

Towards West Edinburgh 2050 – report of consultation

1. Introduction

- 1.1. *Towards West Edinburgh 2050* is the proposed long-term spatial strategy for the development of West Edinburgh. It has been prepared by AECOM, Collective Architecture, and Rettie on behalf of the City of Edinburgh Council, Scottish Enterprise, the Scottish Futures Trust, and the Scottish Government.
- 1.2. *Towards West Edinburgh 2050* sets out a high-level vision for how West Edinburgh should develop over the next few decades. It is intended to inform infrastructure investment plans and policies such as the local development plans.
- 1.3. The stage two *Towards West Edinburgh 2050* report was produced in July 2023. The Council subsequently carried out consultation on *Towards West Edinburgh 2050*.

2. Consultation process

- 2.1. An online consultation on *Towards West Edinburgh 2050* ran from 17th July 2023 to 10th October 2023 on the Council's Consultation Hub, receiving a total of 203 responses. Additionally, 16 more in-depth responses were submitted directly to the Council.
- 2.2. To supplement the online consultation, two drop-in sessions were staged: one at Kirkliston Parish Church on 29th August 2023, and one at Delta Hotels by Marriott Edinburgh on 30th August 2023. These events were staffed by Council officers and a member of the design team and gave attendees the opportunity to ask questions about *Towards West Edinburgh 2050*.
- 2.3. The consultation on *Towards West Edinburgh 2050* was aligned with two other consultations concerning West Edinburgh that ran concurrently: Broxburn to Maybury Public Transport and Active Travel Improvements and the West Edinburgh Placemaking Framework and Strategic Masterplan.
- 2.4. The consultation was promoted via various channels, including social media (228,000 impressions); digital advertising (1.35 million impressions), advertisements on *Total Forth* radio (reach of 362,650), lamppost wrapping, and a pop-up stand at the Gyle shopping centre on 23rd August 2023.

3. Online consultation responses

- 3.1. As noted, the online consultation attracted a total of 203 responses. 187 (92.1%) were from individuals, while 16 (7.9%) were from organisations (of which 11 were private sector, three were third and voluntary sector, and two were public sector). 153 (75.4%) of respondents declared that they considered themselves to live in West Edinburgh.
- 3.2. Respondents were asked whether they agreed or disagreed with various statements about the strengths of West Edinburgh. The responses to this question are set out below, sorted in descending order based on the proportion of respondents answering positively.

Statement about the strengths of West Edinburgh	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
It is easy to access and enjoy the natural environment.	22.2%	40.4%	15.3%	16.8%	3.0%	2.5%
There are a good range of education institutions available in the area.	10.8%	36.5%	23.7%	19.7%	7.4%	2.0%
Existing communities are well-established and are actively engaged in improving their local areas.	6.9%	40.4%	30.1%	16.3%	4.4%	2.0%
There is good access to a range of employment opportunities in the area.	6.9%	37.4%	26.6%	21.7%	5.4%	2.0%
There are good public transport connections that allow for travel into and out of the city and beyond.	11.8%	25.6%	10.8%	28.6%	21.2%	2.0%
There are lots of leisure and cultural facilities in West Edinburgh that can be enjoyed.	8.4%	20.7%	26.1%	26.1%	16.3%	2.5%

3.3. Respondents were most in agreement with the statement that it is easy to access and enjoy the natural environment in West Edinburgh. None of the other statements were agreed with by a majority of respondents, suggesting there is not a consensus as to the strengths of West Edinburgh. More respondents disagreed than agreed with the statements that West Edinburgh has good public transport connections and lots of leisure and cultural facilities.

3.4. Respondents were invited to identify anything else they felt was a good thing about West Edinburgh. Responses covered a range of themes, with green space / the countryside / the rural character being widely referenced. Other recurrent themes included quietness and a sense of community. Some respondents also took this opportunity to highlight perceived negative qualities of West Edinburgh, with themes including gaps in public transport provisions and overdevelopment.

