

West Edinburgh Placemaking Framework Amendments

Overview

The West Edinburgh Placemaking Framework and Strategic Masterplan covers the area along the A8 corridor, south of Edinburgh Airport. This will be a whole new area of Edinburgh with shops, schools, services, public transport, health care, parks, sports facilities – things that people need in their everyday life.

The West Edinburgh Placemaking Framework and Strategic Masterplan will guide that new development.

It went out for engagement in 2023 and the Framework was changed following the feedback we received. The revised Framework was approved by Planning Committee in December 2023.

Since that approval, we have received the Scottish Government Report of Examination on [City Plan 2030](https://www.edinburgh.gov.uk/cityplan2030) <<https://www.edinburgh.gov.uk/cityplan2030>> which, once adopted, will be our new local development plan. It is City Plan 2030 which identifies West Edinburgh as a new area of Edinburgh.

The Report of Examination supports the development of West Edinburgh, but it has identified areas that need further work. A [report](https://democracy.edinburgh.gov.uk/documents/s69190/Item%208.3%20-%20West%20Edinburgh%20Placemaking%20Framework_Strategic%20Masterplan.pdf) <https://democracy.edinburgh.gov.uk/documents/s69190/Item%208.3%20-%20West%20Edinburgh%20Placemaking%20Framework_Strategic%20Masterplan.pdf> was approved by Planning Committee on 24 April 2024 which allowed us to update the Framework to address the issues raised. We now need to engage on these updates and changes to the Framework.

The changes are focussed on:

- Phasing and delivery of infrastructure
- Options for the Gogar Burn
- Strategic connectivity
- Airport road layout

There are also other minor changes to the Framework; for example the Airport boundary.

Find out more

We have a drop-in session in the Tweed Room at the Marriott Delta Hotel, 111 Glasgow Road on Thursday 13 June 3pm-7pm.

How to share your views

This engagement activity is focussed on the changes to the Framework; rather than the principle of development itself.

When you are completing the questionnaire, it is recommended that you read the amended Framework document.

Read the [amended Framework here](#). </++preview++/sfc/west-edinburgh-placemaking-framework-1/supporting_documents/Amended%20Framework%20%20Draft%20for%20Consultation%20%20June%202024.pdf>

Need a different language or format?



HAPPY TO TRANSLATE

Please email the Interpretation and Translation Service at its@edinburgh.gov.uk quoting reference **25-0042**.

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 will publish all responses received to this consultation, but will not publish individual names, email addresses or postcodes. We will 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.

1 Your details

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?

(Required)

Please select only one item

- An 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

Instructions should be given at the beginning of this page saying why all of the questions are being asked, that they are all voluntary and, if a respondent does not wish to answer any of the questions, they do not have to.

This ensures all questions are treated the same.

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 What is your sex?

Please select only one item

- Female
- Male
- Prefer not to say

6 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

Infrastructure Delivery and Phasing

This should be read along with Chapter 9 of the amended Framework: Infrastructure First, Delivery and Phasing.

For those living within the future West Edinburgh area, it is important that the key things they need are there from an early stage. This includes strategic connections through the area, so it is properly joined up; key infrastructure such as transport (i.e. active travel and public transport), green blue infrastructure, schools and community facilities such as health care; and a network of town/local shopping centres.

Infrastructure delivery and phasing for the Framework area is complicated particularly as there are different landholdings. The aim of this chapter is to outline the Council's proposed requirements, how these should be delivered and when.

Shortcode: factbank

Factbank Title: Read Chapter 9: Infrastructure First, Delivery and Phasing

Factbank Content:

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. Where, by the nature of the infrastructure, it cannot be delivered by the developer directly, developer contributions will be secured.

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 WEPF.

However, the complexity around these issues and the interdependencies between the various landholdings which form the WEPF area are recognised by the Council. Figure 14 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 WEPF 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. Developers should also be aware that there may be a requirement for contributions for the existing Edinburgh Tram Line 1, which runs through parts of West Edinburgh.

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 (WE27-29) or Main Street- Development Link Road (Northern East-West and North-South Access through Crosswinds (WE26).

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.

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. Safe routes to these sites should be prioritised as part of initial phases of development. This means well-lit active travel routes linking pupil populations with school sites, avoiding ongoing construction.

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 fully remediated and serviced in order to meet the deadlines in the table in section 9.6. All parts of the transferred sites should be able to support construction of a school or other community building.

The secondary school shall be designed and constructed with an expansion strategy The school will have an initial capacity of 1200 pupils (with all associated facilities) The expansion strategy will allow for further extension to accommodate up to 1800 pupils if required due to pupil generation from additional or differing development beyond that projected (for example the 1200 capacity is based on 350 homes within IBG phase 1 but more school capacity will be needed if more homes were to form part of IBG phase 1)

In order to meet the Community Hub service delivery approach, the initial phase of the school must include:

Public library

Primary Care, sports pitches, Recreation and Leisure facilities (gym, changing facilities, general purpose spaces for exercise/leisure, potential swimming pool)

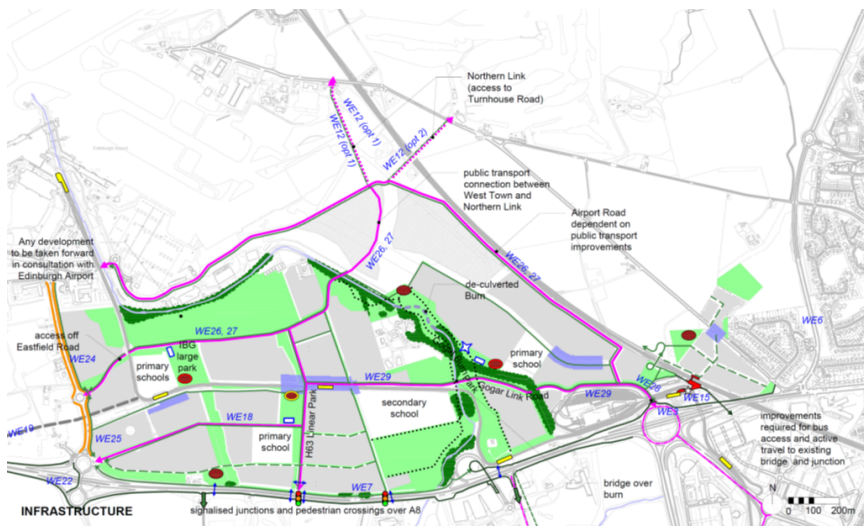
Although these facilities are required for the school itself (except Primary Care), they should also be designed and built in such a way they can also be accessed by the public.

Associated school facilities (e.g. gym and dining) to be designed and built to serve maximum potential school size.

Health care

City Plan 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 14: Infrastructure



Summary

The following table 2 sets out some of the key infrastructure phasing requirements. It provides further detail with regard to what the strategic infrastructure is, where it will be located, how and by whom it will be delivered, when it is required and its cost.

These proposals are required to deliver a cohesive place that serves its community in line with Infrastructure First and 20-Minute Neighbourhood principles from an early stage.

The education proposals in the table below are often needed before the full extent of development they are to serve to ensure children generated from development have appropriate access to school/nursery places and to meet the principle of infrastructure first.

As a result, the Council cannot wait until all development is completed to receive the full extent of developer contributions toward infrastructure before delivering it. The following possible approaches are set out for how this infrastructure could be delivered and funded:

Developer to transfer a fully serviced site to the Council. Council to design and build the school with front loaded financial contributions from developers provided prior to schools being constructed.

As above, the transfer of site and Council design and build however contributions to be more evenly weighted across development phases but with greater level of contribution required to cover the Council's cost of borrowing money to front fund infrastructure.

The Council will work with the developers to understand the estimated pace of housing delivery and will apply conditions to limit housing occupation in the event that education infrastructure capacity is not available.

The Council may explore other delivery models with developers.

