> <p><u>Table 2- Housing Proposals: (West of Edinburgh):</u></p> <p>Del 4 (Edinburgh Park/South Gyle) (Existing ELDP 2016 Proposal) H59 Land at Turnhouse Road (Saica), H61 Crosswinds H62 Land Adjacent to Edinburgh Gateway H63 Edinburgh 205</p> <p><u>Table 8 – West Edinburgh Transport Improvements:</u></p> <p>WE6, WE10, WE14, WE15, WE16, WE17, WE19, WE20, WE21.</p> <p>Table 14 – Network of Centres (Commercial Centres: The Gyle)</p>
Type of intervention	<p>A number of the West Edinburgh Transport Improvements identified in Table 8 of City Plan are either to be delivered directly by developers or are not for developers within the framework area to deliver.</p> <p>The package of transport interventions identified as requiring proportionate contributions include active travel improvements to reduce severance within the area as well as bus priority measures, upgraded and enhanced active travel/public transport interchange facilities as well as improved bus routes and new dedicated routes for public transport to serve the area and beyond.</p>
What is the intervention achieving and why is it necessary?	<p>Supports the delivery of a sustainable urban extension of Edinburgh as envisaged in Place 16 and in the West Edinburgh Placemaking Framework - Strategic Masterplan.</p> <p>Specifically, the package is necessary to mitigate the significant impacts on the road network, ensure development can meet mode share targets and deliver development that accords with wider plan aims and detailed policies, including the Development Principles in Place 16.</p>
Origin of the intervention	Transport Appraisal of the impact of development on the road network.

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	<p>This package of transport interventions has developed and evolved over a number of years in transport appraisals to support the development of West Edinburgh, including the airport, the Royal Highland Centre and IBG.</p> <p>These have been published in the West Edinburgh Transport Appraisal (WETA) 2010 and refresh 2016, City Plan 2030 transport appraisal technical note September 2021 (which integrated WETIP into the transport Pappraisal’s assessment and assumptions). The interventions have been refined in City Plan to reflect the change in nature of the proposals at West Edinburgh from mainly business uses to a focus on housing-led, high density, mixed use urban extension.</p>
Contribution Zone details	<p>The proposed West Edinburgh Transport Contribution Zone extends the zone in the Finalised Supplementary Guidance on Developer Contributions August 2018 by including The Gyle and Edinburgh Park and East of Milburn Tower.</p> <p>It covers the area in the following policies: Place 16 West Edinburgh (H59, H61, H62, H63), Place 17 Edinburgh Airport, Place 18 RBS Gogarburn, Place 19 Edinburgh Park/South Gyle, Emp5, Place 20 Royal Highland Centre.</p> <p>The zone is required to apportion costs across the numerous sites that individually and cumulatively require these interventions.</p>
Cost / Delivery information	<p>See Appendix 4 for breakdown of costs for each intervention. These are the likely costs, as estimates provided from the transport consultancy used for the City Plan transport appraisal and involved in WETIP (Jacobs).</p> <p>The delivery of the remaining interventions in Table 8 of City Plan are to be funded by City Deal allocated funds (as per WETIP Outline Business Case) or directly delivered by development. Details of this is provided in the West Edinburgh Planning Framework.</p>
Circular Tests:	
Necessity	<p>Necessary to mitigate negative impact of new growth on the road network and ensure that development is served with sustainable travel options in line with sustainable travel hierarchy. The package of interventions addresses passenger journey times and severance in the network especially for active travel journeys. Without this infrastructure package, there would be a reliance on or preference for private car use. However, this would have an unacceptably negative impact on an already congested road network.</p>
Planning purpose	<p>Allows West Edinburgh planned growth to deliver a sustainable, people-focussed place, and a considered urban extension to Edinburgh. Without these interventions, growth at the level proposed would fail on key policy tests and outcomes.</p>
Relationship to proposed development	<p>Interventions relate to the level of growth proposed; contributions are based proportionately on the level of impact.</p>

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	See Appendix 4 for breakdown of costs for each intervention. Further details are also provided in the West Edinburgh Placemaking Framework - Strategic Masterplan.
Scale and kind	The package of interventions has been carefully considered through the transport appraisal process to understand the appropriate level of interventions required to support the level and type of growth planned.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage, but works on the premise of the 'development first' approach to development to ensure that development is delivered when it is required, and often at an early stage. More detail on phasing of development, required infrastructure and therefore phasing of contribution payments is included in the West Edinburgh Planning Framework - Strategic Masterplan. This is to ensure it meets the principles set out in NPF4 Policy 18 and the vision for Place 16.