

# Appendix 1

## West Edinburgh Placemaking Framework

13 November 2024



Figure 1 (Collective Architecture)

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## Key for maps in this document

	Greenspace		Railway
	Airport option land - currently undeveloped		Major road
	Developable Areas		Dualling of Eastfield Road
	Development in consultation with Airport		Tram Stop
	Town Centre		Railway Station
	Existing Trees		Enhanced public transport interchange
	Rivers and streams		Mobility Hubs
	Potential Gogar Burn Route		Park and Ride
	Path		Potential active travel connection
	Potential Pedestrian crossing		Proposed active travel connection
	Potential off road active travel green routes		Potential signalised junction
	On Street Active Travel		Option for connection north and west
	Active Travel (East of Milburn Tower site)		Potential Bus gate
	Existing Active Travel		Bus stop
	Bus Route (can accommodated general traffic)		Good Standard Playspace
	Potential Bus Route		Very Good Standard Playspace
	Orbital Bus Route and Bus Route Connections		Excellent Standard Playspace
	Tram reserve for future route		Skate Park
	Tram line		Multi-Use Games Area (MUGA)

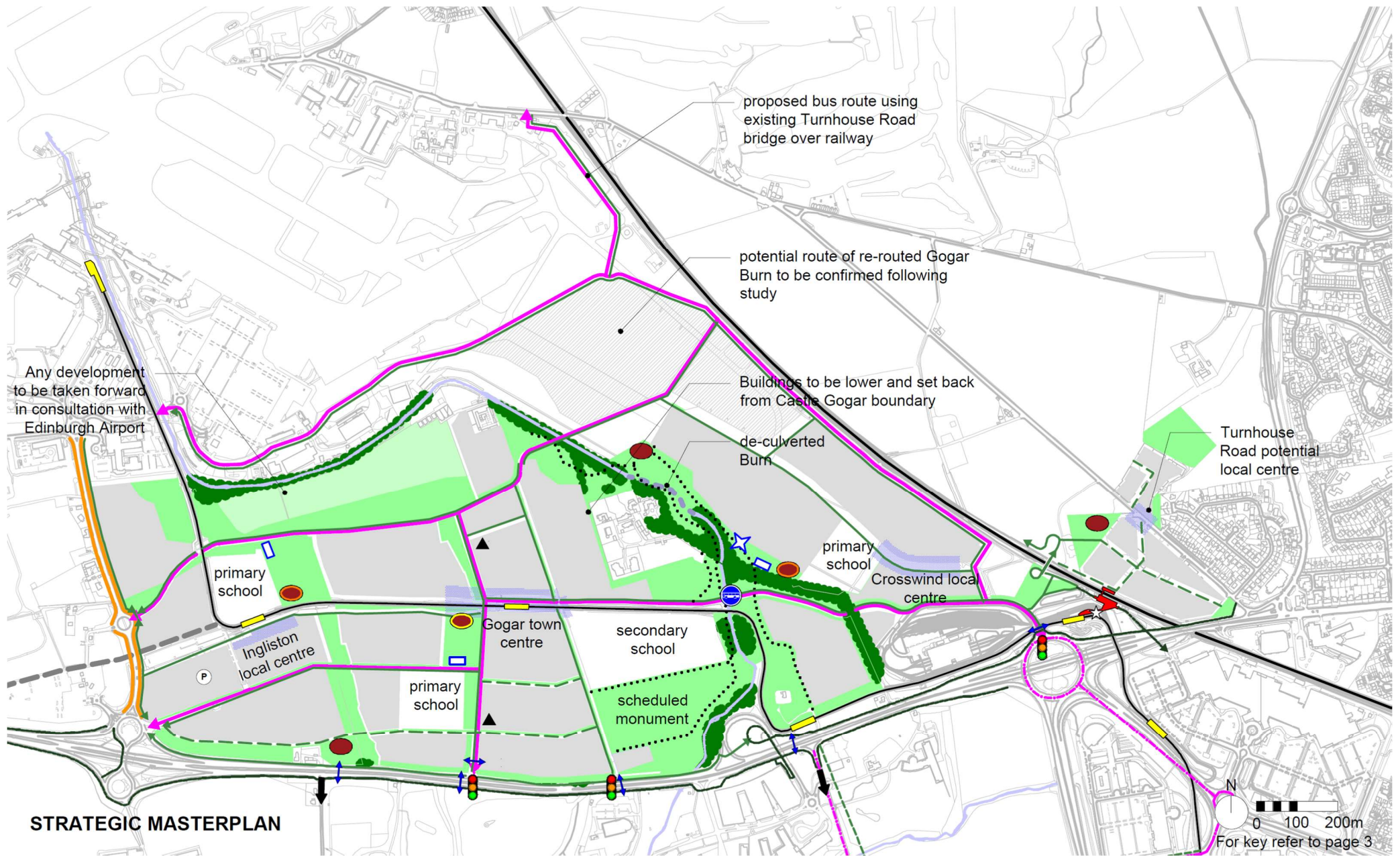


Figure 2 - The West Edinburgh Placemaking Framework - Strategic Masterplan

# 1 Introduction

## 1.1 What is the West Edinburgh Placemaking Framework?

The West Edinburgh Placemaking Framework (WEPF) 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 WEPF will be the area covered by Policy 16. The WEPF 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.

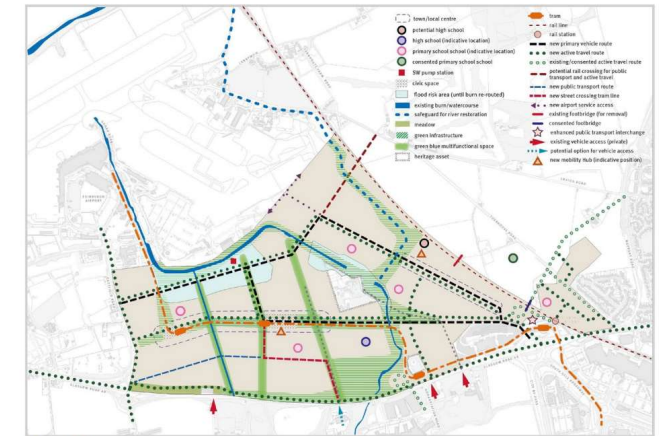


Figure 3: City Plan Map 24

## 1.2 How does the WEPF inform development?

The West Edinburgh Placemaking Framework (WEPF): -

- 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 WEPF 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 should generally align with this guidance.

## 1.3 What is the planning status of the WEPF?

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

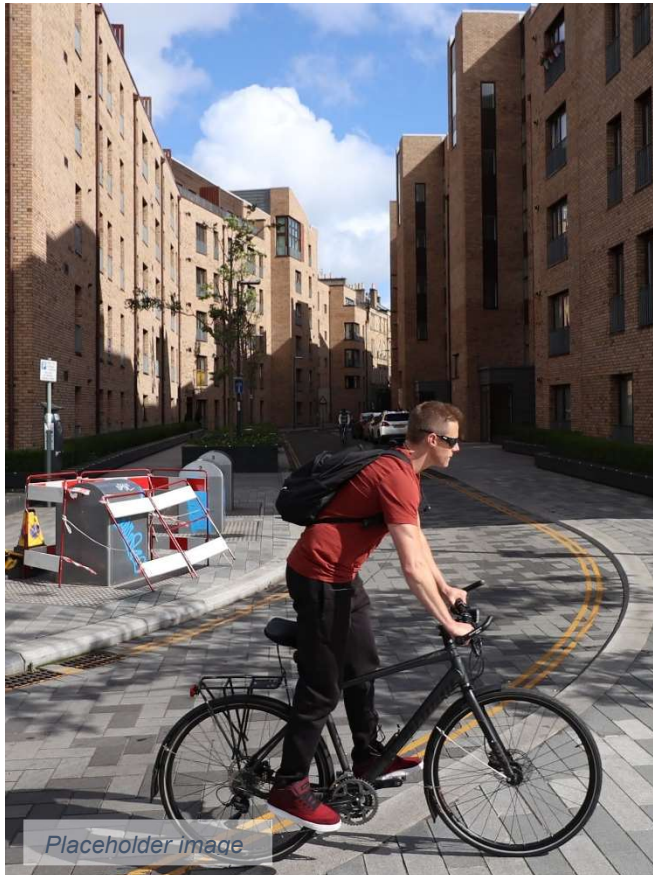
## 2 The West Edinburgh Vision

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: -

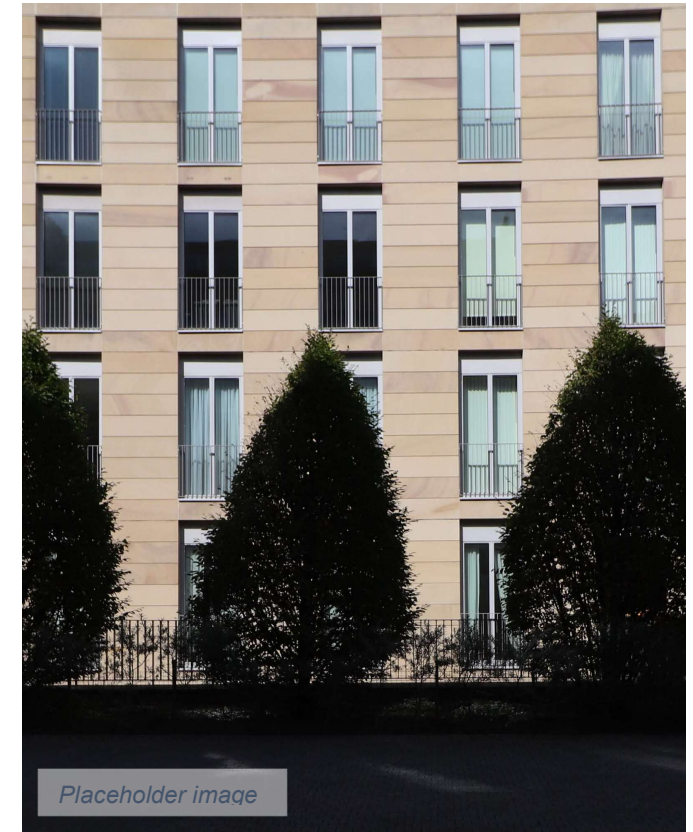
**SUSTAINABLE:** Design development around green blue network, active travel and public transport networks. The WEPF will integrate, enhance and expand nodes and routes to connect people and nature across West Edinburgh and the wider city.