A blend of approaches may also be possible, for example a combination of options 1 and/or 2 may then reduce the extent to which option 3 is needed and therefore lessens the cost of borrowing needing to be recouped via contributions.

In the early phases of Place 16 there may be potential for the education building to serve as an all-through primary and secondary school to fully use space in the school. This could potentially provide more time for primary school to be built.

In relation to the table, housing shall be considered complete once a Completion Certificate has been accepted or a Temporary Occupation Certificate has been granted under the Building (Scotland) Act 2003.

Table 2

Ref	Description	How	When	Whom	Cost
	1200 pupil high school and associated facilities (including healthcare, public library, sports pitches and leisure and recreational facilities) to be located within H63 to serve overall Place 16 area,	The Council is to build the school after the site has been fully remediated, appropriately levelled and connected to all underground services and then transferred to the Council within one year of commencement of development at H63.	The transfer of the site will be within one year of commencement of development of H63. Thereafter, the Council shall seek to construct the new school within a 4 year period.	City of Edinburgh Council	The cost of 1200 pupil school is approximately £82m (to be indexed from Q4 2022 prices). Associated facilities would be in addition to that estimate and established through design and feasibility work and updated in future Delivery Programmes. The cost of any Council borrowing required to deliver this would also be an additional cost needing to be recouped via developer contributions.
	Primary Schools and nursery provision within H61, H63 and at the north of IBG phase 1. The primary schools in H61 and H63 shall be 3 stream schools. The school site at the north of IBG phase 1 shall comprise 2 x two stream schools (one RC and one ND)	The Council is to build the school. The school site will be fully remediated, appropriately levelled and connected to all underground services and then transferred to the Council within one year of commencement of development at H63.	Indicatively it is expected the primary school on site H61 shall be required first. The school site shall be fully remediated, appropriately levelled and connected to all underground services and then transferred to the Council within one year of commencement of development at H63. The school on site H63 would likely be required next, with the site at the north of IBG phase 1 being the last one required. The school on site H63 would likely be required next, with the site at the north of IBG phase 1 being the last one required.	City of Edinburgh Council	£33,315,914 (21 class) £33,315,914 (21 class) £27,802,202 (14 class) Total primary school education infrastructure estimated at a likely cost of £94,434,030 (to be indexed from Q4 2022 prices)
WE3	A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvement Required to facilitate access to the Gogar Link Road (WE 27-29)	Directly delivered by developers.	Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area.	Developers	Directly delivered by developers. Developer(s) to recoup costs from the other developers within the WEPF area on a pro-rata basis (No of developers 'homes divided by the total number of homes in the WEPF area)
WE5	Gogar to Maybury additional Eastbound	Directly delivered by developers and/or CEC.	Until this measure is in place, there may be limitations on the	Developers/ CEC	When costs emerge it will be provided in updates

Ref	Description	How	When	Whom	Cost
	traffic lane (R5). Additional capacity to help bus movement and necessary intervention to unlock development west of Maybury.		number of housing units that can be completed in the H61, H62 and H63 areas.		to Action (Delivery) Programme.
WE6	Maybury Road Approach to Maybury Junction - bus priority measure.	This action will be delivered as part of the Maybury Junction Project.	In conjunction with Maybury Junction project (including WE1 and R6) - currently in design process. Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area.	CEC/Lothian Buses/bus operators	Costs for additional actions (excluding the main junction which has contributions from LDP1 sites) will emerge with project design and provided in updates to Action (Delivery) Programme. Contributions to the Maybury junction upgrade only taken under LDP1. This related action originates from WETA and relates to the City Plan Orbital Bus route. Proportional contributions from West Edinburgh Sites to be sought and made prior to 250 units.
WE7	A8 North active travel infrastructure ('missing link')	Directly delivered by developers, secured by condition. H63 must deliver the missing link to connect active travel infrastructure along A8 from where existing footpath ends (on adopted road to the west), along their development frontage and to connect to the existing active travel infrastructure (to the east on NatWest) active travel access. Verge space is constrained and burn embankment immediately to north - may require a bridge crossing or space reallocation from slip road/off-ramp, due to speed reduction on A8. All within 24/00132/PPP red line boundary.	Before first occupation of housing units within H63. Completion of active travel infrastructure must be secured by development before occupation up to and link to the existing path on the A8	H63 Developers	Directly delivered by H63 developers.
WE10	Active travel route west of Maybury to city and West Edinburgh Links Connections from sites west of Maybury to the WEL active travel project.	This action may be delivered as part of the Maybury Junction Project to connect routes from west through Maybury Junction to WEL (precise routes to be determined).	In conjunction with Maybury Junction project (including WE1 and R6) - currently in design process. Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas.	Could be delivered as part of a future active travel programmes (ATIP) or considered as part of (WE6) Proportionate contributions from West Edinburgh sites to be sought.	When costs emerge it will be provided in updates to Action (Delivery) Programme.
WE12 (Option1)	New road formed in Airport land to enable New bus/active travel connection between WE29 and Turnhouse Road.	Directly delivered by airport. Route to use existing structures, within airport land, connecting directly with Turnhouse Road and utilising existing railway bridge. To connect to WE29	WE12 (from Turnhouse Road South) must be constructed prior to completion of WE29 / the potential Airport Road.	Airport to deliver	Delivered directly as part of development by Airport
WE12 (Option 2)	New bus/active travel only connection bridge to north of Edinburgh Gateway	Delivered by Airport	WE12 (from Turnhouse Road South) must be constructed prior to completion of WE29 /	Airport to deliver	Delivered directly as part of development by Airport

Ref	Description	How	When	Whom	Cost
	station and West Craigs Development, tying into Maybury Road around Craigs Road.		the potential Airport Road.		
WE14	Upgraded Bus interchange facility at Ingliston P+R Future reimagining of the Ingliston Park and Ride provides the opportunity to improve bus service provision. WE18 segregated public transport route is relevant to how bus interchange could be delivered.	Cumulative contribution zone to establish proportionate contributions. Precise service interchange facilities will coordinate with WE15.	Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area.	CEC via any future changes to the P&R facility.	£5,000,000
WE15	Enhanced interchange at Edinburgh Gateway to connect active travel and bus services with tram and rail off Myreton Drive. Additional bus stops created on Gogar Roundabout slips. Intermodal exchange, public transport and active travel improvements	Cumulative contribution zone to establish proportionate contributions. Detail of scheme still to be developed Enhanced access to Edinburgh Gateway station from Saica site and delivered as part of its development will be major component of this action.	Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area.	CEC to coordinate delivery.	£3,000,000
WE16	Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively) Bus service subsidies will benefit all sites and bus services routed through West Edinburgh (see bus facilitating proposals: WE12, WE15, WE18, WE26, WE28).	Cumulative contribution zone to establish proportionate contributions. As per proposals map (errata), on existing roads and new roads as per development layout. Some routes are dependent on delivery of WE12, WE15 and WE18, WE26 and WE28.	Contributions towards bus service improvements (subsidies) prior to first occupation, with services operational as soon as bus routes are open.	CEC/bus operators	£6,500,000 (Jacobs April 24) based on approximately £200,000 per bus per year (5 buses for five years).

