

APPENDIX 2

CONTEXT INFORMATION

For
West Edinburgh Placemaking Framework and Strategic Masterplan
19 December 2023



Figure 1 (Collective Architecture)

1 CONTEXT INFORMATION – Understanding the Framework Area

1.1 The West Edinburgh Context

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

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

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

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

West Edinburgh Context



Figure 2: West Edinburgh Context Aerial View

1.2 The WEPFSM Area

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

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

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

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

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

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

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

Local plan designations

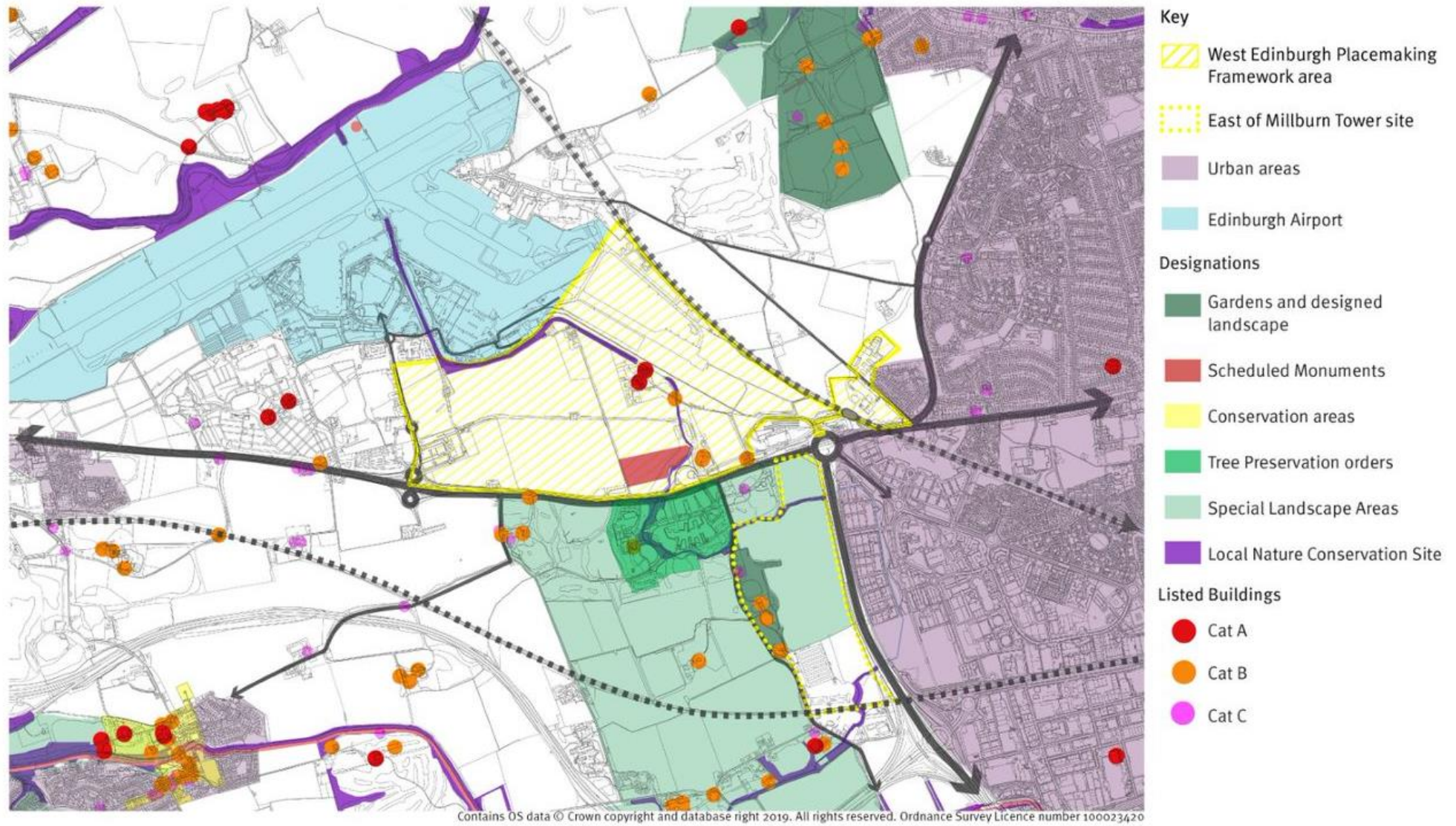
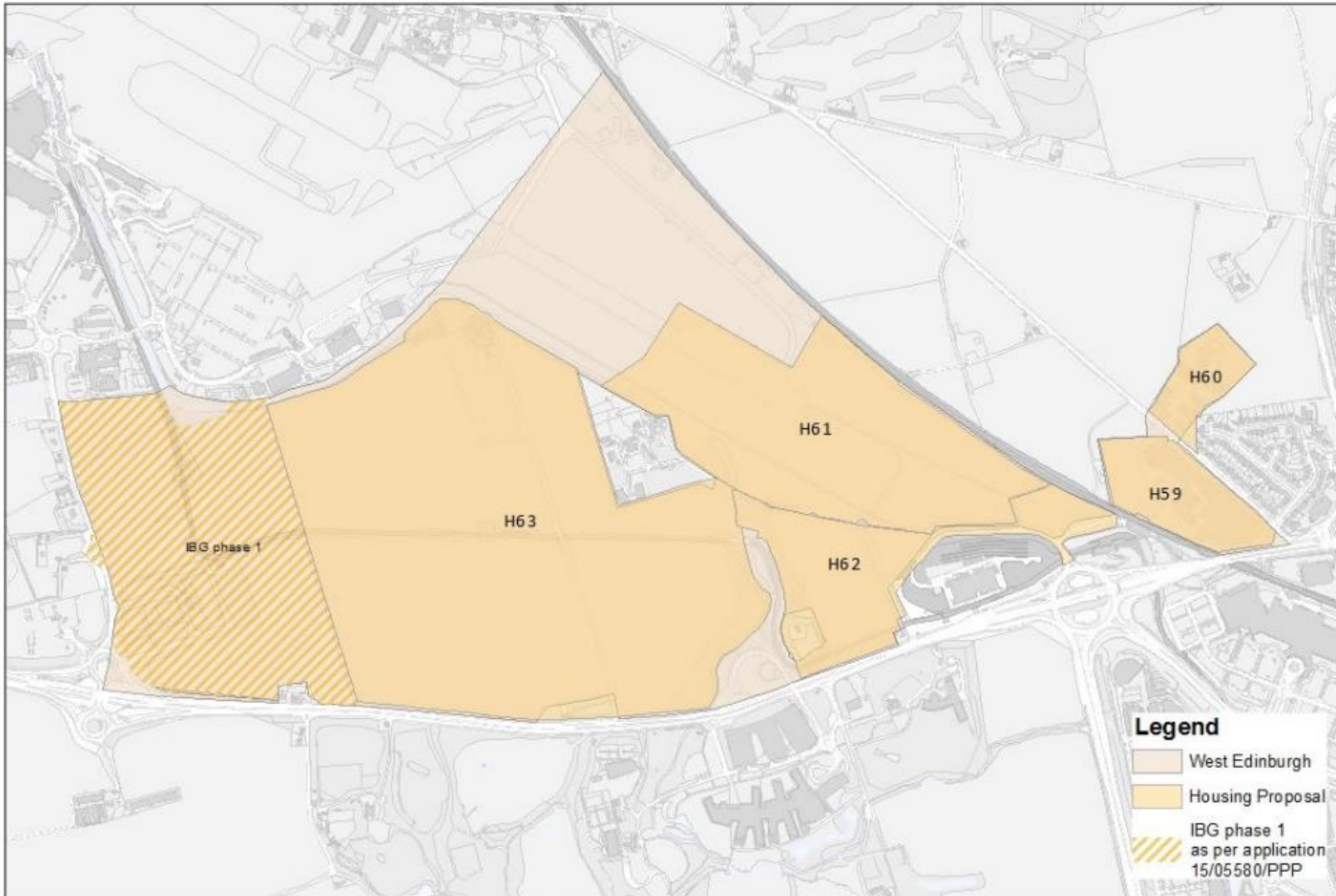