**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.

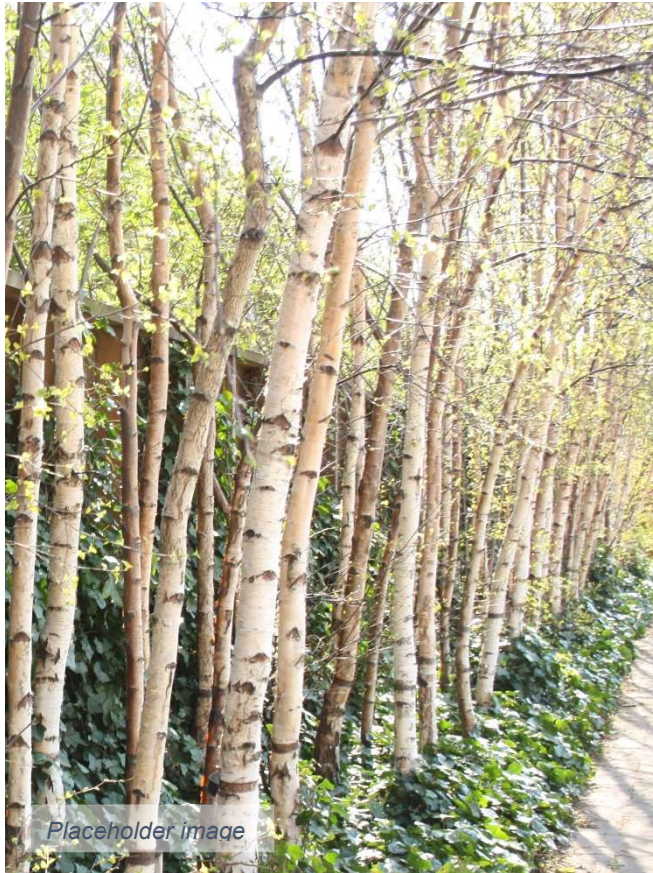


**NET ZERO AND CLIMATE ADAPTED:**

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.

Consideration should be given to the Building Regulations in respect of this.

There is an opportunity for ground source / air source heat pumps. Uses such as battery

storage can be considered at appropriate locations.

### 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 6 Strategic Connections, Access and Movement, Parking 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

WEPF 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 creates a strong sense of identity and providing ecosystem services.

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.

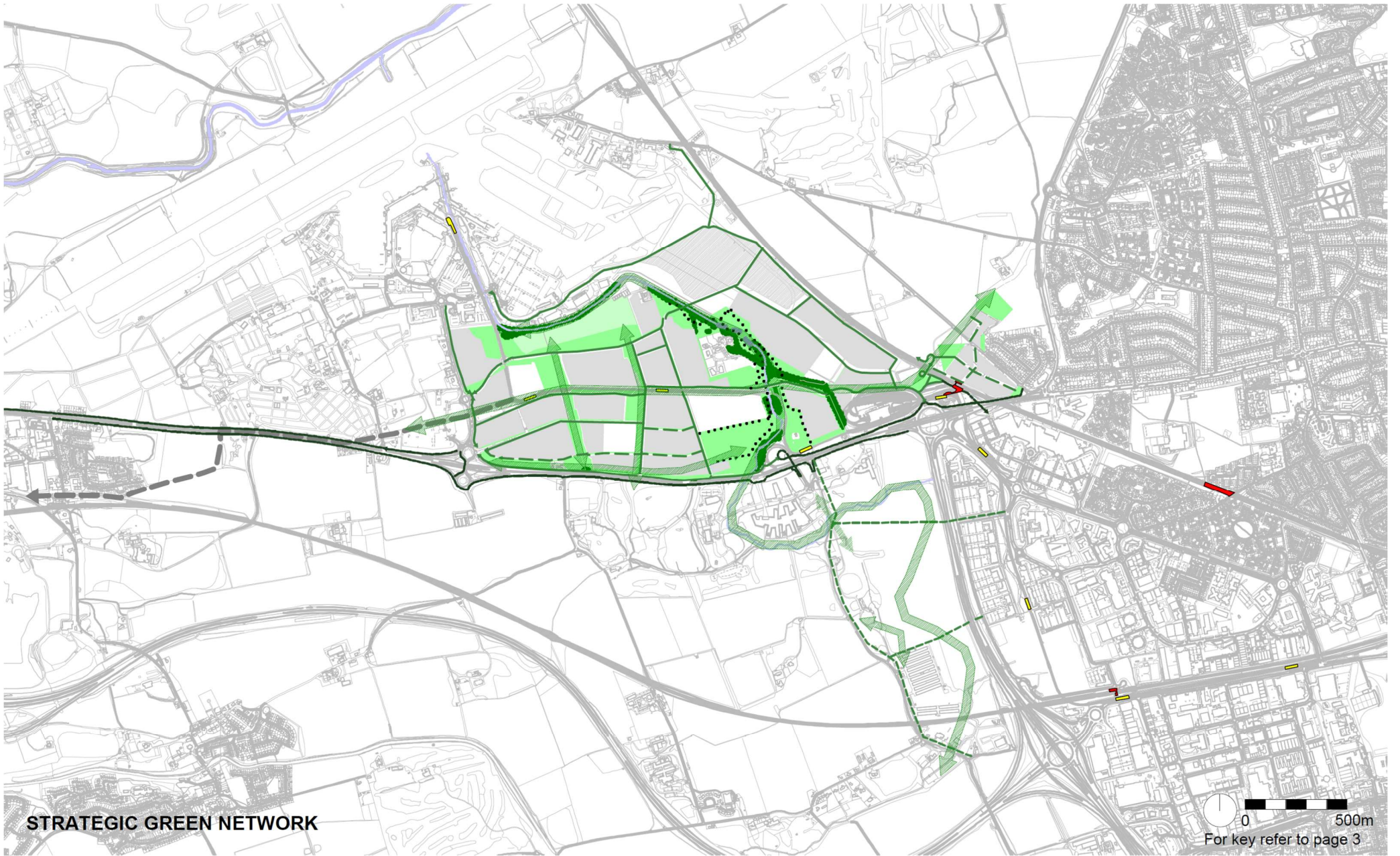


Figure 4 - Strategic Green Network

## 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 drainage features, for example 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 WEPF 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 WEPF 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. Edinburgh Airport is commissioning a study to understand the benefits of improvements to the existing burn alignment. Dialogue is expected to continue with the Key Agencies and the Airport on this. If the study shows that the benefits of retention, improvement and deliverability outweigh those of realignment, the WEPF can be updated to reflect this. 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 an indicative new route through Crosswind and 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. design and engineering of the burn will require careful consideration to realise the above objectives and minimise subsidence of the banks of the burn. It will also be important for key stakeholders such as Edinburgh Airport, SEPA and other land interests to be involved with any process on refining alignment and design.

This will also allow any re-routed section of the burn to be cognisant of constraints on the airport and adjoining land such as birdstrike risk and existing or proposed development.

If the benefits of Option 1 outweigh those of Option 2, 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. Edinburgh Airport has confirmed that, if

realigned, the burn needs to be culverted near the runway.