Ref	Description	How	When	Whom	Cost
WE17	<p>Bus Priority South West Edinburgh</p> <p>Improved bus priority linking South West Edinburgh with the Gyle, IBG and airport (including pedestrian / cycle facilities where appropriate).</p>	<p>Cumulative contribution zone to establish proportionate contributions across West Edinburgh sites.</p>	<p>Contributions towards bus service improvements (subsidies) prior to first occupation.</p>	CEC/bus operators	<p>£490,000.</p> <p>Partly being delivered with the Cramond to Balerno service.</p>
WE18	<p>Segregated public transport route - North connecting West Edinburgh sites through the Main Street</p> <p>Transit corridor to the north of A8 serving IBG and tying into Gogar Link Road/Gogar and Eastfield Road. IBG 1 layout (15/05580/PPP) shows WE18 access route, this will connect into that shown indicatively in 24/00132/PPP application.</p>	<p>Directly delivered by development within H63 and potentially IBG 1. Some of this route is on IBG 1 site with the rest with H63 site boundary. Potential for it to be directly delivered by development with other sites in the contribution zone making a proportionate contribution towards its cost. (If outwith land ownership). On new road layout as part of development. This route will run from the Dumbbells Roundabout via the Ingliston Park and Ride facility to the Gogar Link Road. Some new bus services are already being delivered (Cramond to Balerno).</p>	<p>Element of WE18 within H63 must be constructed prior to first occupation of housing units within H63. Until this measure is in place, there may be limits to the numbers of housing that can be delivered in the Framework area. Expected to be delivered as part of development layout. This is contingent on understanding phasing to ensure seamless delivery with development, and allow bus service through site from the outset (first residents).</p>	Developers.	<p>To be delivered directly by developers. (H63 and IBG 1)</p> <p>If not to be delivered directly by development, (IBG 1 delay) developer(s) to recoup costs from future developer of IBG 1 site.</p>
WE19	<p>Segregated public transport route - West alignment - using safeguarded tram line</p> <p>Offline bus corridor South of the A8 and to the west of Eastfield Road to the south of the A8, crossing to the west of Eastfield Road without interfering with A8 traffic and connecting into Eastfield Road north of Ingliston Park and Ride</p>	<p>Proportionate contributions will be sought for sites in the contribution zone in advance of its longer term delivery, and may require supplementary funding sources/bids for external funding.</p>	<p>Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.</p>	CEC leading	<p>~£18,000,000 (assumes approximate cost of £8.4m per km) (Jacobs April 24)</p>
WE20	<p>Segregated public transport route South - Harvest Road</p> <p>Bus route, utilising Harvest Road as a bypass of Newbridge Roundabout, as per route on Proposals</p>	<p>Proportionate contributions will be sought in advance of its longer term delivery, and may require supplementary funding sources/bids for external funding.</p>	<p>Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.</p>	CEC leading	<p>~£1,000,000 (assumes local upgrades) (Jacobs April 24)</p>

Ref	Description	How	When	Whom	Cost
	Map, precise route to be determined.				
WE21	Segregated public transport route South - Newbridge Offline PT route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible.	Proportionate contributions will be sought in advance of its longer term delivery, and may require supplementary funding sources/bids for external funding.	Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.	CEC leading	~£8,500,000 (assumes approximate cost of £8.4m per km) (Jacobs April 24)
WE22	Dumbbells Roundabout Improvement - capacity and AT Dumbbells westbound off slip A8 Dumbbells (R3) Includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells. Part of dumbbells junction (R3) Increase capacity of north bound carriageway through the underpass and signalise the westbound off-slip at the southern dumbbell circulatory carriageway. Signals upgrade to MOVA.	Developers and Edinburgh Airport IBG 1 (15/05580/PPP) has provision for this action to be directly delivered.	Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas. In conjunction with Eastfield Road dualling of the road WE24 and WE25.	Developers and Edinburgh Airport	Delivered directly by developers and Edinburgh Airport. Developers and/or airport will recoup costs from the other developers within the WEPF area on a pro-rata basis. (No of developers' homes divided by the total number of homes within WEPF area).
WE23	Eastfield Road Road dualling - integration of segregation cycle - connection from A8 along Eastfield Road into Airport. High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.	Directly delivered by developers and Edinburgh airport. Potential to be delivered directly by IBG1 development and potential to be partially delivered by H63 within land ownership. H63 also contains the majority of the land required within its red line boundary in application 24/00132/PPP.	With development of respective H63 and IBG 1 sites and in conjunction with Eastfield Road dualling (WE24 and WE25). Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas.	Developers and Edinburgh Airport	Delivered directly by developers and Edinburgh Airport. If not constructed directly as part of development developers and/or airport will recoup costs from the other developers within the WEPF area on a pro-rata basis. (No of developers' homes divided by the total number of homes in the WEPF area).
WE24	Dualling of Eastfield Road Phase 1 - northern section Eastfield Road to Airport (R3)	Directly delivered by developers and Edinburgh airport. North of roundabout which connects to the Gogar Link Road. Leading largely to Airport.	Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas.	Developers and Edinburgh Airport	Delivered directly by developers and/or Edinburgh Airport. Developers and/or airport will recoup costs from the other developers within the WEPF area on a pro-rata basis. (No

Ref	Description	How	When	Whom	Cost
					of developers homes divided by the total number of homes in the WEPF area).
WE25	Dualling of Eastfield Road Phase 2-southern section Eastfield Road (from dumbbells) (R3)	Area south of roundabout connecting to Gogar Link Road, leading to Dumbbells and A8 to be directly delivered by developers. Potential to be delivered by IBG1 and H63 development.	Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas.	Developers and Edinburgh airport	Delivered directly by developers and/or Edinburgh Airport. If not constructed as part of development, developers and/or airport will recoup costs from the other developers within the WEPF area on a pro-rata basis. (No of developers' homes divided by the total number of homes in the WEPF area)
WE26	Main Street - Development Link Road An east-west transport corridor serving the WEPF area, to link Eastfield Road with Edinburgh Gateway and the Gogar Roundabout via H63,H62 and provide access H61. This would complement the '(Gogar Link Road). Delivery of this route would require an overbridge crossing over the existing Gogar Burn to the south of Castle Gogar.	WE26 and associated Gogar Burn bridge crossing to be directly delivered by developers (layouts of H62 and H63) and vital access to H61.	The road and bridge needs to be in place prior to the occupation of the secondary school.	Developers	Delivered directly by developers. If not constructed as part of development, developer(s) to recoup costs from the other developers within the WEPF area on a pro-rata basis (No of developers' units divided by the total number of homes in the WEPF area).
WE27	Gogar Link Road Segregated cycle route (see WE28 and WE29) Part of Gogar Link Road (R4) Links with WE18 A/T and public transport access through sites. (H62) (H63)	WE26-28 and associated Gogar burn bridge crossing to be directly delivered by developers (layout of H62 and H63) providing vital access to H61.	This route including bridge also needs to be in place prior to the occupation of the secondary school.	Developers.	Constructed directly by developers. If not constructed as part of development, developers will recoup costs from the other developers within the WEPF area on a pro-rata basis. (No of developers' units divided by the total number of homes in the WEPF area).
WE28	Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane) Part of Gogar Link Road (R4)	WE26-29 and associated Gogar burn bridge crossing to be directly delivered by developers (layouts of H62 and H63) and vital access to H61.	Until this measure is in place, there may be limitations on the number of housing units that can be completed in the H61, H62 and H63 areas.	Developers.	Delivered directly by developers. If not constructed as part of development, developer(s) to recoup costs from the other developers within the WEPF area on a pro-rata basis (No of developers' units divided

Ref	Description	How	When	Whom	Cost
					by the total number of homes in the WEPF area).
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option Part of Gogar Link Road	WE29 and associated Gogar Burn bridge crossing to be directly delivered by developers of H61 and H63.	The road is necessary for the development as a whole. Housing numbers may be limited until its completion depending on the other transport measures in place within the Framework area.	Developers.	Delivered directly by developers. If not constructed as part of development, developer(s) to recoup costs from the other developers within the WEPF area on a pro-rata basis (No of developers' units divided by the total number of homes in the WEPF area).
WE30	New Tram Stop The foundations and adjacent tram crossings are already in place as the construction of the line anticipated future additional patronage within the framework area. The completion of this stop along with the first phase of development on H63 West Town will be a requirement of development.	Directly delivered by developers of H63	The new tram stop must be fully operational before the occupation of the first homes within H63.	Developers of H63	Delivered directly by developers.
WE39	Mobility Hub	Directly delivered by developers (H63).	Prior to occupation of first housing units in H63 if WE40 is not in place.	Developers of H63.	Delivered directly by developers
WE40	Mobility Hub	Directly delivered by developers (H63).	Prior to occupation of first housing units in H63 if WE40 is not in place.	Developers of H63.	Delivered directly by developers.
BGN48	West Edinburgh green network, including east-west active travel route	Key to this is the delivery of the east-west active travel access crossing the Gogar burn to provide a continuous green network all through the Place 16 and beyond. The east west active travel link is also important to ensure access is available to the new High School as soon as it opens, as well as ensuring access to the existing park and ride tram stop and public transport from the earliest stage of development as initial homes start to be occupied. The route will also provide all sites with access to Edinburgh Gateway train and tram stop, as well as a direct route over the rail line via	The full length of the east-west active travel route through H63 (as well as the Gogar Burn crossing) shall be provided within 1 year of commencement of H63 (Edinburgh 205). H62 and H61 shall deliver the full extent of their parts of the link within 1 year of development commencing on their site (or within three months if the new H63 High School is already delivered or is to be delivered within a year of H61 and H62 commencing) Notwithstanding eastwest link above, the phasing plans submitted	Direct delivery by the developer	Delivered directly by developers