Response to views on the strengths of West Edinburgh
“Rural character” has been added under “Character and Opportunity”. “Quietness” and “sense of community” have not been added as these are subjective and are likely to vary dramatically across West Edinburgh depending on the character areas, etc. It will be quiet in some of the farmland areas but noisy near airport or major road infrastructure/industry; likewise there will be a strong sense of community in some settlements and not others.

3.5. Respondents were asked whether they agreed or disagreed with various statements about barriers to inclusive growth in West Edinburgh. The responses to this question are set out below, sorted in descending order based on the proportion of respondents answering positively.

Statement about barriers to inclusive growth in West Edinburgh	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
There is a need for more detailed master planning to deliver better development in the areas.	38.4%	38.4%	9.4%	6.4%	4.4%	3.0%
There is a lack of infrastructure to support new development.	50.7%	23.7%	15.3%	5.9%	2.0%	2.5%

It is difficult to move around the area without a car.	37.4%	28.1%	13.3%	11.8%	6.9%	2.5%
There are areas in need of investment to address inequality.	32.0%	32.5%	23.2%	6.4%	3.0%	3.0%
There is a lack of housing and in particular affordable housing.	24.6%	22.7%	18.7%	21.2%	10.3%	2.5%
A lack of visible progress makes it difficult to get further investment in the area.	17.7%	24.1%	41.4%	10.8%	2.5%	3.5%

3.6. Respondents were generally in agreement with the statements, albeit while being more ambivalent with regards to the statements around there being a lack of housing. There was strong agreement that more detailed master planning is needed, and that existing infrastructure is inadequate to support new development.

3.7. Respondents were invited to identify additional barriers to inclusive growth in West Edinburgh. Recurrent themes included challenges around travel, such as road infrastructure constraints, unsafe roads, and public transport limitations. The difficulty of travelling without a car was reiterated. Other themes included a lack of amenities for residents and an insufficient range of employment uses.

Response to views on barriers to inclusive growth in West Edinburgh
“Local concerns around overdevelopment and loss of greenspace”, “Public transport limitations, unsafe roads, and infrastructure constraints”, and “Lack of amenities for residents and insufficient range of employment uses” have been added under “Barriers to Inclusive Growth”.

3.8. Respondents were asked if they agreed with the vision for West Edinburgh.

Vision for West Edinburgh	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
To what extent do you agree or disagree with this vision?	16.8%	30.1%	19.2%	16.3%	14.3%	3.5%

3.9. Responses to this question were somewhat polarised, with 46.8% of respondents agreeing and 30.6% of respondents disagreeing.

3.10. Respondents who disagreed with the vision were asked to explain why. Many respondents felt the vision was badly worded / written in jargon (and contained a typo). Some respondents felt there was a lack of concrete action behind the vision. Some respondents objected outright to new housing development and/or loss of green space.

3.11. Respondents were invited to give any other thoughts on the vision. A wide range of opinions were offered. Some respondents felt more emphasis on connectivity was required, with points being made around public transport limitations and the difficulty of travelling around the area without a car. Several respondents mentioned a lack of affordable housing and a lack of amenities for residents (shops, schools, etc). One respondent suggested that the finalised document should reflect City Plan 2030. Some respondents favoured the creation of self-sufficient settlements, while conversely others were opposed to 20 Minute Neighbourhoods and related concepts.

Response to views on the vision for West Edinburgh
The wording of the Vision has been refined. “Enhance connectivity and improve public transport routes”, “Enhance affordable housing provision and local amenity provision for residents”, and “Local amenities” have been added to “Guiding Principles”. There has been no change to references to 20 Minute Neighbourhoods (as this relates to approved policy).

- 3.12. Respondents were asked if they agreed that any new development should be focused on the “Central Corridor” and “Western District” areas of West Edinburgh.

Statement about the focus of development in West Edinburgh	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
We think that any new development should be focused on the “Central Corridor” and “Western District” areas of west Edinburgh.	12.8%	30.5%	21.7%	14.8%	17.2%	3.0%

- 3.13. Responses to this question were somewhat polarised, with 43.4% of respondents agreeing and 32.0% of respondents disagreeing.