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

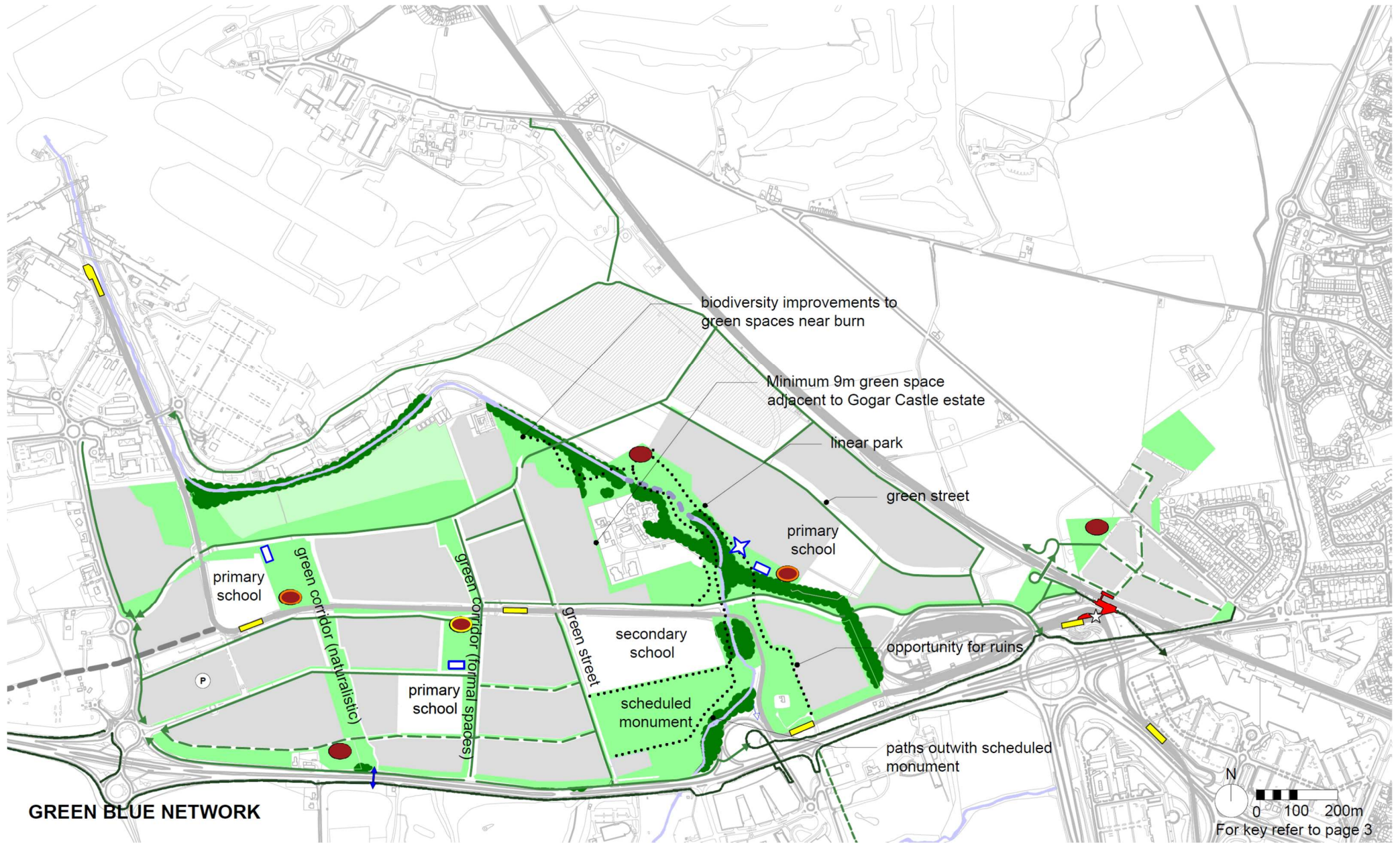


Figure 5: Green Blue Network

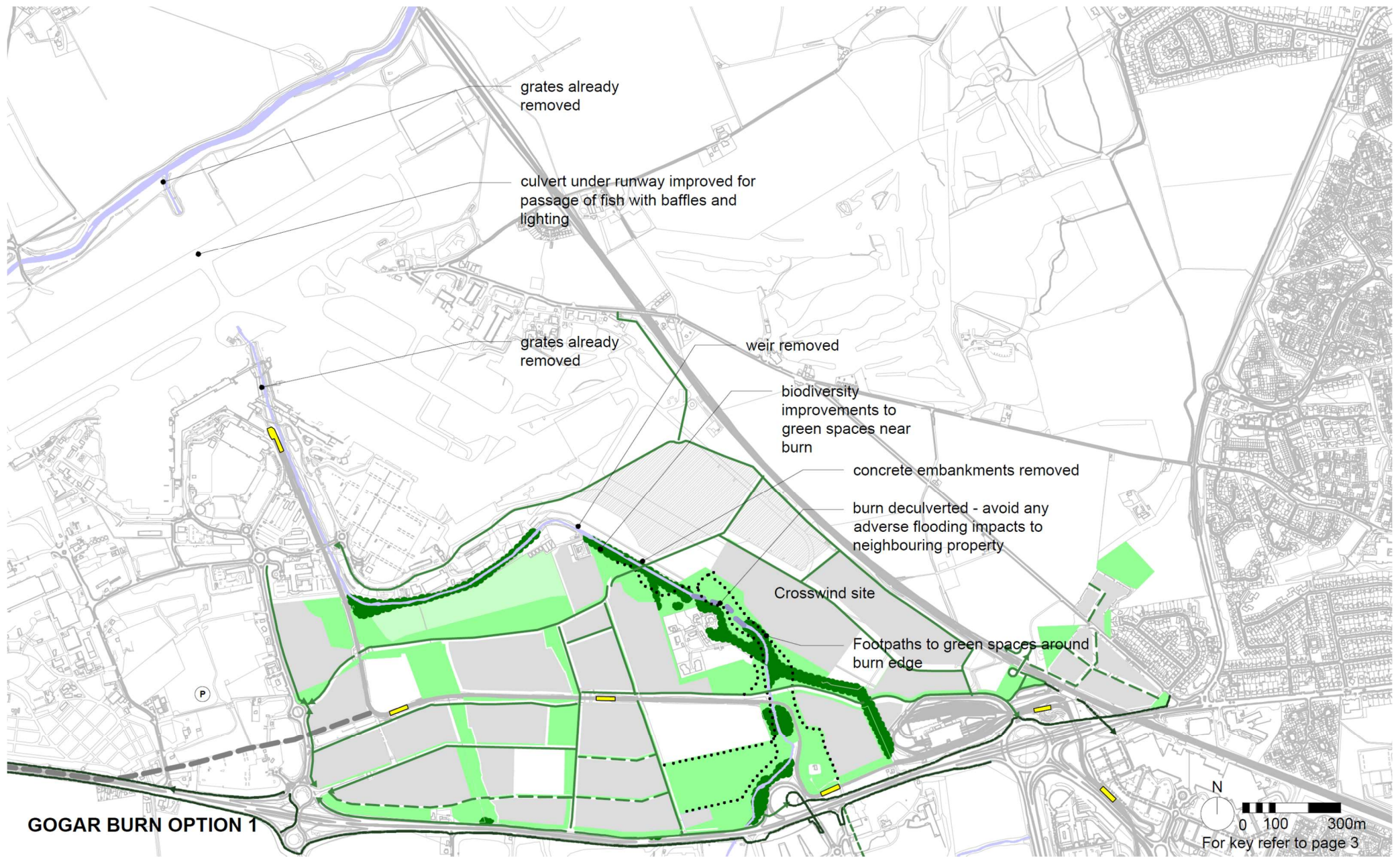


Figure 6: Blue Networks and Surface Water Management: Option 1

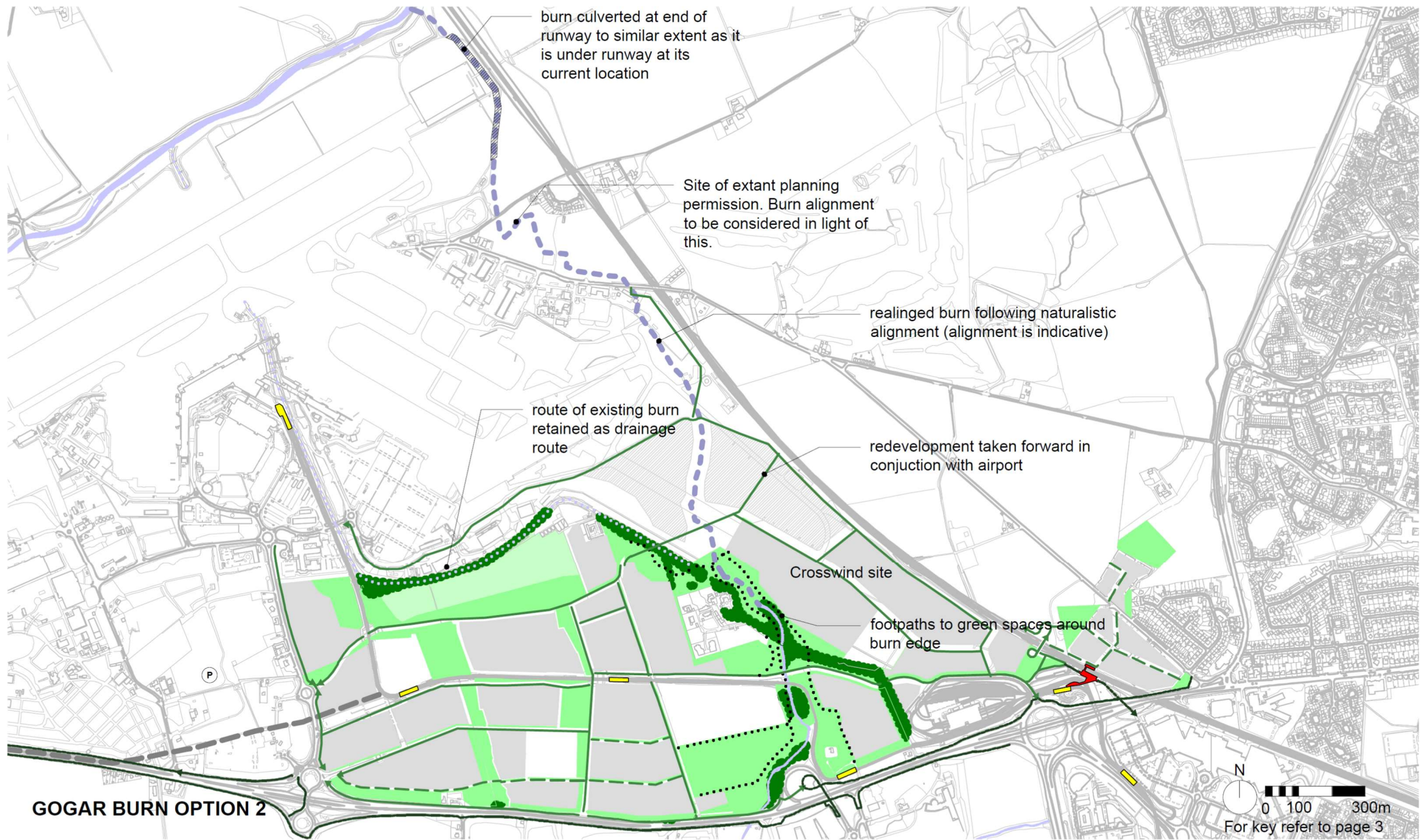


Figure 7: Blue Networks and Surface Water Management: Option 2



#### **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.
- Generally avoiding flat roofs, green roofs, blue roofs and any upstanding solar panels 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 BGN52-56 in City Plan 2030) 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 WEPF 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 WEPF 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 (MUGAs) 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 pupils and community. This means some facilities will be needed both within and outwith schools. SportScotland may be consulted on proposals involving new 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 WEPF 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.