Figure 3: Local Plan Designations - **Note – Map to be updated to show Tree Preservation Order.**



Map 25 West Edinburgh housing sites

Figure 4 West Edinburgh Housing Sites

1.3 KEY ISSUES

1.4 Strategic Connectivity

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

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

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

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

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

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

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

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

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

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

1.5 Landscape Character and Views

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

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

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

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

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

1.6 Trees and Woodland

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

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

Inventory of Gardens and Designed Landscapes.

1.7 Topography

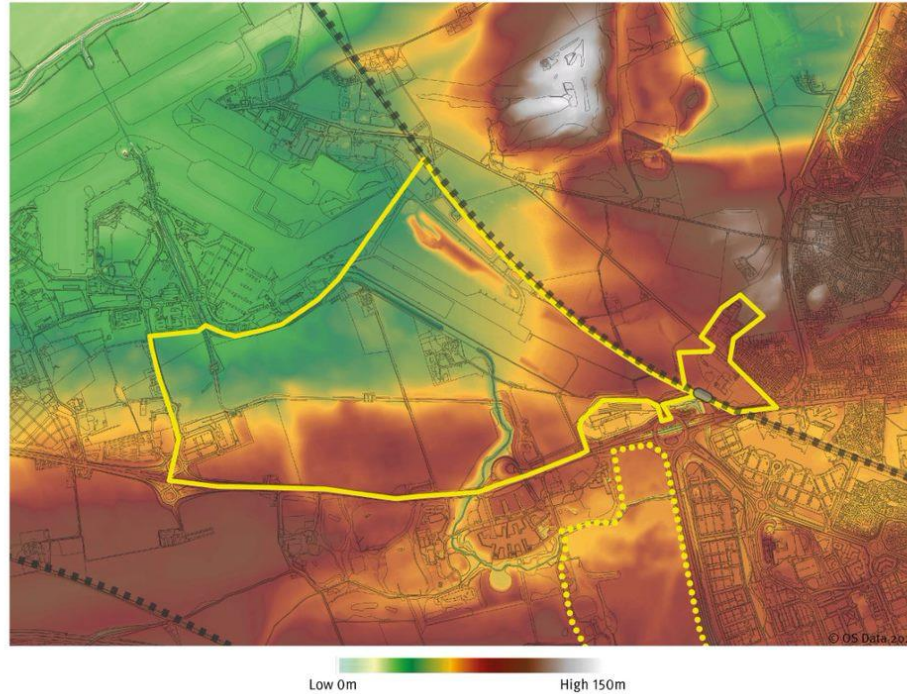
The topography of the WEPFSM area is defined by an undulating ridge with land level rising to the north of the A8, Glasgow Road. A pronounced fall in land levels occurs towards the tram line with lower lying land towards the Gogar Burn, the Airport and the River Almond (Figure 6).

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

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

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

Topography



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Figure 5 Topography

1.8 Surface Water and Flood Risk

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

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

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

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

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

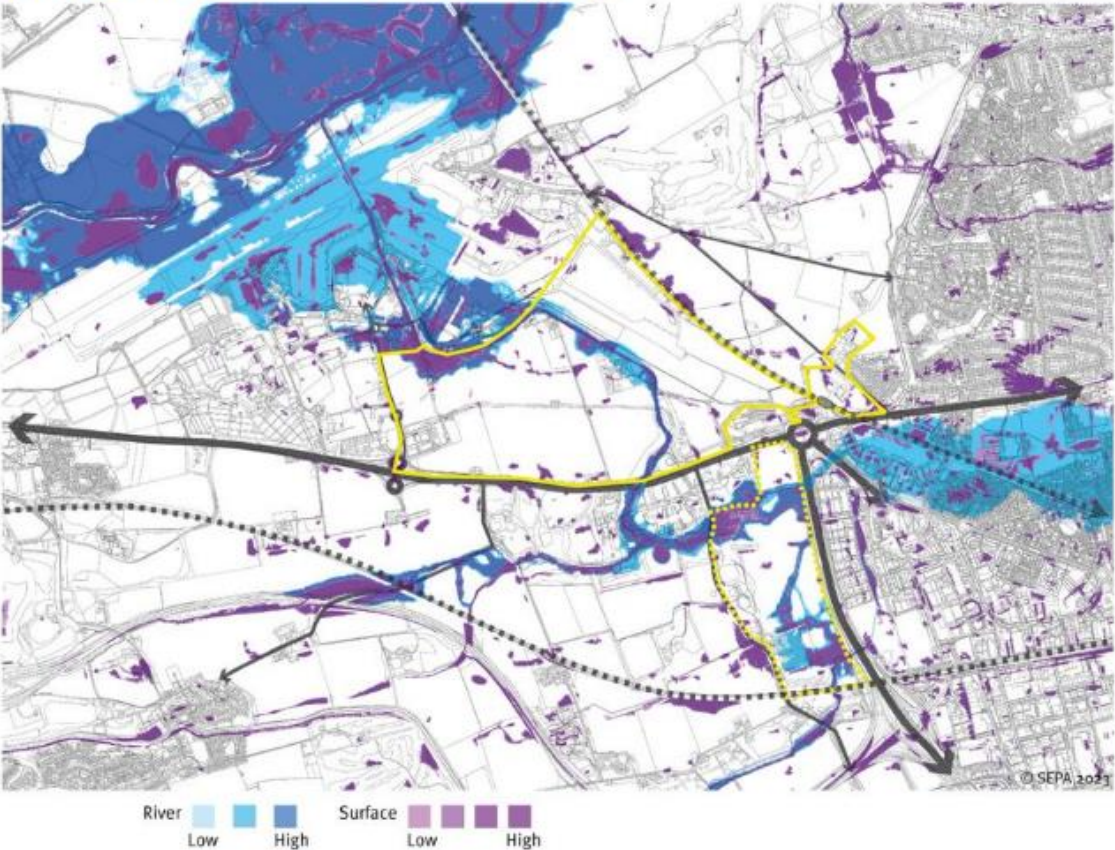
1.9 The Gogar Burn

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

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

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

Surface water and flood risk mapping



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Figure 6: Surface Water and Flood Risk Mapping