- 3.14. Respondents who disagreed with the proposal to focus development on the “Central Corridor” and “Western District” were asked to explain why. Respondents provided a wide range of responses. Themes included concerns around congestion, particularly pressures on the A8. Some respondents were not in favour of any new development whatsoever. Some respondents were in favour of instead growing existing communities such as Ratho, Kirkliston, and South Queensferry; some respondents felt communities such as Kirkliston and South Queensferry had been “forgotten about”. Specific suggestions included moving the corridor southward so the Union Canal would act as a natural boundary. The relationship between *Towards West Edinburgh 2050* and the Indicative Regional Spatial Strategy for South East Scotland was queried.

- 3.15. Respondents were invited to give any other thoughts on the proposal to focus development on the “Central Corridor” and “Western District”. A wide range of thoughts were offered. Again, some respondents were not in favour of any development of green space. Some respondents reiterated concerns around congestion, particularly on the A8. The need for infrastructure to support development was noted by many respondents. Some respondents encouraged expansion of the heavy rail network and tram line. Specific recommendations included clarifying the distinction between the red and orange shaded areas; flexibility around the timescale for the delivery of the Western District; the creation of wetland on farms along the River Almond; and supporting development in other areas such as Craigiehall.

Response to views on the focus of development in West Edinburgh
“A wide range of local settlements and communities including Kirkliston, South Queensferry, Balerno, Currie and Ratho” has been added to “Already on the ground”. The southern boundary to the Central Corridor in the diagram on “Character and Opportunity” has been altered to align with the end of the Canal as a boundary. There have been no further notes added in relation to congestion due to references to this WETA within the document. There have been no further notes added in relation to

the RSS for southeast Scotland as this would require further work to confirm specific alignment and relationships.

3.16. Respondents were asked if they agreed that the themes and actions set out in *Towards West Edinburgh 2050* would ensure that West Edinburgh will develop “in the right way”.

Statement on themes and actions	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
To what extent do you agree or disagree that these themes and the related actions will ensure that the west of Edinburgh will develop in the right way?	14.8%	34.0%	21.7%	12.8%	13.4%	3.0%

3.17. 48.8% of respondents agreed that the themes and actions would ensure that West Edinburgh would develop “in the right way”, while 26.6% disagreed.

3.18. Respondents who disagreed that the themes and related actions would ensure that West Edinburgh will develop in the right way were asked to explain why. Respondents provided a wide range of responses. Themes included a view that growth of West Edinburgh was generally undesirable; opposition to restrictions on car usage; and scepticism about net zero carbon / active travel initiatives. Several respondents stated they generally supported the themes and actions but were sceptical about the process for delivery. Specific suggestions raised included traffic calming of Maybury Road and considering the needs of existing communities at the westernmost extent of Edinburgh.

3.19. Respondents were invited to suggest other themes and related actions. Suggested additional themes included housing; density; the provision of schools and other facilities; health and wellbeing; young people; community greenspace / areas of biodiversity net gain / nature restoration; and the historic environment. Specific proposals included residential-led development at Riccarton and Kirkliston. Technical points were raised including:

- The areas denoted by overlapping circles on the spatial opportunities diagram (page 8) include extensive areas of flooding; the Murray Burn also presents a flood risk.
- There is an apparent contradiction between the Spatial Strategy plan (page 13), which references a potential future tram extension, and the reference on page 18 to a potential future MRT/tram extension. Bus rapid transit is noted as potentially being a faster-to-implement solution than tram extensions.
- The meaning of the colour coding within the Western District ellipse is unclear.

Response to views on themes and actions in <i>Towards West Edinburgh 2050</i>
“Traffic management /calming at Maybury Road” has been added under “Connectivity”. No changes have been made in relation to opposition to restrictions around car usage, scepticism around net zero carbon/active travel or the process for delivery as these are directly relate to existing policy or already referred to in the document. No changes have been made in relation to opposition to restrictions around car usage, scepticism around net zero carbon/active travel or the process for delivery as these are directly relate to existing policy or already referred to in the document. The key to the map on page 12 has been altered to change the note regarding Trams to ‘Proposed MRT / Tram route extensions and ‘Potential future MRT / Tram route extensions.