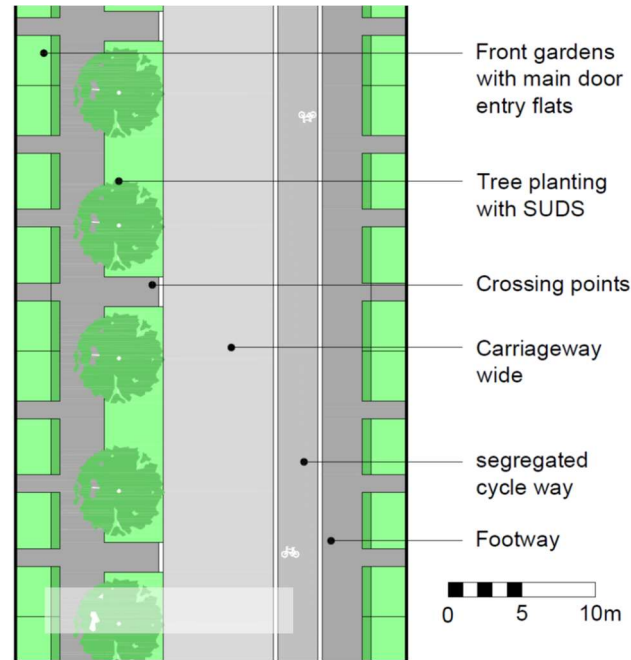


Figure 8 - Sketch showing potential green street

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.

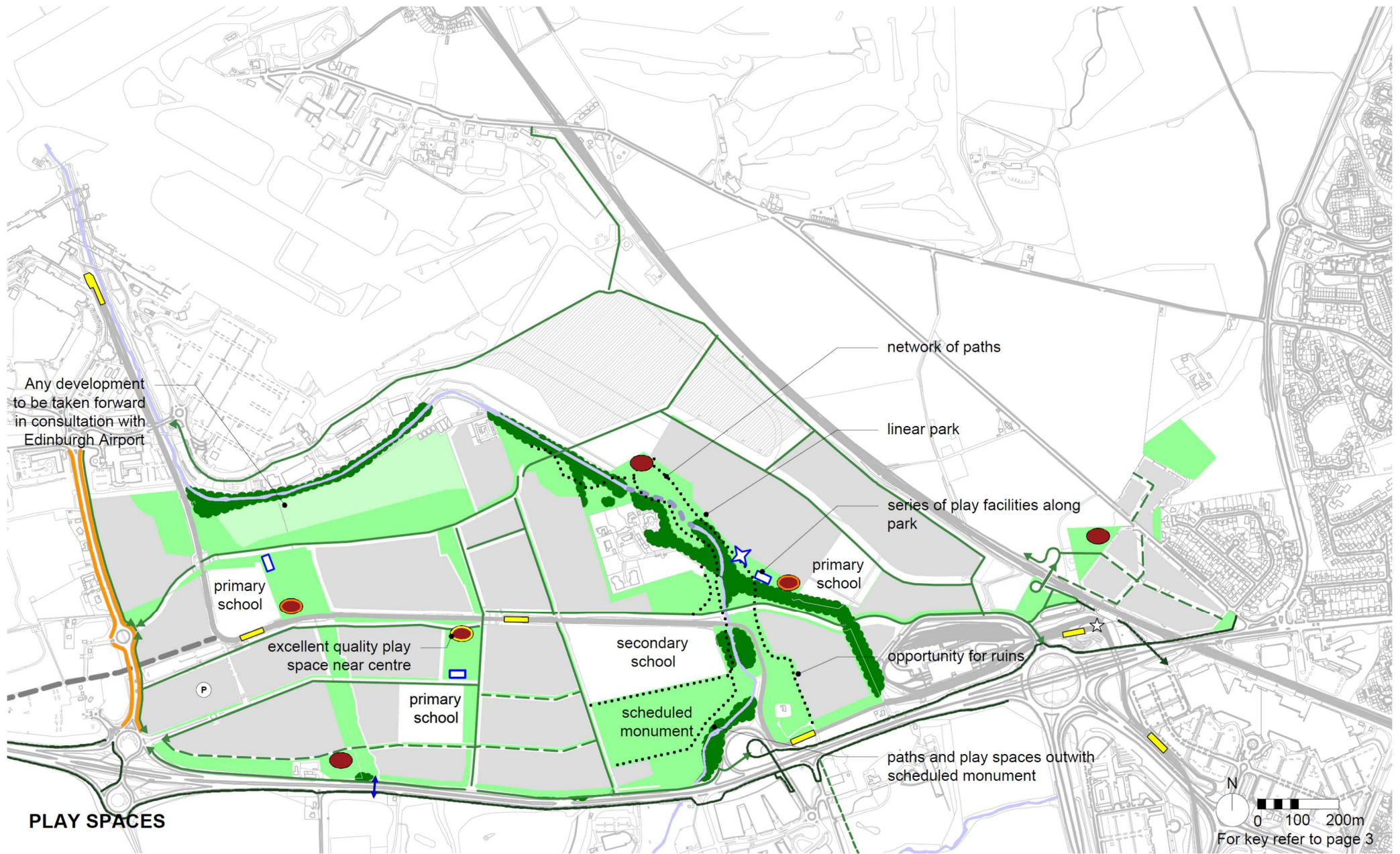


Figure 9: Parks and Play Facilities

## 6 Strategic Connections, Access and Movement, Parking

Development must adopt the sustainable 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 WEPF 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 WEPF area all connect together to create a single 'place'. Connectivity between the sites is essential as is maximising linkages to neighbouring areas (Figure 11).

### 6.1 Access

Strategic access into the WEPF 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 East of Milburn Tower and Edinburgh Park. Measures to 'calm' the A8 should be investigated including reducing the speed limit to 30 mph in some locations where this does not unduly impact on bus journey times (especially those of strategic and regional buses). All such measures shall be subject to detailed assessment.

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. A design which does not unduly slow traffic along the A8.

### 6.2 Strategic East-West and North-South Routes

Following the principles of the WETA Refresh 2016, WEPF promotes strategic east-west and north-south routes, these are:

- A 'Main Street' (WE26) (Southern east-west Gogar linkage) running from the intersection with WE28/WE29 to Eastfield Road, crossing the Gogar Burn via a new bridge to the south of Castle Gogar.
- A northern east-west access between WE26 and WE29 via a proposed northern Gogar Burn bridge crossing.
- A segregated cycleway (WE27) running from the Gogar Roundabout to the airport, following the alignment of WE28 and WE29.

- A road (WE28) running from the Gogar Roundabout to the intersection with WE26 and WE27/29.
- A road (WE29) running from the intersection with WE28 and WE26 to the airport. WE29 also connects to WE12 (Northern link).

A strategic active travel/public transport route (WE18) will also run from the Dumbbells Roundabout via the Ingliston Park & Ride facility to connect to the 'Main Street' (Sothorn east-west Gogar Linkage, WE26) .

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.

### 6.3 Northern Link

To ensure good public transport connectivity, a public transport route (WE12) needs to be established over the railway at the north-east part of the site. Assessment of potential options has demonstrated that connecting to the existing railway bridge on Turnhouse Road as shown on Figure 11 - Public Transport &

Active Travel Routes is the only deliverable and feasible option.

### 6.4 Airport Access Route (WE27, WE28 and WE29 Gogar Link Road)

An Access Road for all modes of transport from the Gogar Roundabout to Edinburgh Airport is shown (WE 28 and 29). Delivery of the Access Road will require commitments to the provision of a range of significant measures which improve public transport to the airport and the WEPF area. These measures include provision of the northern link including agreement that public transport buses can traverse airport land as illustrated. WE27 (a segregated cycle route) will also follow WE28 and 29. 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 WEPF 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 WEPF 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 WEPF 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.

## 6.5 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. A higher fence may be required depending on safety and the context of development.
- Trees can shed significant amounts of leaves onto the tram tracks and this 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.

## 6.6 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). 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.

## 6.7 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, East of Milburn Tower, open countryside and Riccarton Campus.
- Northern link 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.

- Consideration should be given to the design of streets and spaces to enable appropriate speed limits to encourage active travel. The presumption is for streets to be 20mph generally with higher speeds where necessary to enable efficient public transport journeys.

### **6.8 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.

### **6.9 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. Initial infrastructure may include a proportion of EV chargers as well as ducting to enable future installation of chargers. This will be considered alongside building standards requirements.

### **6.10 Key Strategic Transport Interventions**

The table below highlights further some of the potential key transport interventions for the WEPF area as identified in Table 8 of City Plan.