Ref	Description	How	When	Whom	Cost
		the new active travel rail crossing adjacent to Gateway.	in connection with the initial planning applications for sites shall set out the green network being delivered no later than the completion of roads within a the corresponding phase.		
BGN49	Gogar Burn Restoration	<p>Option 1: Improvement works to be undertaken on the existing Gogar Burn. This includes removal of weirs in line with statutory SEPA processes, however all land interests and owners should work in partnership with the Council and key agencies (including SEPA and NatureScot) to explore further opportunities for improvement.</p> <p>Option 2: Creation of new Gogar Burn channel connecting Gogar Burn at Castle Gogar to join the River Almond. This would be routed via Crosswind and land at the eastern side of the Airport.</p>	<p>Option 1: By 2027 to comply with the SEPA regulatory process for barrier removal; Other improvements to be as agreed in partnership working and per terms of planning permission approval.</p> <p>Option 2: as agreed in finalised WEPF, future partnership working and per terms of planning permission approval.</p>	Direct delivery by party with responsibility for the relevant the land containing the burn.	Delivered directly by developers
BGN52	Open space and play facilities (including MUGA) required for H63 (Edinburgh 205). The western open space lies to the north of IBG phase 1	<p>The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served by play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities.</p> <p>All homes in the development should also be served by Large and Local standard open space as necessary to meet the standards for different sizes of open space set out in the OSS.</p>	<p>The first, easterly open space and facilities should be provided as part of the first phase of the H63 development. This should be shown in the phasing plan to accompany the initial planning application for the development.</p> <p>The second open space and facilities to the west should be provided prior to the delivery of the corresponding primary school. See education infrastructure above regarding for when that school shall be required.</p>	<p>Direct delivery by the developer.</p> <p>Open space and play facilities to subsequently be adopted by City of Edinburgh Council</p>	Delivered directly by developers
BGN53	Open space required for Turnhouse Road (H60)	A new local standard open space should be provided within the development	Prior to the completion of half of the allocated units for this site.	Direct delivery by the developer.	Delivered directly by developers

Ref	Description	How	When	Whom	Cost
BGN54	Open space required as part of Turnhouse Road (SAICA) (H59)	Residents of the development containing this proposal shall be served by a large standard space to the north west within the Maybury development however a Local Standard Open space and play facilities should be provided within the site.	Prior to the completion of half of the allocated units for this site.	Direct delivery by the developer. Open space and play facilities to subsequently be adopted by City of Edinburgh Council	Delivered directly by developers
BNG55	Open space and play facilities (including MUGA and skatepark) required for Crosswind (H61)	The development shall provide new outdoor play facilities as necessary to ensure all homes in the site are adequately served Play facilities in line with the Play Access Standard set out in the Open Space Strategy (OSS). The new outdoor play facilities shall be integrated into the site layout in well overlooked and accessible location(s) with a welcoming setting. These new facilities shall provide for a range of users, including those with disabilities. All homes in the development should also be served by Large and Local standard open space as necessary to meet the standards for different sizes of open space set out in the OSS.		Direct delivery by the developer. Open space and play facilities to subsequently be adopted by City of Edinburgh Council	Delivered directly by developers
BGN56	Open space required as part of Land adj. to Edinburgh Gateway (H62)	Residents of the development containing this proposal shall be served by a Large standard space and play facilities to the north within the Crosswind development however a Local Standard Open space should be provided within the site.		Direct delivery by the developer	Delivered directly by developers