3.20. Respondents were asked if they agreed with the six dependencies set out in *Towards West Edinburgh 2050*: “Providing leadership and clarity”; “Taking a people-focused approach”; “Investing in sustainable transport”; “Encouraging a collaborative approach to landowners and development”; “Planning for infrastructure costs and timing”; and “Taking an inclusive approach to skills, culture and learning”.

Statement on dependencies for <i>Towards West Edinburgh 2050</i>	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
The ‘Making it Happen’ section of <i>Towards West Edinburgh 2050</i> identifies six “dependencies” – actions that must be taken to deliver the vision for West Edinburgh. Do you agree with these?	20.7%	35.0%	24.6%	6.4%	9.4%	3.9%

3.21. The majority of respondents agreed with the six dependencies.

3.22. Respondents who disagreed that the dependencies were asked to explain why. Multiple respondents felt that the wording of the dependencies was unclear.

3.23. Respondents were invited to suggest other dependencies. Suggested additional dependencies included community support; access to services (on a 20 Minute Neighbourhood basis); protection of the natural environment; and mechanisms such land value capture. Several respondents suggested further consultation was needed.

Response to views on dependencies for <i>Towards West Edinburgh 2050</i>
The Dependencies section has been removed from the final document.

3.24. Respondents were invited to offer any other comments on *Towards West Edinburgh 2050*. This question attracted an extremely widely range of comments. Views expressed included a general opposition to further development in West Edinburgh; an opposition to 20 Minute Neighbourhoods / low traffic neighbourhoods / “15 minute cities”; and support for an infrastructure-first approach. The definition of West Edinburgh was queried. It was queried whether a Strategic Environmental Assessment would be needed for *Towards West Edinburgh 2050*. Specific recommendations included:

- Producing a localised strategy for South Queensferry.
- Providing clarity on the legislative status of *Towards West Edinburgh 2050* and its alignment with City Plan 2030.
- Alignment with the SEStran Regional Transport Strategy including provision for freight consolidation hubs / a regional distribution hub.
- Alignment with the Edinburgh and South East Scotland City Regional Deal Regional Prosperity Framework around infrastructure.
- Provision for serviced land growth provision at/near Edinburgh Airport, making reference to the inclusion of Edinburgh Airport in the Forth Green Freeport.
- Consideration of data infrastructure.

- Recognition of the importance of West Edinburgh as a corridor for the movement of people and goods, including northward to Fife and westward to Glasgow.
- Reflection of the Transport Scotland proposal to extend mass rapid transit to Dunfermline (as referenced in Strategic Transport Projects Review 2).
- Amending the diagram on page 13 showing enhanced access and routes along the Forth coast, which were not thought to reflect current or likely future movement corridors.
- Improving cycle infrastructure along the A8/A89 corridor, including improving crossings at the Ingliston junction and Maybury roundabout.

Response to general comments on *Towards West Edinburgh 2050*

The diagram under “Tackling inequality” has been updated to include an orange circle indicating a potential Local Place Plan at South Queensferry. The role and status of *Towards West Edinburgh 2050* as a study has been clarified. The potential for freight consolidation hubs has been noted under “Connectivity”. “Movement of people and goods” has been added under “Guiding Principles”. The “Connectivity” diagram and text have been updated to reflect the proposal from Transport Scotland for an enhanced MRT route to Dunfermline from West Edinburgh and to reflect potential active travel and crossing improvements along the A8 and A71 corridors.

3.25. Finally, respondents were asked about their experience of the consultation process for *Towards West Edinburgh 2050*.

Statement on consultation process	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not answered
I was given all the information that I needed to have my say.	6.9%	39.4%	23.7%	12.3%	12.8%	3.0%
This consultation process was clear and easy to understand.	8.4%	37.4%	26.6%	12.3%	12.3%	0.5%
I was given the opportunity to have my say.	11.8%	51.7%	18.7%	7.4%	8.4%	0.0%

3.26. Respondents were generally positive about the consultation process, albeit with a lower proportion agreeing that the consultation process was clear and easy to understand.