**Table 1**

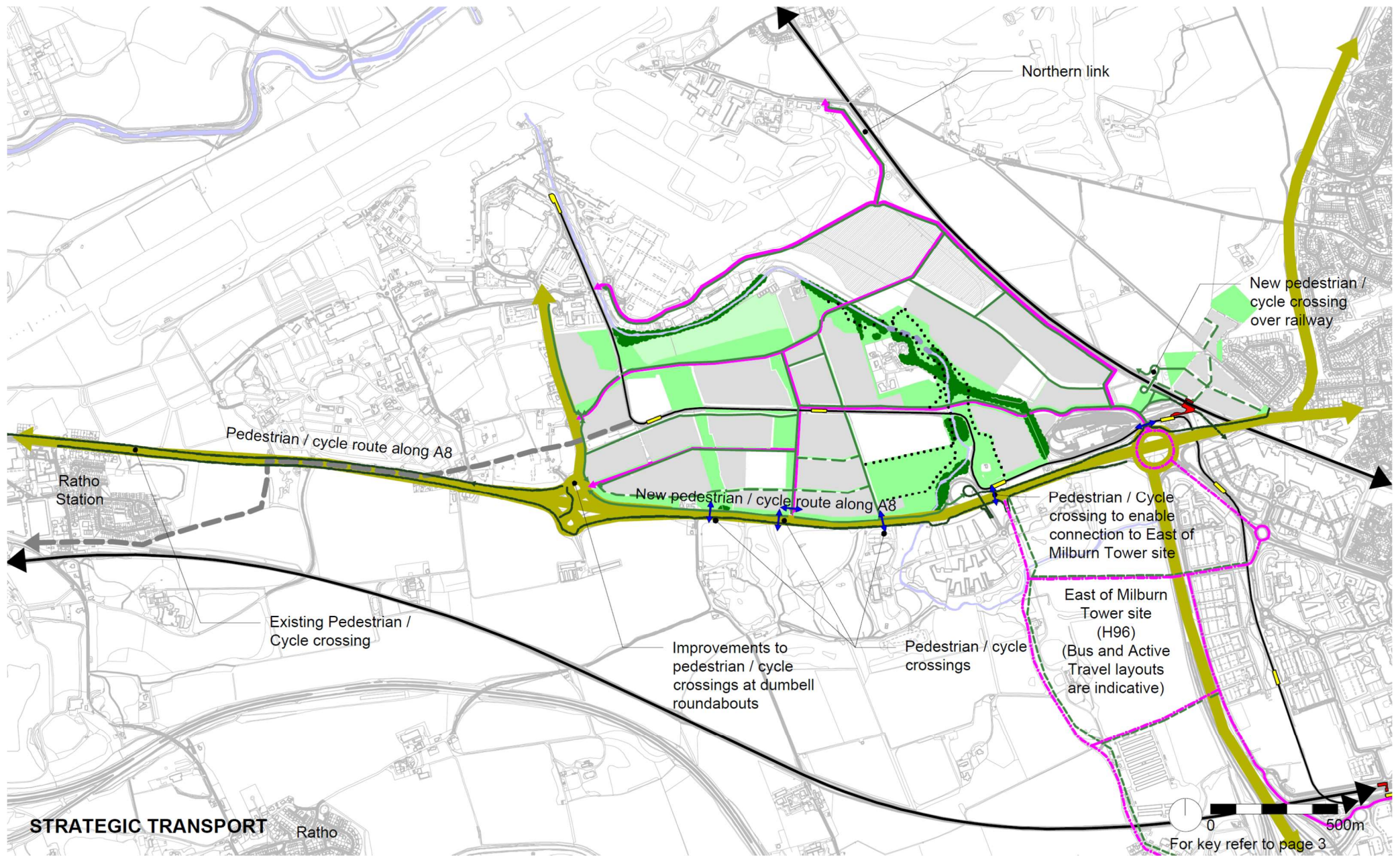
<b>Intervention</b>	<b>Proposal</b>	<b>Relevant City Plan Proposals</b>
Upgrading (dualling) of Eastfield Road and Dumbbells Roundabout improvements	<p>Upgrading to enhance route capacity of principal vehicular route serving the Airport, whilst improving facilities for walking, wheeling, and cycling and public transport 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.</p> <p>This would provide important active travel linkages between the West Edinburgh framework area and the airport whilst improving public transport connectivity and reliability.</p>	WE22, WE23, WE24, WE25

Intervention	Proposal	Relevant City Plan Proposals
Establishing a 'Main Street' (Southern east-west Gogar linkage)	<p>An east-west transport corridor serving the WEPF 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 through 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> <p>This is needed to allow public transport and active travel between the two main halves of the WEPF area. This will ensure residents across the WEPF 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 is 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>It is expected that this road will connect with the Northern East-West Access (see below).</p>	WE26 WE27, WE28, WE18 BGN48, H61, H62, H63.
Public transport/Active travel route connecting Dumbbells to 'Main Street'	<p>This route will run from the Dumbbells Roundabout via the Ingliston Park and Ride facility to souther east-west Gogar linkage.</p> <p>This will provide a vital direct public transport/active travel corridor, via the upgraded Ingliston Park and Ride facility, leading into the Town Centre of H63 and onwards.</p>	WE 18, PT 4, H63.

<b>Intervention</b>	<b>Proposal</b>	<b>Relevant City Plan Proposals</b>
<p>Airport Access Route / Gogar Link Road (WE27, WE28 and WE29)</p>	<p>A north-south and east-west transport corridor leading towards Eastfield Road from the Gogar Roundabout via Edinburgh Gateway and Crosswind. The route will provide secondary access to and from the Airport, including the Airport Freight Terminal.</p> <p>Street design should facilitate efficient bus movement, with provision for walking, wheeling and cycling and general traffic.</p> <p>The road will connect with the southern and northern east-west Gogar Links and with the Northern Link (WE12).</p>	<p>WE29, PT1, , BGN48, H61, H62, H63</p>
<p>Northern East-West Access (Northern east-west gogar linkage)</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> <p>Proposals for this are expected to come forward with WE29 and H63.</p>	<p>WE26, WE29, PT1, BGN48, H63</p>
<p>Northern Link</p>	<p>Link forming a connection between the north of the WEPF 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 (WE16) with provision for walking, wheeling and cycling.</p> <p>Delivery of this route will require a new road over Airport land then using the existing bridge on Turnhouse Road to the north.</p> <p>This is critical to provide bus network resilience and to allow new orbital bus connections. Finalisation and delivery of this proposal requires collaboration with multiple stakeholders, including Edinburgh Airport..</p>	<p>WE12, WE16, (PT1, PT6), , BGN48</p>

Intervention	Proposal	Relevant City Plan Proposals
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. This would provide essential access to the tram for the residents of H63 and the residents of wider West Edinburgh.</p>	WE30
Potential Additional Access from A8	Potential for additional A8 access to facilitate local access and development delivery. Careful consideration would be given for such additional access against the WEPF objectives.	As shown in Map 24 of City Plan
Crossing and Calming the A8	<p>Investigate measures to strengthen connections beyond the WEPF 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 at appropriate sections. 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"> <li>• Gogar Station Road – connections to East of Milburn Tower and Edinburgh Park</li> <li>• Gogarstone Road – connections to Ratho village</li> <li>• Maybury junction – connections between Turnhouse Road, The Gyle and Edinburgh Park</li> <li>• A8 Corridor – connections to Ratho Station, Newbridge and Kirkliston including off-road routes.</li> <li>• Gogar Roundabout – particularly at the Myreton Drive junction.</li> </ul>	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
East of Milburn Tower Active Travel and Public Transport Improvements	<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

<b>Intervention</b>	<b>Proposal</b>	<b>Relevant City Plan Proposals</b>
Mobility Hubs	Seek to establish Mobility Hubs at principal arrival points to the area including Gogar Town Centre, Edinburgh Gateway and Ingliston Park and Ride. These should be developed in conjunction with the Council and service providers.	WE39, WE40 WE15.