7 What do you think about the proposals for infrastructure delivery and phasing?

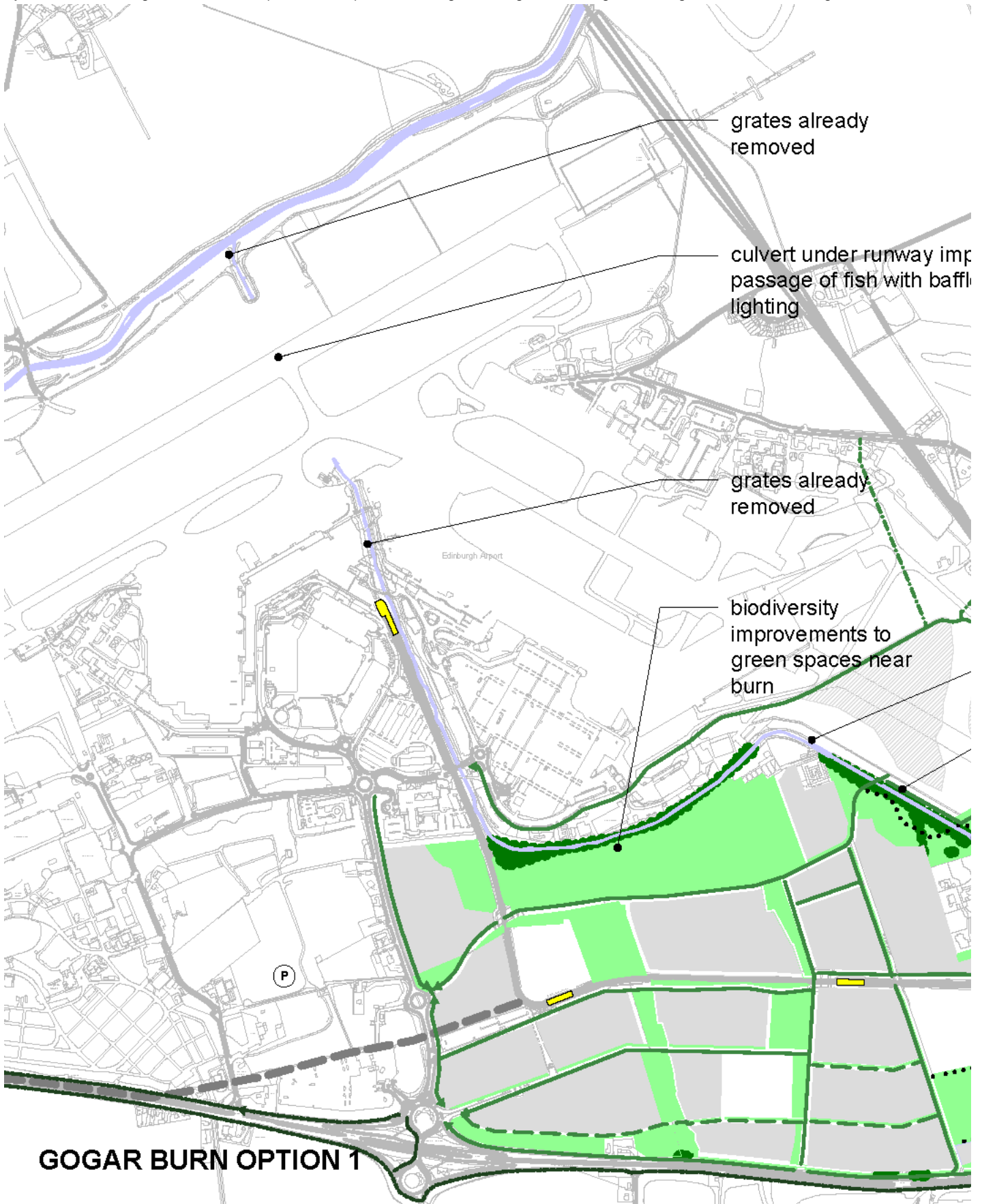
Please enter comments

Gogar Burn

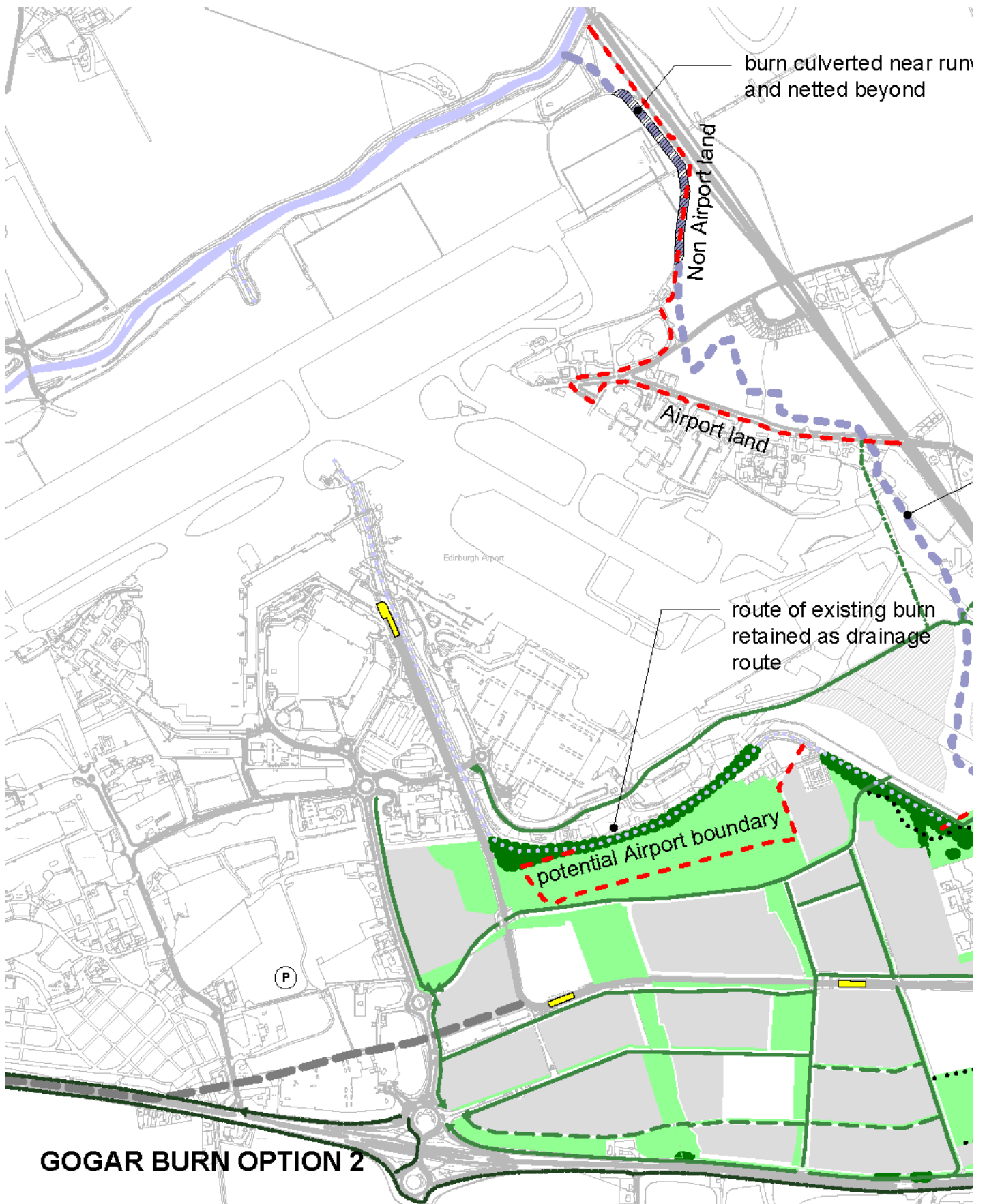
This should be read along with Chapter 4 of the amended Framework: Biodiversity, Green Blue Network and the Airport.

The Framework proposed two options:

Option 1: Retain the Gogar Burn in its current position with improvements along the existing route including de-culverting of the burn at Castle Gogar



Option 2: Divert the Gogar Burn along a new route through Airport land and land to the north which would be restoring the Gogar Burn to its original route.



GOGAR BURN OPTION 2

The Council has discussed these options with a range of stakeholders including NatureScot and SEPA. It is evident that there are challenges with Option 2 including unfunded cost, land ownership and the nature of design necessitated by airport safeguarding (this would be a concrete channel).

For the amended Framework, Option 1 is our preferred approach: retaining the Gogar Burn in its current position.

This approach would include a series of improvements to better allow the passage of fish and improve biodiversity. These improvements would include de-culverting the burn at Castle Gogar.

We consider that this option would also ensure the Gogar Burn is maintained as a green corridor through the site which would be better for the amenity of future residents.