3.27. Respondents were invited to provide any other feedback on the consultation process. Points made included character limits on responses (these limits were removed while the consultation was ongoing); a lack of clarity as to the interface with City Plan 2030 and the examination thereof; a desire for more in-person consultations; a view that the document should use plainer English; a view that the plans and maps were not easy to interpret; a view that some plans/images in *Towards West Edinburgh 2050* included proposals that were not discussed in the body text; a view that terms such as “20 Minute Neighbourhood” should be clearly defined; and a view that the responses to the consultation would not be acted upon.

Response to comments on the consultation process for *Towards West Edinburgh 2050*

Feedback noted.

4. Direct responses

- 4.1. 16 direct responses to the consultation were also received by the Council. These were in some cases highly detailed. Key points from the responses are set out below on an anonymised basis, grouped thematically and geographically.
- 4.2. The ability of *Towards West Edinburgh 2050* to influence City Plan 2030 at this juncture was questioned. It was suggested that *Towards West Edinburgh 2050* should be reconsulted upon once the City Plan 2030 examination had concluded and once a clear strategy for infrastructure provision was in place and that it would be premature for *Towards West Edinburgh 2050* to be put into force before then.

Response to comments on the relationship between City Plan 2030 and <i>Towards West Edinburgh 2050</i>

The role and status of <i>Towards West Edinburgh 2050</i> as a study has been clarified.
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- 4.3. The “Prioritise a brownfield first strategy for future growth” statement was objected to on the basis that it is suggested that brownfield sites are not inherently more sustainable than greenfield sites. This was suggested to be reworded to “a sustainable, inclusive and accessible strategy”.

Response to comments on the brownfield first strategy
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More nuanced text has been added under “Economic Growth”.

- 4.4. The rationale for the Western District being identified to as a longer-term opportunity was queried.

Response to comments on the Western District

This reference has been removed.

- 4.5. A “lack of connectivity between communities, due to inadequate public transport links” and a “failure to utilise and build upon existing assets in West Edinburgh, such as Heriot-Watt University” were suggested as being captured as key issues (page 6).

Response to comments on key issues

“Public transport limitations and lack of connectivity between communities” and “Lack of amenities for residents along with insufficient use of existing assets and range of employment uses” have been added under “Barriers to Inclusive Growth”.

- 4.6. *Towards West Edinburgh 2050* was considered to largely ignore the impact of housing developments in West Lothian (Broxburn, Winchburgh, Kirkliston, East Calder, Wilkieston, etc) on traffic volumes in West Edinburgh, and to fail to address congestion at the Newbridge, Hermiston Gait, and Riccarton roundabouts. The expansion/addition of park-and-rides was suggested as one potential solution. It was suggested that *Towards West Edinburgh 2050* should align with the 2020 SEStran park-and-ride strategic study. It was suggested that Riccarton park-and-ride should be included in the “Regional Transportation Links” (page 10) given its potential to link to West Lothian.

Response to comments on transport matters
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“Various Park and Ride facilities including Riccarton, Ingliston and Edinburgh Gateway” has been added under “Already on the Ground”.

- 4.7. Opposition to development to the west of Heriot-Watt University (as set out on page 20) was expressed on the basis that this would contribute to congestion, remove prime agricultural land, and contradict the reference to brownfield sites (page 25). Heriot-Watt University’s campus was suggested as a preferred location due to the existing infrastructure.

Response to comments on development to the west of Heriot-Watt University
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No change made at this time. Specific land use allocations will be carried out via the City Plan process.

- 4.8. The Economic Growth section of *Towards West Edinburgh 2050* was considered to omit the importance of Heriot-Watt Research Park and its future expansion. It was suggested Heriot-Watt Research Park should be included in the list of businesses and commercial enterprises (page 10). Heriot-Watt Research Park was suggested as being a preferred location for an energy hub over Newbridge. The role of Heriot-Watt University, Edinburgh Napier University, and Edinburgh College in attracting knowledge-based businesses to West Edinburgh was recommended to be noted in *Towards West Edinburgh 2050*.