**STRATEGIC TRANSPORT**

Ratho

Figure 10: Strategic Connections

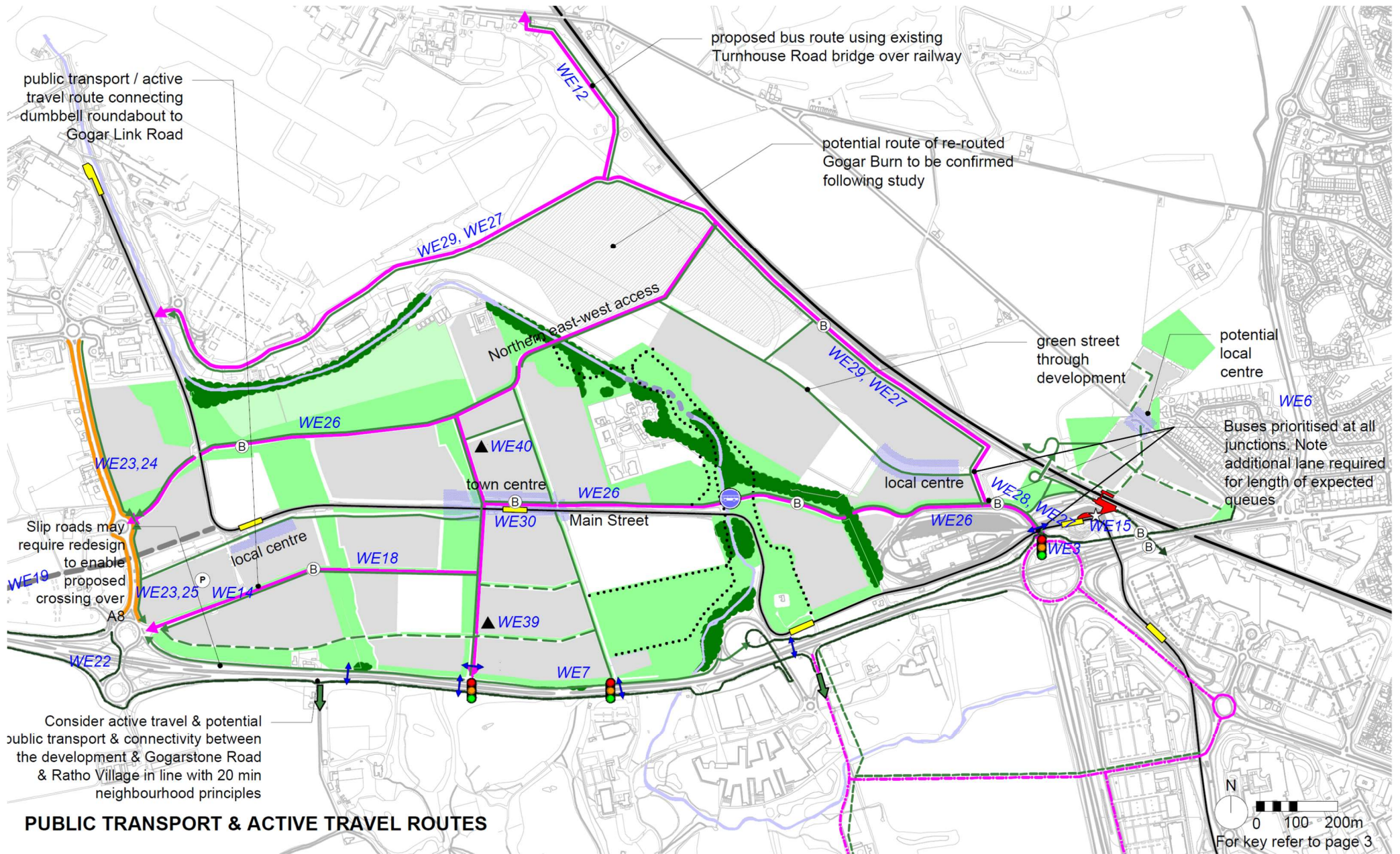


Figure 11: Public Transport and Active Travel Routes

## 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, 7)

The delivery of retail floorspace must address relevant Development Plan policies and be focused 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) and Class



3 (Food & drink); 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 Business, General Industry and Storage and Distribution Uses (Use Classes 4, 5, 6)**

The nature and range of activities/operations permitted will mean these uses are likely to require physical separation from nearby residential uses. (Class 4 uses would not have need for separation.) It is generally expected that such uses would be concentrated in the northern edge of the WEPF 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)**

In the long-term, schools in the surrounding area do not have capacity for the children that are forecast to arise from the development. Therefore, new schools will be required.

A secondary school site of 5.2 ha and three primary school sites, each greater than 2 ha, are shown. It is proposed that two sites will be non-denominational primary schools only with up to three streams (21 classes). The third site is proposed to be a joint campus hosting denominational and non-denominational schools of up to 2 streams (14 classes) each. 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. Education infrastructure needs to be fully funded by developers. 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 preferred option is the delivery

of the minimum amount of education infrastructure to mitigate the impact of development on a coordinated basis.

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 as part of a Community Hub service approach.

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**

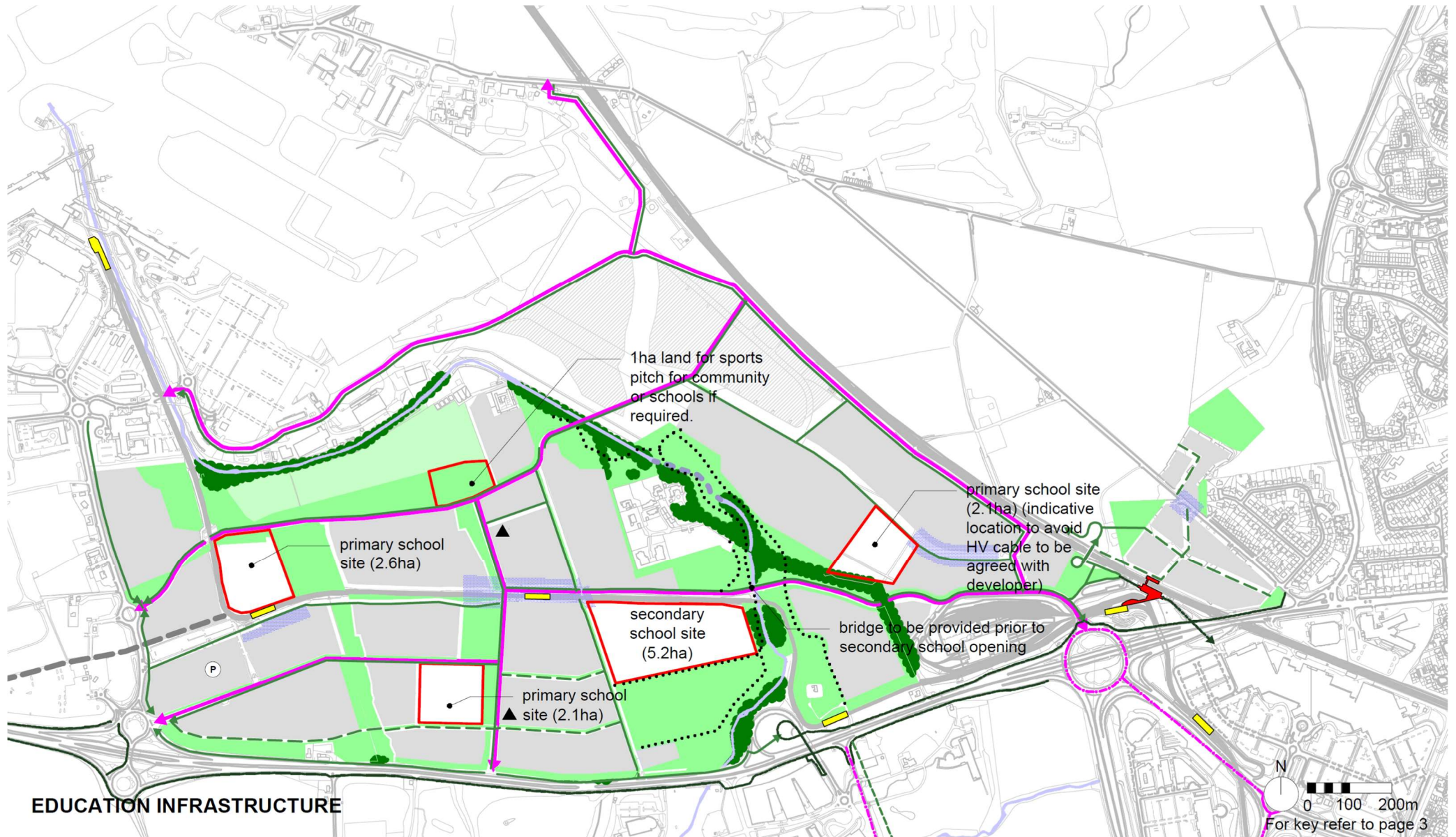
In line with the City Plan requirements, health care provision (GP practice(s)) will be required, and the necessary spaces identified. The nature and extent of this is to

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 or within defined town and local centres.

### **7.7 Edinburgh Airport**

It is expected that the lands occupying the northern part of the WEPF area will remain closely associated with the operation of Edinburgh Airport, although City Plan and WEPF 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.



**EDUCATION INFRASTRUCTURE**

Figure 12: Education Infrastructure

### 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.

WEPF 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 WEPF area 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 will be consulted at application stage to ensure the height, form, massing, architectural detail, and overall character of development does not excessively raise safeguarding risks. There is a restriction on building heights as a result of aircraft safety.

#### **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 WEPF 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. 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 13 identifies key strategic

infrastructure, with the table setting out further details.

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 / delivery 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 in the form of future delivery programmes. 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.

## **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 (WE27-29) or Main Street- Southern east west Gogar linkage (WE26) and the potential A8 access.

## **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.. Land transfer and delivery timescales are set out in Table 2 and future iterations of the Council's Delivery Programme. Safe routes to these sites should be considered as development and school delivery progresses and will be set out in future iterations of the Plan's delivery programme 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. 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.