1.10 Heritage, Archaeology and Landmarks

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

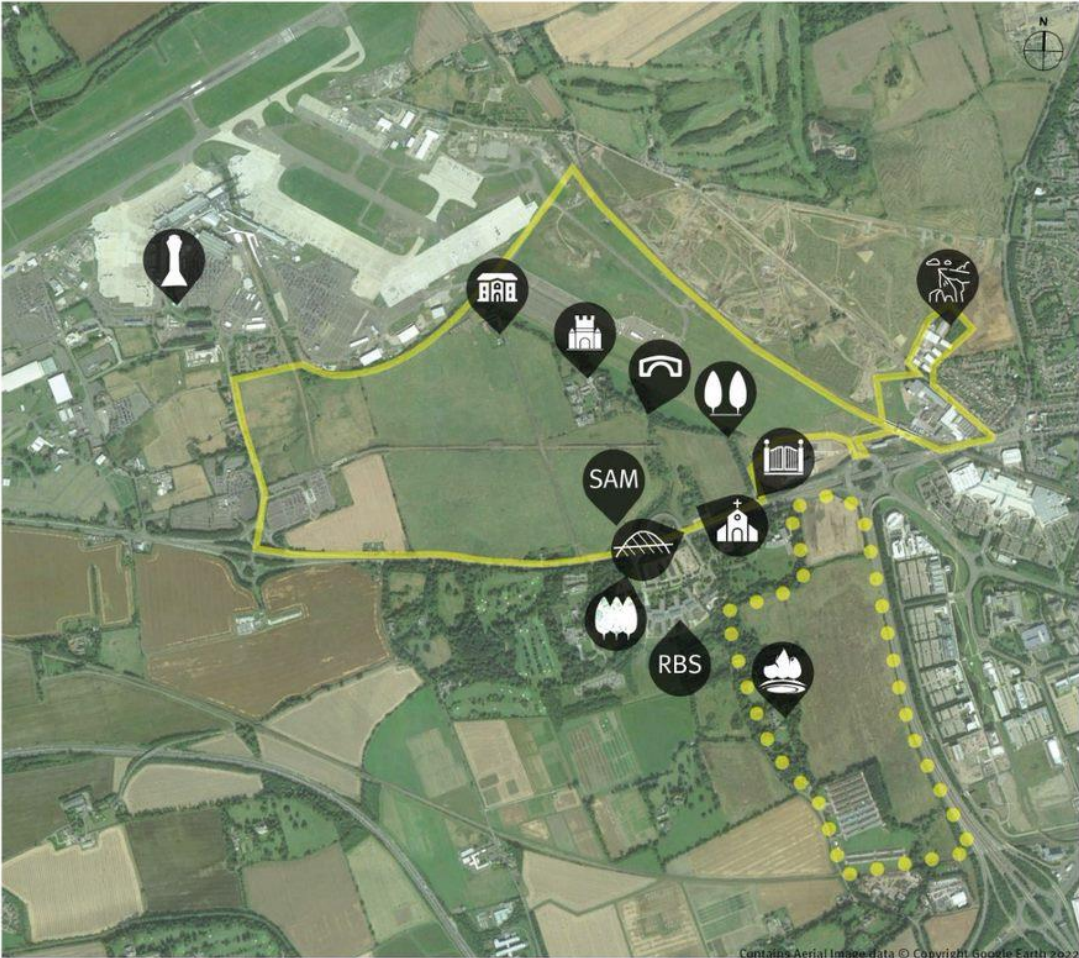
- Gogar Mains, Iron Age fort, palisaded enclosure and field system (Scheduled Ancient Monument -SAM)
- Castle Gogar and associated buildings (Category A listed, 17th Century - 19th Century)
- Castle Gogar Bridge (Category B listed, 17th Century)
- Castle Gogar Lodge, Gate and Gate Piers (Category B listed,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

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

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

Heritage, Archaeology and Landmarks

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



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

Figure 7: Heritage, Archaeology and Landmarks