Response to comments on the role of universities

Reference to Heriot-Watt University has been added under "Already on the ground" and "Guiding Principles".
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- 4.9. The Royal Highland Showground was noted as being identified (page 9) as lying within an area of mono-functional development; this was felt to be incorrect given the range of uses on the site.

Response to comments on the Royal Highland Showground
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Reference removed.

- 4.10. Edinburgh Airport was recommended to be recognised in *Towards West Edinburgh 2050* as a key defining feature of West Edinburgh (page 4) and as a major employer and growing business (page 10, page 17, page 20). The description of the Central Corridor was recommended to be expanded to include aviation, commerce, industry, tourism, and sustainable energy. The spatial barriers plan (page 7) was proposed to be amended to identify a lack of active travel connections to Edinburgh Airport, while the guiding principles (page 14) and Connectivity section (page 18) were proposed to be amended to include a connection to Edinburgh Airport. The Tackling Inequality section (page 20) was proposed to be updated to include major employment opportunities, including opportunities for new employment space at the Airport, Crosswinds, Gogarburn, and Ingliston. It was noted that the bottom three designations on the plan on page 20 do not appear on the map.

Response to comments on Edinburgh Airport
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“Improve active travel connections within this area” has been added under “Guiding Principles”. The text “and key sites” has been added under “Connectivity”. The “Tackling Inequality” diagram has been corrected.

- 4.11. The extent of the north-south biodiverse active travel routes and/or blue-green connections proposed to be delivered under the strategy was queried.

Response to comments on north-south biodiverse active travel routes and blue-green connections
This information is not yet confirmed. No changes made at this time.

- 4.12. The extension of the tram westward was noted as being showing in the connectivity discussions (page 18) but omitted from the programme. It was suggested that, for the westward expansion of the tram to have the greatest impact, it should include Riccarton park-and-ride, Heriot-Watt University, and Curriehill Railway Station. The section on regional transportation links (page 10) was noted as omitting reference of the extension of the tram line to Leith/Newhaven.

Response to comments on tram extension
The tram extension has been referenced under “Already on the ground”. The diagram under “Connectivity” has been updated to show the MRT/Tramline extension connecting to Curriehill station.

- 4.13. The reference to no new road building (page 18) was queried in terms whether this related only to *strategic* roads. A new Airport access route linking to the Gogar Roundabout was supported.

Response to comments on road building
The text “No major, new, strategic road building” has been added under “Connectivity” for clarity.

- 4.14. The “Key Defining Features” of West Edinburgh was suggested to be updated to reflect that Ratho is an established residential settlement, while the description of the “Farmlands and Settlements” character area was not felt to reflect the development potential of settlements such as Ratho. There was thought to be a discrepancy between the “Tackling Inequality” diagram (page 20) and its key in terms of the “areas of focus for new housing” and “potential areas for longer-term mixed tenure housing led development”. Ratho was suggested as being identified as a “potential areas for longer-term mixed tenure housing led development”. The lack of a long-term strategy for Ratho was suggested as being an omission from *Towards West Edinburgh 2050*.

Response to comments on Ratho
Ratho has been referenced under “West Edinburgh 2024”. Ratho has been identified on the diagram “Character and Opportunity”. Ratho is identified as a candidate for a Local Place Plan under “Tackling Inequality”.

- 4.15. The lack of a long-term strategy for Kirkliston was suggested as being an omission from *Towards West Edinburgh 2050*.

Response to comments on Kirkliston
Kirkliston has been referenced under “West Edinburgh 2024”. Kirkliston has been identified on the diagram “Character and Opportunity”. Kirkliston is identified as a candidate for a Local Place Plan under “Tackling Inequality”.

- 4.16. The omission of consented developments at Maybury (HSG19) and Edinburgh Gateway (H62) from the “Key Defining Features” was questioned. The inclusion of Maybury (HSG19), Cammo (HSG20), and West Craigs North within the “Farmlands and Settlements” character area was questioned; with West Craigs North suggested to sit more comfortably in the “Central Corridor” character area. West Craigs North was also suggested to be included in the “area of focus for new housing”. Maybury (HSG19) and West Craigs North were suggested to be included in the “20-Minute Neighbourhood Area” centred on Edinburgh Gateway Station.