## **9.5 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.



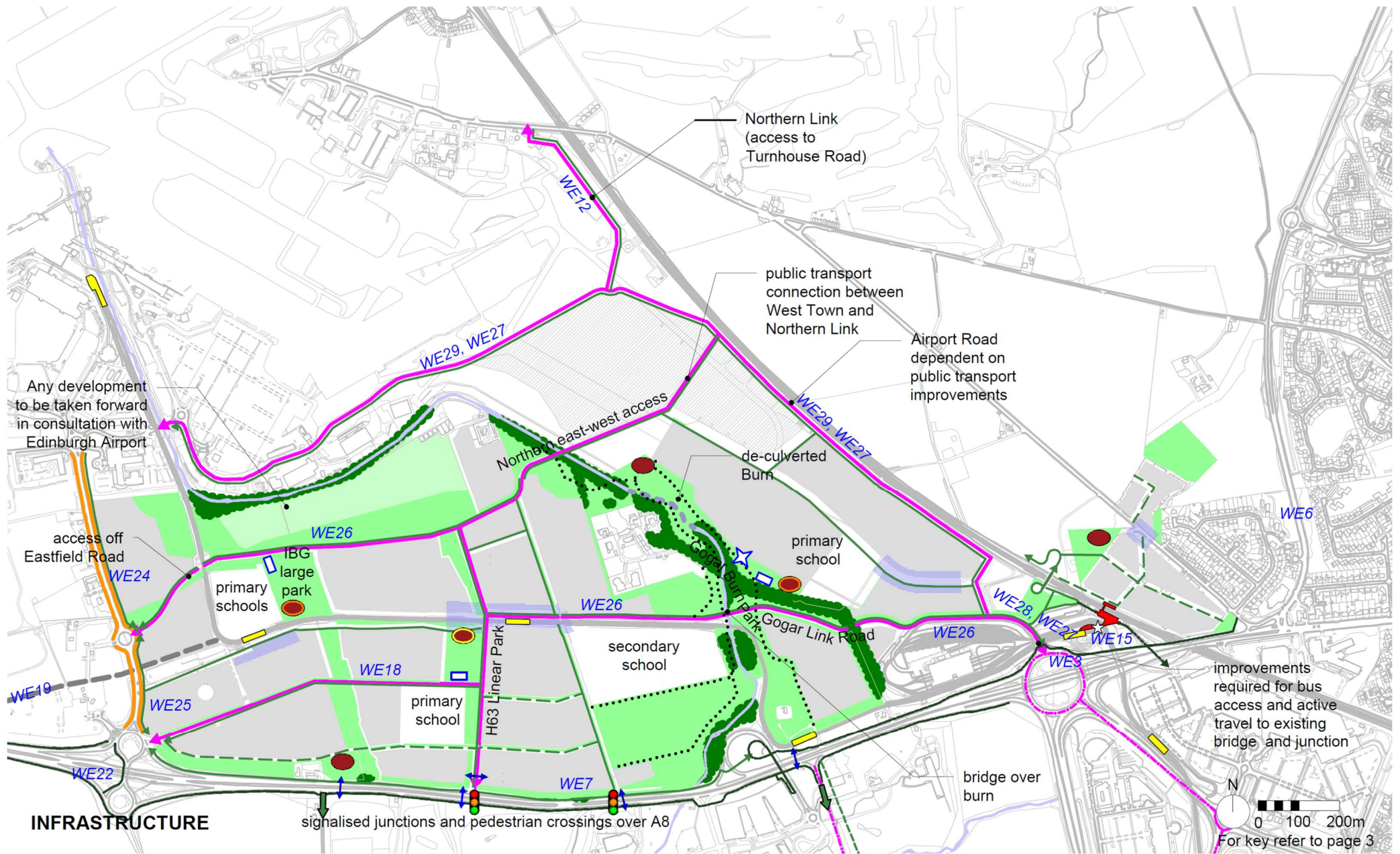


Figure 13 - Infrastructure

## 9.6 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. Similarly other infrastructure may be required in advance.

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 education infrastructure could be delivered and funded:

- 1) 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.

- 2) 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.
- 3) 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.
- 4) The Council will explore other delivery models with developers where approaches 1 to 3 are not suitable.

In respect of other infrastructure, the Council will seek this to be delivered directly by developers where possible. Where there are cumulative impacts, these may be addressed through legal agreements that seek delivery and payments of proportionate sums. Council guidance / delivery programmes may further set out how and when cumulative impacts should be addressed. The Council will explore other delivery models if required.

Where infrastructure is required as a result of housing, there may be limitations on numbers of dwellings depending on the level of infrastructure in place.

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 a 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.

In some instances, the details regarding the delivery of these proposals differ from the way they are explained in Table 8 (West Edinburgh Transport Improvements) of City Plan 2030. This is because our understanding of the delivery of this infrastructure has evolved and has been refined as part of the Framework process.

Costs in the table below are indicative at this stage and will be subject to review at planning application stage having regard to WEPP, any other relevant guidance or information: (this is likely to include, but not limited to, future Delivery Programmes and

Council guidance on Developer Contribution and Infrastructure). Where costs are to be paid sometime after a legal agreement is made, costs shall be indexed from the date at which the costs were calculated.

**Table 2**

Ref	Description	How	When	Cost (indicative)
	<p>High school initially built to accommodate 1200 pupils 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.</p> <p>The school shall be designed and built from the outset however so it can be subsequently expanded to accommodate up to 1800 pupils</p>	<p>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.</p>	<p>The transfer of the site will be within one year of commencement of development of H63.</p> <p>Thereafter, the Council shall seek to construct the new school within a 4 year period.</p>	<p>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.</p>
	<p>Primary Schools and nursery provision within H61, H63 and at the north of IBG phase 1.</p> <p>The primary schools in H61 and H63 shall be up to 3 stream schools. The school site at the north of IBG phase 1 shall comprise up to 2 x two stream schools (one RC and one ND)</p>	<p>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.</p>	<p>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.</p> <p>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.</p>	<p>£29,481,024 (21 class)                  £29,481,024 (21 class)                  £23,967,312 (14 class)                  £23,967,312 (14 class RC school)</p> <p>Total primary school education infrastructure estimated at a likely cost of £106,896,762 (to be indexed from Q4 2022 prices)</p>

Ref	Description	How	When	Cost (indicative)
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.	Directly delivered by developers.
WE5	Gogar to Maybury additional eastbound traffic lane (R5). Additional capacity to help bus movement and necessary intervention to unlock development west of Maybury.	Directly delivered by developers and/or CEC	Until this measure is in place, there may be limits to the numbers of housing that can be delivered..	When costs emerge it will be provided in updates 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. It is expected this would be taken forward by the Council with contributions from developers.	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.	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.

Ref	Description	How	When	Cost (indicative)
WE7	A8 North active travel infrastructure ('missing link')	<p>Directly delivered by developers, secured by condition.</p> <p>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.</p>	Before first occupation of housing units within H63.	Directly delivered by H63 developers.
WE10	<p>Active travel route west of Maybury to city and West Edinburgh Links</p> <p>Connections from sites west of Maybury to the WEL active travel project.</p>	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). 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	<p>In conjunction with Maybury Junction project (including WE1 and R6) - currently in design process.</p> <p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered</p>	When costs emerge it will be provided in updates to Action (Delivery) Programme.
WE12	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.	Delivered directly as part of development by Airport

Ref	Description	How	When	Cost (indicative)
WE14	<p>Upgraded Bus interchange facility at Ingliston P+R</p> <p>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.</p>	<p>Cumulative contribution zone to establish proportionate contributions.</p> <p>Precise service interchange facilities will coordinate with WE15.</p> <p>It is expected CEC would deliver this along with future changes to the P&amp;R facility via developer contributions.</p>	<p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered.</p>	£5,000,000
WE15	<p>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.</p> <p>Intermodal exchange, public transport and active travel improvements</p>	<p>Cumulative contribution zone to establish proportionate contributions. Detail of scheme still to be developed.</p> <p>Enhanced access to Edinburgh Gateway station from Saica site and delivered as part of its development will be major component of this action.</p> <p>It is expected CEC would coordinate delivery of this via contributions from developers.</p>	<p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered.</p>	£3,000,000
WE16	<p>Improved northern and southern orbital bus routes from Maybury (via Maybury Road and Edinburgh Park respectively)</p> <p>Bus service subsidies will benefit all sites and bus services routed through West Edinburgh (see bus facilitating proposals: WE12, WE15, WE18, WE26, WE28).</p>	<p>Cumulative contribution zone to establish proportionate contributions.</p> <p>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 WE 28.</p> <p>It is expected CEC will deliver this in conjunction with bus operators with subsidy provided from developer contributions.</p>	<p>Contributions towards bus service improvements (subsidies) prior to first occupation, with services operational as soon as bus routes are open.</p>	£6,500,000 (Jacobs April 24) based on approximately £200,000 per bus per year (5 buses for five years).

Ref	Description	How	When	Cost (indicative)
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>It is expected CEC will deliver this in conjunction with bus operators with subsidy provided from developer contributions.</p>	<p>Contributions towards bus service improvements (subsidies) prior to first occupation.</p>	<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 Main Street 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.</p> <p>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).</p> <p>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 Main Street.</p> <p>Some new bus services are already being delivered (Cramond to Balerno).</p>	<p>Element of WE18 within H63 should 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.</p> <p>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>	<p>To be delivered directly by developers. (H63 and IBG 1)</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. CEC Leading.</p>	<p>Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.</p>	<p>~£18,000,000 (assumes approximate cost of £8.4m per km) (Jacobs April 24)</p>



Ref	Description	How	When	Cost (indicative)
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 Map, precise route to be determined.</p>	<p>Proportionate contributions will be sought in advance of its longer term delivery, and may require supplementary funding sources/bids for external funding. CEC Leading.</p>	<p>Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.</p>	<p>~£1,000,000 (assumes local upgrades) (Jacobs April 24)</p>
WE21	<p>Segregated public transport route South - Newbridge</p> <p>Offline PT route to the south, potentially exiting the A89 in the vicinity of Newbridge, west of B800 though other alignments would be possible.</p>	<p>Proportionate contributions will be sought in advance of its longer term delivery, and may require supplementary funding sources/bids for external funding. CEC Leading.</p>	<p>Delivery expected in the later phases/occupation of 75% of all units in the WEPF area.</p>	<p>~£8,500,000 (assumes approximate cost of £8.4m per km) (Jacobs April 24)</p>
WE22	<p>Dumbbells Roundabout Improvement - capacity and AT Dumbbells westbound off slip</p> <p>A8 Dumbbells (R3) Includes: High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.</p> <p>Part of dumbbells junction (R3)</p> <p>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.</p>	<p>Developers and Edinburgh Airport</p> <p>IBG 1 (15/05580/PPP) has provision for this action to be directly delivered.</p>	<p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered. In conjunction with Eastfield Road dualling of the road WE24 and WE25.</p>	<p>Delivered directly by developers and Edinburgh Airport.</p>