8 Do you agree with Option 1 as the preferred option for the Gogar Burn?

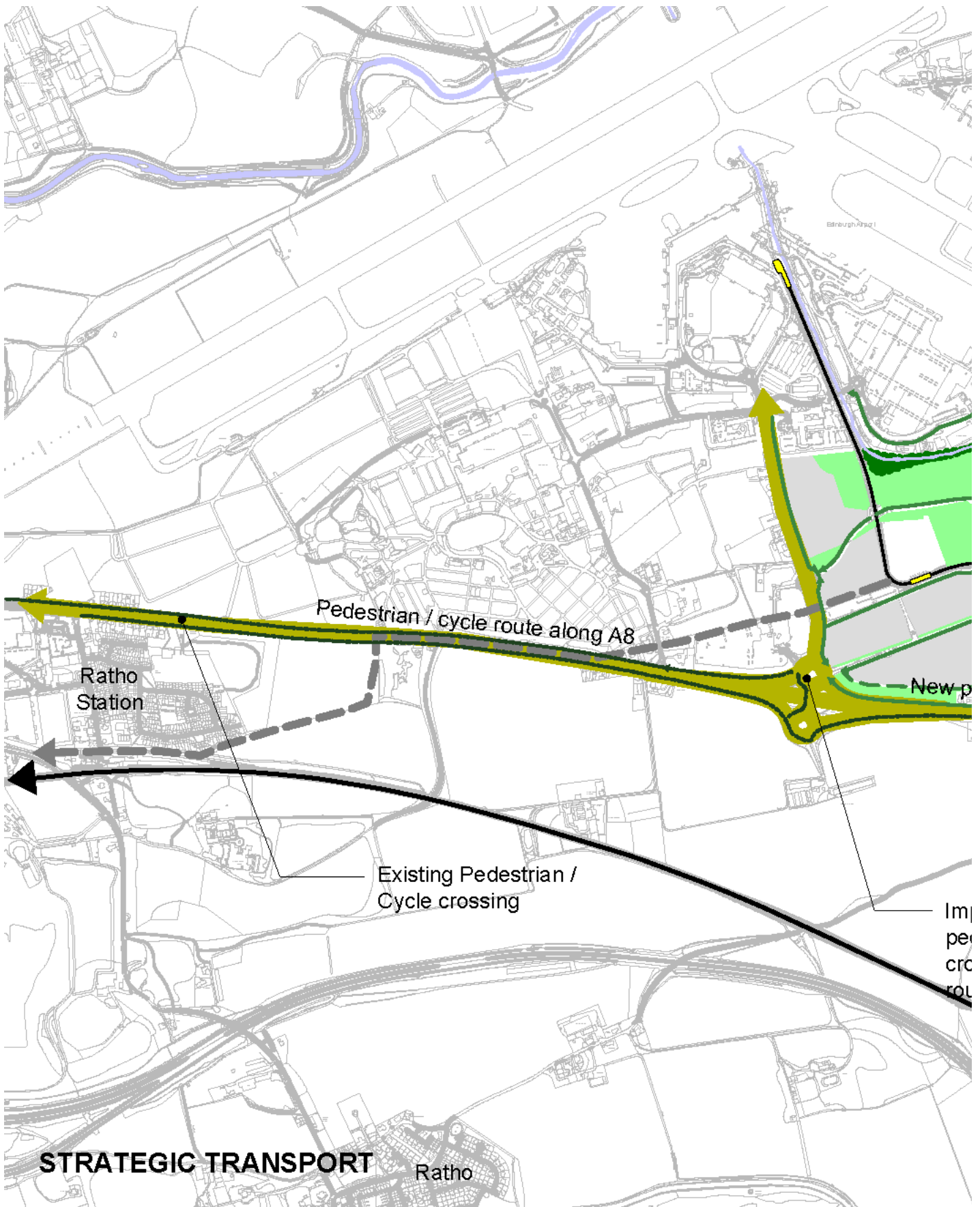
Please select only one item

- Yes
- No
- Don't know

Please tell us why.

Strategic Connections

This should be read along with Chapter 6 of the Framework: Strategic Connections, Access and Movement, Parking.



West Edinburgh will contain businesses, town and local centres which will have shops and services for the new community, but these will also serve the surrounding existing communities.

It is important that West Edinburgh has strategic connectivity; for example, with West Craigs/ Maybury and East of Milburn Tower as well as links to the Gyle Centre and Edinburgh Park, Edinburgh Airport, RBS Gogarburn, Ratho Village, Ratho Station, Newbridge and Kirkliston. These will enable West Edinburgh to be linked to the rest of the city and beyond.

We know that transport and the level of traffic are key concerns within the area. If we are to reduce car use, it must be easy to get to places within and around the area by walking, wheeling and cycling and that there is good access to public transport.

We are proposing a series of improvements as part of Framework and through other programmes including:

- Upgrading (dualling) of Eastfield Road and Dumbells Roundabout Improvements
- Establishing the Gogar Link Road (east-west Gogar linkages and Main Street)
- Public transport/active travel route connecting Dumbbells to Gogar Link Road
- Main Street-Development Link Road (Establishing a northern east-west and north-south access through Crosswinds)
- Northern Link
- Core Orbital Bus Route
- A new Gogar Tram Stop
- Potential additional access from A8
- Crossing and calming the A8
- Gogar to Maybury additional eastbound traffic lane.
- East of Milburn Tower active travel and public transport improvements.
- Mobility Hubs