Response to comments on Maybury / Cammo / West Craigs North

The diagrams at “West Edinburgh 2024” and “Character and Opportunity” have been updated to reflect consented developments.

- 4.17. The identification of Edinburgh Park as a “Commercial / Industrial area” in the land use map (page 4) was not felt to be accurate given recent developments in the area. It was suggested that the references to Edinburgh Park in the “Emerging Proposals” section could be strengthened, with reference being made to the consents in place.

Response to comments on Edinburgh Park

The diagram under “West Edinburgh 2024” and the text under “Already on the ground” have been updated to reflect the mixed-use nature of Edinburgh Park.

- 4.18. The identification of land to the south of the A8 and south and west of Gogarburn with potential for mixed-use housing-led development was supported.

Response to comments on land south and west of Gogarburn

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- 4.19. The following sites were suggested by respondents to have development potential. Several of the sites had previously been promoted for residential development through the local development plan process.

- A large area of land at Norton to the south of the A8 was proposed as having potential for c.4,000 homes and other uses.

Response to comments on land at Norton

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- 71 hectares of land at Currievale within the Western District character area, currently used for agriculture, was promoted as having potential for 600-900 homes.

Response to comments on land at Currievale

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- Land at Muirwood Road between Currie and Juniper Green currently used for agriculture was promoted as a residential site with potential capacity of c. 350 homes.

Response to comments on land at Muirwood Road

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- 45 hectares of land at Almondhill to the east of Kirkliston was promoted as a mixed-use site with potential capacity of 650- 850 homes along with an educational campus (as an alternative to the leisure centre site currently being considered by the Council).

Response to comments on land at Almondhill

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- Land at Norton Mains to the northeast of Ratho currently used for agriculture was promoted as a residential site with potential capacity of several dozen homes.

Response to comments on land at Norton Mains

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- 10 hectares of land at Freelands Road to the northeast of Ratho currently used for agriculture was promoted as a residential site with potential capacity of 150-200 homes.

Response to comments on land at Freelands Road

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- 5.5 hectares of land at Ransfield Farm to the southeast of Ratho currently used for agriculture was promoted as a residential site with potential capacity of several dozen homes.

Response to comments on land at Ransfield Farm

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- Land to the east of Ratho Station currently used for agriculture was promoted as a residential site.

Response to comments on land east of Ratho Station

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- Land at Hermiston Park within the Central Corridor character area was identified as having potential for c.4,000-5,000 homes and education/communities facilities.

Response to comments on land at Hermiston Park

No change made at this time – specific land allocation queries will need to be considered as part of the City Plan process.

- Land to the north of the A8 was identified as having potential for an arena with an indicative capacity of 7,500.

Response to comments on arena

The proposed arena has been noted under “Already on the ground”.
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5. Overview

- 5.1. The consultation on *Towards West Edinburgh 2030* attracted 203 online responses and 16 direct responses.
- 5.2. The online consultation found that respondents did not strongly agree with the identified strengths of West Edinburgh beyond the natural environment. There was greater consensus as to the barriers to development in West Edinburgh. Views on the proposed vision for West Edinburgh were mixed, with multiple respondents feeling the vision was not well worded. Views on the proposal to focus development on the “Central Corridor” and “Western District” were mixed, with respondents offering opinions ranging from development being focused elsewhere to no development taking place. Feedback on themes and actions was mixed. There was general agreement with the dependencies, albeit others were proposed. A wide range of other comments on *Towards West Edinburgh 2050* were offered. Respondents were generally positive about the consultation process, albeit with many respondents feeling that the consultation process was not clear and easy to understand.
- 5.3. Direct respondents made a large number of suggestions regarding *Towards West Edinburgh 2030*, ranging from minor typographical amendments to changes in the indicative proposals for the use of particular plots of land.
- 5.4. The Council’s responses to the points made in the consultation are set out above. *Towards West Edinburgh 2030* has been updated with changes emerging from the consultation.