Ref	Description	How	When	Cost (indicative)
WE23	<p>Eastfield Road Road dualling - integration of segregation cycle - connection from A8 along Eastfield Road into Airport.</p> <p>High quality, Cycling by Design standard, active travel route offline to the north of A8, linking to Eastfield Road dumbbells.</p>	<p>Directly delivered by developers and Edinburgh airport.</p> <p>Potential to be delivered directly by IBG1 development and potential to be partially delivered by H63 within land ownership.</p> <p>H63 also contains the majority of the land required within its red line boundary in application 24/00132/PPP.</p>	<p>With development of respective H63 and IBG 1 sites and in conjunction with Eastfield Road dualling (WE24 and WE25).</p> <p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered.</p>	Delivered directly by developers and Edinburgh Airport.
WE24	<p>Dualling of Eastfield Road Phase 1 - northern section</p> <p>Eastfield Road to Airport (R3)</p>	<p>Directly delivered by developers and Edinburgh airport.</p> <p>North of roundabout which connects to the Gogar Link Road. Leading largely to Airport.</p>	<p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered.</p>	Delivered directly by developers and Edinburgh Airport.
WE25	<p>Dualling of Eastfield Road Phase 2- southern section</p> <p>Eastfield Road (from dumbbells) (R3)</p>	<p>Area south of roundabout connecting to Gogar Link Road, leading to Dumbbells and A8 to be directly delivered by developers and Edinburgh airport.</p> <p>Potential to be delivered by IBG1 and H63 development.</p>	<p>Until this measure is in place, there may be limits to the numbers of housing that can be delivered.</p>	Delivered directly by developers and Edinburgh airport .

Ref	Description	How	When	Cost (indicative)
WE26	<p>Main Street - Southern east-west Gogar linkage</p> <p>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 to H61. This would complement the '(Gogar Link Road WE27-29) and the northern east-west access.</p> <p>Delivery of this route would require an overbridge crossing over the existing Gogar Burn to the south of Castle Gogar.</p>	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.	Delivered directly by developers.
WE27	<p>Gogar Link Road Segregated cycle route (see WE28 and WE29)</p> <p>Part of Gogar Link Road (R4) Will provide active travel connectivity to H61, WE12 (Northern Link) and the Airport.</p>	WE27-29 to be directly delivered by developers (Including airport)	Until this measure is in place, there may be limits to the numbers of housing that can be delivered.	Constructed directly by developers (including Airport).
WE28	<p>Gogar Link Road Part 1 Dual Carriageway - to accommodate bus priority measures (segregated bus lane)</p> <p>Part of Gogar Link Road (R4)</p>	WE27-29 to be directly delivered by developers (Including airport)	Until this measure is in place, there may be limits to the numbers of housing that can be delivered	Delivered directly by developers (including Airport).

Ref	Description	How	When	Cost (indicative)
WE29	Gogar Link Road Part 2 Single Carriageway - single carriageway option  Part of Gogar Link Road	WE27-29 to be directly delivered by developers (Including airport)	The road is necessary for the development as a whole. Until this measure is in place, there may be limits to the numbers of housing that can be delivered.	Delivered directly by developers (including Airport).
Northern East West Access	A northern east-west Gogar linkage, including a northern Gogar burn bridge crossing. This access shall connect WE26 within H63 with WE29. Will provide access to the north-east of the framework area and more direct access to the Northern Link (WE12)	Directly delivered by developers and Edinburgh airport.	Until this measure is in place, there may be limits to the numbers of housing that can be delivered.	Delivered directly by developers (including Airport)
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.	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.	Delivered directly by developers

Ref	Description	How	When	Cost (indicative)
WE40	Mobility Hub	Directly delivered by developers (H63).	Prior to occupation of first housing units in H63 if WE29 is not in place.	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 new active travel rail crossing adjacent to Gateway. Direct delivery by the developer	Prior to the occupation of the secondary school  Notwithstanding east-west link above, the phasing plans submitted in connection with the initial planning applications for sites shall set out the green network and active travel links being delivered no later than the completion of roads within a the corresponding phase. In addition, the phasing plans for H63 and H62 should show the green network and active travel connections to existing tram stops being delivered in full as necessary to ensure direct connection between the first phases of development and existing tram stops.	Delivered directly by developers

Ref	Description	How	When	Cost (indicative)
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. Direct delivery by developers and/or party with responsibility for the relevant the land containing the burn</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>	Delivered directly by the land owner and/or developers
BGN52	Open space and play facilities (including MUGA) required for H63 . 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. Direct delivery by the developer. Open space and play facilities to subsequently be adopted by City of Edinburgh Council</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>	Delivered directly by developers

<b>Ref</b>	<b>Description</b>	<b>How</b>	<b>When</b>	<b>Cost (indicative)</b>
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.	Delivered directly by developers
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. Direct delivery by the developer. Open space and play facilities to subsequently be adopted by City of Edinburgh Council	Prior to the completion of half of the allocated units for this site.	Delivered directly by developers

Ref	Description	How	When	Cost (indicative)
BNG55	Open space and play facilities (including MUGA and skatepark) required for Crosswind (H61)	<p>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.</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>Direct delivery by the developer. Open space and play facilities to subsequently be adopted by City of Edinburgh Council</p>		Delivered directly by developers
BGN56	Open space required as part of Land adj. to Edinburgh Gateway (H62)	<p>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.</p> <p>Direct delivery by the developer</p>		Delivered directly by developers



## 9.7 Other relevant transport infrastructure

The following table shows other infrastructure required to support West Edinburgh and the wider area in terms of active travel, public transport and the road network which are relevant but not for developers within the Framework area to deliver. These include interventions in the WETIP programmed works funded by ESES CRD.

**Table 3**

Ref	Name	How	When	Whom	Cost
WE1	Improved Crossings at Turnhouse Road and Maybury Road for designated cycle path  This active travel crossing point is being progressed as part of the redesign of Maybury Junction (R6).	With developer contributions from LDP1 sites.	With Maybury Junction project - currently in design process.	CEC	n/a
WE2	A8 Eastbound Bus Lane from Dumbbells to Maybury Junction	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028.	CEC via CRD project governance.	£11.47m (OBC estimate)
WE4	Bus Lane under Gogar Roundabout. Make permanent the bus priority lane.	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	mid to late 2028	CEC via WETIP project	£16.10m
WE8	New active travel only bridge to north of Edinburgh Gateway station to tie in to West Craigs	To be delivered by Place 22 Maybury.	Work has commenced	Developer - HSG19 Maybury	n/a

Ref	Name	How	When	Whom	Cost
WE9	Active travel route linking active travel bridge to cycle network northwards to Cammo/Barnton	Directly delivered by development, delivery secured in approved drawings/condition (Place 22 Maybury)	Work has commenced.	Developer - HSG19 Maybury	n/a
WE11	Active travel route alignment on the north side of A8 with additional provision of a connection to East of Milburn Tower development utilising the RBS Gogarburn bridge towards Gogar Station Road. This is an external connection to ensure West Edinburgh sites are seamlessly connected to other sites and active travel routes to the south, in particular East of Milburn tower.	To be delivered by development secured by condition or legal agreement.	With development of EoMT.	15/04318/PPP (East of Milburn Tower) has various conditions (1), (3) and (5) that specifically relate to WE11. It is assumed that these will be delivered by the developer.	n/a
WE13	Bus and Active travel link across City Bypass, south of the A8 to connect East of Milburn Tower development with Edinburgh Park and improve links with public transport. Requires development layout of East of Milburn Tower to accommodate this potential link	To be delivered by development secured by condition or legal agreement.	With development of EoMT.	The delivery of this bus and active travel route requires the development layout of East of Milburn Tower to accommodate it. Not currently in a delivery scheme, as the application is at PPP stage but 15/04318/PPP condition (4) specifically relates to WE13. It is assumed that these will be delivered by the developer.	n/a
WE31	Ratho Station and A8 along Station Road - improved active travel access and Glasgow Road / Ratho Station - improved crossing.	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	

WE32	Improved Station Road/A8 bridge access for cyclists. Potential for at-grade replacement on Station Road.	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
WE33	Station Road to Newbridge Interchange bus lane	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
WE34	Improvements to gravel path (old railway line) from A8/ M9 interchange north to Kirkliston (incl. lighting). Required to provide improved active travel connections to proposed high schools in West Edinburgh and Kirkliston.	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
WE35	Active travel priority enhancements at key junctions on A89 approaching Newbridge	Likely to be funded by CityDeal/Council monies and delivered under WETIP.	Mid to late 2028	CEC via CRD project governance.	
WE36	Broxburn to Newbridge Roundabout bus lane	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
WE37	Kilpult Park and Ride	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
WE38	Intelligent traffic signal interventions at Newbridge/ Gogar/Maybury junctions.	Included in WETIP OBC programme of works (funded by City Deal/Council monies)	Mid to late 2028	CEC via CRD project governance.	
R9	Newbridge Roundabout. Intelligent traffic signal interventions at Newbridge would seek to prioritise public transport.	Included in WETA Refresh and likely to be delivered as part of WETIP package of works.			

## 10 Other Matters

### 10.1 Noise

Given the proximity of the Airport, railway, roads and other uses, noise impacts will require to be mitigated to ensure adequate residential amenity. Adverse visual impacts

from noise mitigation features should be avoided where practicable.

### 10.2 Airport Boundary

The operational extent of the Airport is as defined by Section 215 of the Town and

Country Planning (Scotland) Act 1997. This is relevant to consideration of permitted development.