9 Do you agree with the strategic connections identified?

Please select only one item

- Yes
- No
- Don't know

10 Please tell us if you think anything is missing.

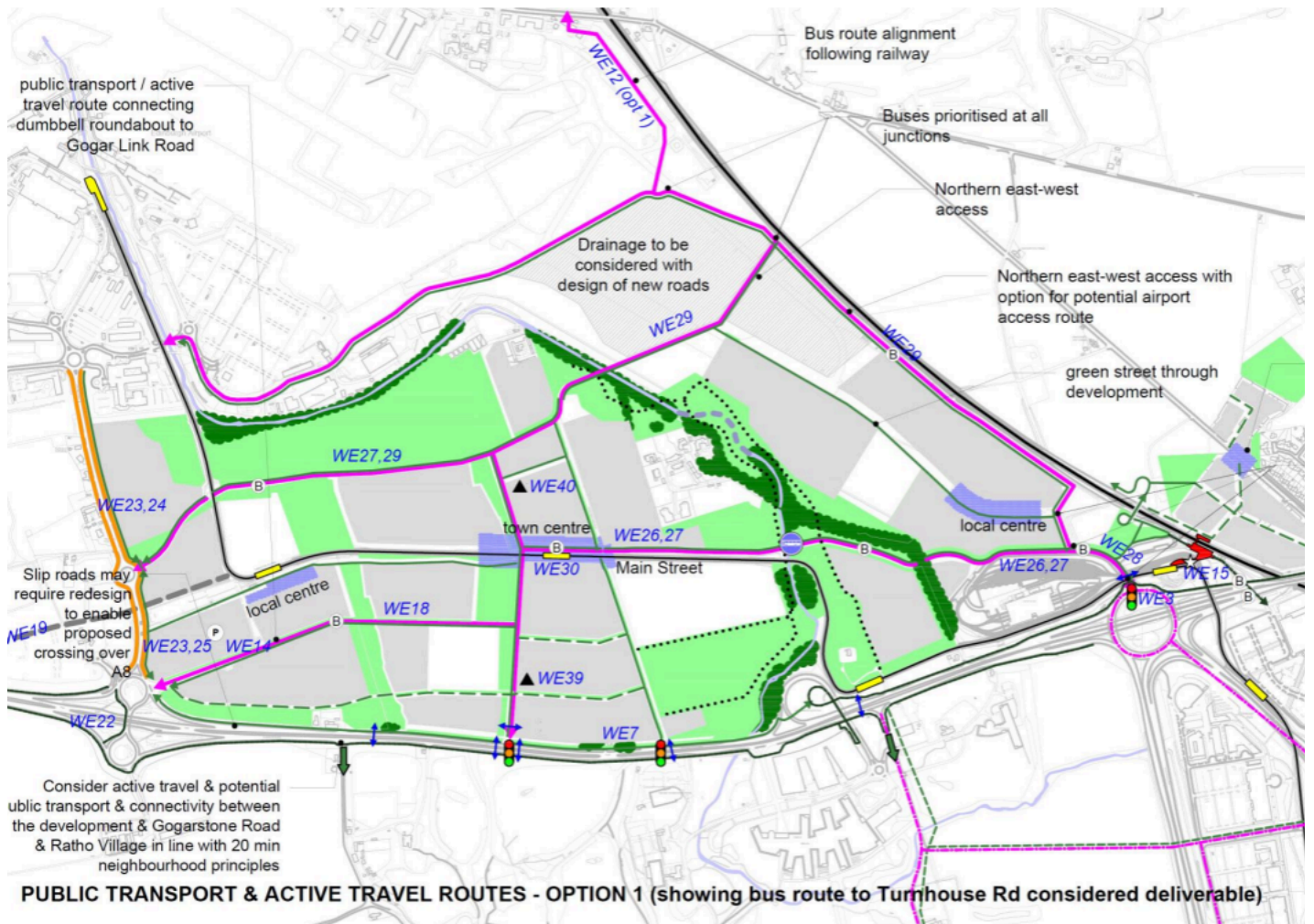
Please enter comments

Airport Road Alignment

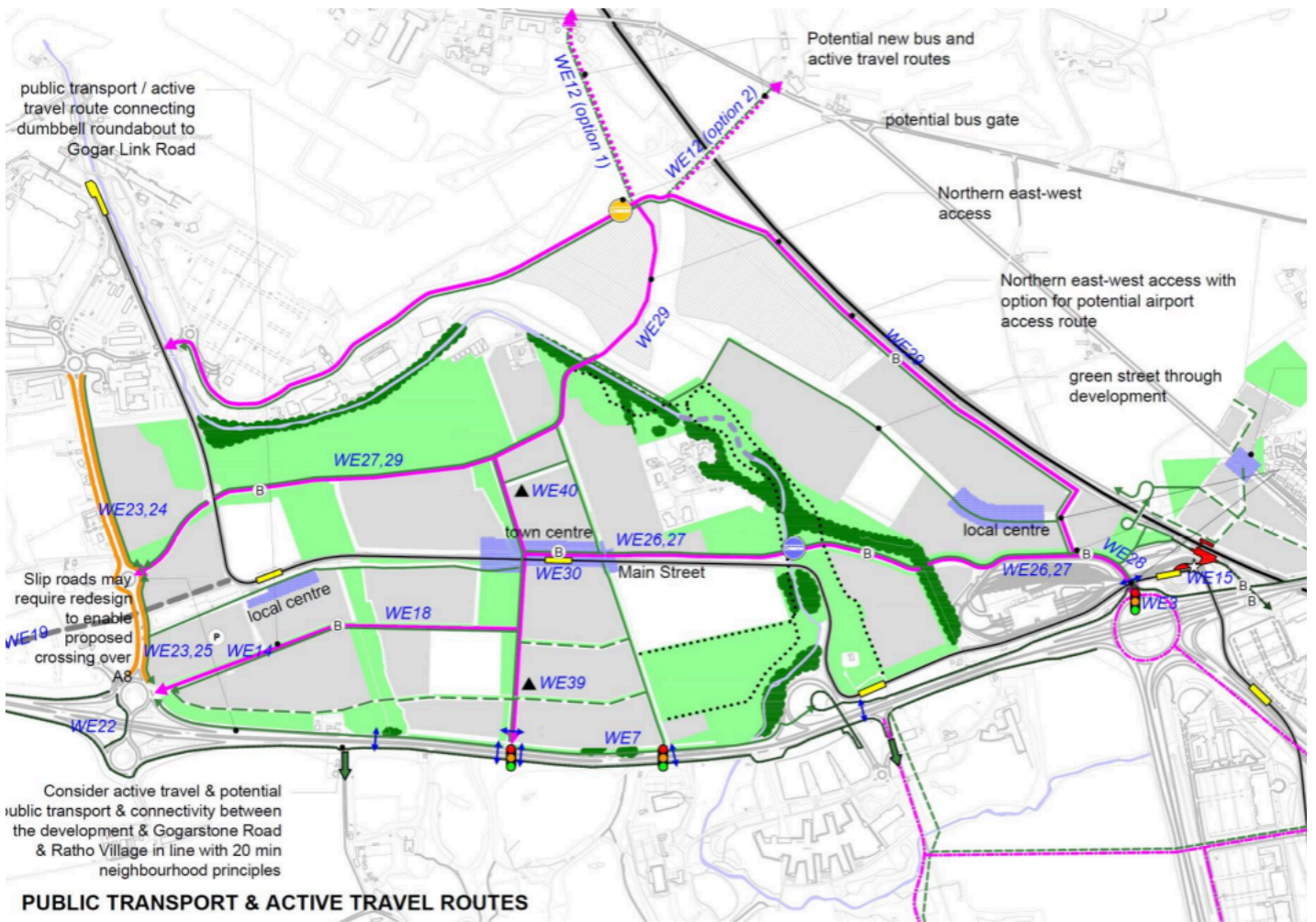
There are options for road, bus and active travel routes through the east of the Airport's area.

The options for the Airport Road alignment are:

Option 1 shows a route for buses using the existing Turnhouse Road bridge over the railway.



Option 2 shows a new bridge being built over the railway.



We've developed Option 1 further following feedback from the Airport with a slightly different alignment of roads. This option is considered more deliverable and leaves more land available for development.

11 Please tell us what you think about the options for the road alignments in the airport area.

Please enter comments

Recommendations of the Examination Report

City Plan 2030 <<https://www.edinburgh.gov.uk/cityplan2030>> contains a number of Place Policies where new development will happen. Place 16 identifies West Edinburgh as a new urban quarter.

City Plan 2030 has been through its statutory stages including the Examination. The Report of Examination sets out the Reporter's findings, conclusions, and recommendations.

The Reporter's findings are largely supportive of the proposed plan as submitted for Examination including the principle of development in West Edinburgh as outlined in Place 16. However, we have been asked to make some changes to Place 16 in City Plan 2030 and the West Edinburgh Placemaking Framework.

Shortcode: factbank

Factbank Title: Read the recommendations made in the Report of Examination

Factbank Content:

Issue	Reporter's Recommendations	Report page no
006 - Proposed Sites - West Edinburgh	<p>Modify the local development plan by:</p> <ol style="list-style-type: none"> 1. Replacing Map 7 on page 27 with the map submitted by the council through FIR12 which includes the following changes to the key: <p>Delete Existing Housing Development(LDP 2016) and replace with Legacy Sites (LDP 2016). Delete reference to LDP 2016 from the key references to Areas of Economic Importance and Strategic Business Centres.</p> 2. Adding the following sentence to the end of paragraph 2.141 "Town Centres" on page 35: "There is potential for a new town centre in West Edinburgh in connection with new development as set out in Part 4, Table 14." 3. Replacing Map 11 on page 37 with the amended map submitted by the council through FIR12 to show a town centre central to Place 16 and three proposed new local centres. 4. Inserting the following after paragraph 3.56 on page 71: <p>"Place policies 16-23 set out development principles for sites across the wider West Edinburgh area. Place 16 provides principles for the area identified in Maps 24 and 25. These principles will inform the current council led West Edinburgh Placemaking Framework for this area. That process will also be of relevance to neighbouring Place 17 (Edinburgh Airport) and Place 20 (Royal Highland Centre).</p> <p>The Edinburgh Placemaking Framework will also consider strategic connectivity with West Craigs/Maybury and East of Millburn Tower as well as links, including through the blue green network, with the Gyle Centre and Edinburgh Park, RBS Gogarburn, Ratho Village, Ratho Station, Newbridge and Kirkliston. The connectivity of Place 16 with areas to the north and east is critical.</p> <p>Development of Place 16 is to be designed in accordance with the West Edinburgh Development Principles. These set the context for the detail to be included in the West Edinburgh Placemaking Framework."</p> 5. Rewording the first paragraph under the heading Place 16 on page 71 (text in bold) to read: <p>"Planning permission will be granted for development which will contribute towards the creation of new urban quarters in West Edinburgh (including H59, OPP60, H61, H62 and H63 on the Proposals Map) and is in accordance with the West Edinburgh Development Principles. An approved West Edinburgh Placemaking Framework will include a phasing plan to further detail these principles along with the mechanisms for delivery and an infrastructure first approach. The Council will coordinate a collaborative, multidisciplinary master planned approach to development across these sites."</p> 6. Replacing the second sentence of paragraph 3.57 on page 71 as follows: <p>"The West Edinburgh Placemaking Framework will be prepared, to support the future development of Edinburgh towards net-zero through a housing led mixed-use development based on 20-minute neighbourhood principles. It will set the framework for the following:</p> <p>The West Edinburgh Vision Delivering Net Zero Landscape, Biodiversity, the Green Blue Network and the Airport Strategic Open Space, Play and Recreation Strategic Connections, Access and Movement, Parking with emphasis on active travel and public transport Living Well Locally: Delivering 20- Minute Neighbourhoods Creating a Distinctive Place Infrastructure First, Delivery and Phasing</p> <p>It will generally indicate how and when strategic infrastructure is to be delivered. The details of the actions (set out in part 4 of the plan) regarding timing, updates to costs or funding and how and by whom they will delivered, will be further detailed in updates to the Plan's delivery programme. Phasing plans and individual masterplans submitted at application stage should generally align with the council's approved Framework. In particular these should demonstrate how connections between individual landholdings are to be delivered as well as essential infrastructure like schools, healthcare facilities, open space, play, recreational facilities and green blue infrastructure."</p> 7. Replacing the first sentence of paragraph 3.59 on page 71 as follows: 	619

identified in Part 4, Table 8 of this plan (unless indicated to be delivered directly through

development). This is to address the area wide transport interventions as identified through the Transport Appraisal and the outcomes of WETA/WETIP in support of the measures being delivered as part of City Deal. These zones will be identified in the Supplementary Planning Guidance to be prepared to support Policy Inf 3."

8. Adding the following sentence to the end of the existing paragraph 3.61 on page 72: "The actions set out in Table 12 are to be addressed through Policy Inf 3".

9. Amending the title of Map 24 on page 73 to read "West Edinburgh Indicative Framework".

10. Amending Map 24 on page 73 to include a new symbol central to H63 and reflect this in the key with the wording "new town centre (see Table 14)".

11. Amending Map 24 on page 73 to retain the dotted icon in the key and as shown on the plan but amend the label from town/local centres to read "local centres (see Table 14)".

12. Changing the shading on Map 25 for Site H60 (OPP 60) on page 74 and re-label as a potential opportunity site.

13. Replacing Development Principle (j) on page 75 as follows:

"j. The West Edinburgh Placemaking Framework will consider the feasibility and detail of a green network spur from the Gogar Burn east of Castle Gogar including the alignment, extent, nature and width of this corridor. Further assessment will also address the potential for a re-routed Gogar Burn channel (as set out in Table 1 through Proposal BGN49). An alternative option may include improvement along the existing route of the burn. This should be retained in any event for water management purposes."

14. In development principle o) on page 75, adding the following as an initial sentence: "Reflect the areas identification as an Area of Economic Importance (Table 13) and as a Strategic Business Centre."

15. In development principle t) part b on active travel routes on page 76, adding "as detailed in Table 8."

16. Replacing the text in bold for Place 17 on page 76 to read as follows:

"The development and enhancement of Edinburgh Airport will be supported within the airport boundary to be defined in the West Edinburgh Placemaking Framework. Proposals for ancillary services and facilities will only be permitted where it can be demonstrated that these have direct functional and locational links with the airport and are compatible with its operational requirements.

All development proposals within the airport boundary that are not permitted development must accord with the West Edinburgh Development Principles where applicable and other relevant local development plan policies. They should also align, where appropriate, with the West Edinburgh Placemaking Framework. Supporting information will be required to demonstrate how proposals will contribute to meeting the infrastructure requirements identified for West Edinburgh.

Land to the north of the existing airport boundary is safeguarded to provide a main parallel runway, if required in the future, to meet air passenger growth forecasts subject to a full assessment at that time. In the meantime, the area is retained within the green belt (policy Env 18). Proposals which would prejudice the long-term expansion of Edinburgh Airport will not be supported."

17. Replacing the text in paragraph 3.62 on page 76 to read as follows:

"The purpose of this policy is to guide proposals at Edinburgh Airport. The policy covers proposals for airport and related uses that require planning permission (some airport proposals are 'permitted development'). Compliance with the West Edinburgh Placemaking Framework and other relevant policies will ensure airport proposals are acceptable in terms of scale and location, accessibility by public transport, on foot and by bike and acceptable in terms of managing traffic and environmental impacts.

The connectivity of this site to the identified West Edinburgh area to the south and development to the north and east is important. Where development requires planning permission, it should be designed to respond appropriately to the West Edinburgh Development Principles and the West Edinburgh Placemaking Framework."

18. Replacing the first sentence (text in bold) in Place 20 on page 79 to read as follows: "The development and enhancement of the Royal Highland Centre (RHC) will be supported within the boundary defined on the Proposals Map, provided proposals generally align with the approved West Edinburgh Placemaking Framework."

19. Amending the second paragraph of Place

20 on page 79 (under the text in bold) to read as follows:

"All development proposals within the RHC boundary must accord with other City Plan policies. The West Edinburgh Development Principles should be applied where appropriate and further guidance is provided in the West Edinburgh Placemaking Framework".

20. Deleting the following text in Place 20 on page 79: "in accordance with National Planning Framework 3".

21. Replacing the wording of the description of proposal BGN49 in Table 1 on page 155 as follows:

"BGN49 is shown on the proposals map but the details, including any buffer zone, are to be confirmed through the West Edinburgh Placemaking Framework process. Irrespective of any re-routing of the main Gogar Burn water-course, the existing section of the burn to the south of the airport is expected to still be utilised as a drainage outlet as part of a sustainable surface water drainage system.

The potential for diversion (restoration) of the Gogar Burn shall be safeguarded. Proposals for the related provision of a green corridor are set out in development principle j. of Place Policy 16. Further detailed option appraisal will be required to inform the West Edinburgh Placemaking Framework and delivery process recognising the need to address flood risk, improvements to water quality and enhanced biodiversity in a holistic way. Consultation with SEPA will be important in this respect."

22. Amending the Table 9 heading on page 177 to read: "Road Improvements and Safeguards".

23. Deleting the text in Table 13 on page 184, Part 4 in the section on West Edinburgh and replace as follows:

"National Planning Framework 4 (February 2023) refers to West Edinburgh as a place where a strategy is emerging which guides a wide range of uses to create a sustainable extension to the city, with the added benefit from associated improvements to the quality of place of existing communities.

West Edinburgh is a significant urban extension supporting economic development opportunities whilst introducing a balanced mix of uses that promote healthy, sustainable lifestyles and a strong sense of place through the 20-Minute Neighbourhood principle. Focus is placed on housing-led, high density, mixed-use development to come forward through a collaborative master plan process co-ordinated by the Council and with Key Agencies amongst the stakeholders. This will inform a series of phases of mixed use developments with potential for some 7,000 homes and the commercial and community facilities required to support 20-minute neighbourhoods. Emphasis is placed on additional active travel and public transport infrastructure and services. The supporting uses will include significant opportunities for business.

The Development Principles will inform the West Edinburgh Placemaking Framework and the consideration of proposals for West Edinburgh through the development management process to secure an appropriate mix of uses, including employment."

24. Amending Table 14: Network of Centres on page 185 to identify a new Town Centre for West Edinburgh under the section Town Centres (as included in revised Table 14 submitted by the council through FIR12).

25. Amending Table 14: Network of Centres on page 185 to add new Local Centres West Edinburgh to the section Local Centres (as included in revised Table 14 submitted by the council through FIR12).

26. Inserting new Table 15 with 4 columns reflecting the headings in existing Table 2 and including the following introductory text:

"Table 15: Opportunity Sites

The following sites within the urban area are in use and assessed as constrained. However, they may present a future opportunity to deliver housing in accordance with the capacities and development principles set out below."

27. Renaming the following sites as opportunity sites (OPP) and moving them along with the associated number of units and description to new Table 15 with consequent changes to the site prefix on the Proposals Map and in Appendix D:

H60 Turnhouse

H64 Land at Ferrymuir

H66 St Johns Road (A)

H67 St Johns Road (B)

H68 Kirk Loan.

28. Amending the Proposals Map to include the corresponding symbols for the new town and local centres in Place 16 in order to reflect the relevant modifications above.

29. Amending the Proposals Map to extend the Strategic Business Centre Boundary to include H61 Crosswinds as shown on the map extract submitted by the council through FIR20.

30. Deleting HSG 4 from the Proposals Map and Table 2 Housing Proposals on page 161.

31. Changing the allocation on the Proposals Map from HSG 4 to Business and Industry to which Policy Econ 4 would apply.

Notes:

- i. *Recommended changes to paragraph 3.60, the following table detailing education infrastructure for West Edinburgh and consequent revisions to Map 24 and Table 11 are included in Issue 29. This includes amendment to reference only a single high school (EWE 10).*
- ii. *Changes to Place 16 development principles relating to transport interventions and their representation on Map 24 are addressed through Issue 31.*

The full Report of Examination is available on the [DPEA <https://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=122878&T=20>](https://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=122878&T=20) 's website.

12 Do you think the amendments to the Framework address the recommendations of the Report of Examination?

Please select only one item

- Yes
- No
- Don't know
- Not applicable

Please tell us why.

The Framework

The West Edinburgh Placemaking Framework and Strategic Masterplan sets out the following aims:

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.

13 Please tell us what your overall thoughts are about the Framework.

Please enter comments

Feedback about this engagement process

14 To what extent do you agree or disagree with the following statements about this engagement activity?

	Strongly agree	Agree	Neither agree nor disagree	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"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
This engagement activity was clear and easy to understand. <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I was given the opportunity to have my say. <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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