Development Zone Plans

Item number 7.4
Report number
Wards All

Links
Coalition pledges P7, P8, P15, P16, P17, P20, P22, P23, P28, P29, P50
Council outcomes CO6, CO7, CO8, CO9, CO10, CO16, CO18, CO19, CO20, CO22 & CO26
Single Outcome Agreement SO1

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Executive summary

Development Zone Plans

Summary
Development Zone Plans for the four Priority Development Zones were approved by the Economic Development Committee in October 2011.

The Development Zone Plans continue to provide a platform for investors and developers to understand what activity is taking place in each area and to identify priorities for the Council and its partners. These plans fully align with the Strategic Development Plan and the proposed Local Development Plan.

Section 2.2 in each of the Zone Plans provides a summary of the progress from 2011 to date.

Recommendations
To approve the updated Development Zone Plans which seek to outline the challenges and potential opportunities afforded to investors and developers by each of the four Priority Development Zones.

Measures of success
The Development Zone Plans require to be updated on a periodic basis to take cognisance of material changes which may arise over time.

Progress towards the achievement of the objectives in each Plan will be regularly assessed and reported back to the Economy Committee.

Measures of success will be:
• Delivery of short, medium and long term projects.
• Investment/Development attracted

Financial impact
A small allocation of £10,000 for each of the zones has been made from within the Economic Development Service budget to support development. The actions outlined in the Development Zone Plans will continue to be largely delivered by the private sector.
Equalities impact

This report outlines activity that is primarily concerned with economic growth.

There is a positive relationship with two of the three general duties applicable to Scottish Local Authorities within the Equality Act 2010. These are:

- The need to advance equality of opportunity between people who share a relevant protected characteristic and those who do not; and
- The need to foster good relations between people who share a protected characteristic and those who do not.

The Economic Development service works with partners to reduce the barriers to inequality with particular attention being paid to economic inequality. This is in line with the Equality and Rights Impact Assessment 2012.

Sustainability impact

The Development Zone Plans adhere to the Council’s Sustainable Economy 2020 Strategy and draw upon the definition of ‘sustainability’ used in the Council’s 2011 Economic Review.

The challenge facing the Plans is to address the social, economic and environmental issues that exist in an integrated way in order to achieve sustainable development.

Each Development Zone Plan outlines sustainable projects within that area and provides recommendations for continued support for the delivery of these.

Consultation and engagement

The Development Zone Plans acknowledge that a partnership approach is key to aligning priorities and funding. Partners include:

- Businesses
- Landowners
- Developers/Investors
- Local Communities and Neighbourhood Partnerships
- National Agencies
- Local Members
- Transport
- Housing and Regeneration
- Estates
Planning

Input was sought during the updating of the Plans from a wide range of internal Council Service areas and key external partners.

The Zone Coordinating Groups contribute to updating the Zone Plans. These groups will continue to monitor and take forward projects within their areas.

**Background reading / external references**

The Development Zone Plans take account of the Council’s Vision for each of the four zones and for the City as a whole. In line with the Strategy for Jobs, the Development Zone Plans detail how development will lead to job creation, for example, from construction.

The relationship between the Plans and the Capital Coalition Pledges is outlined in each Plan, as is the relevance of the Council’s planning documents.

Within each of the Development Zone Plans, particular attention is paid to:

- Strategic Investment Plan 2010-2014
- Economic Strategy 2012-2017
- (Proposed) Local Development Plan
- Sustainable Economy 2020 Strategy
- Economic Review 2011
- Housing Strategy 2012-2017
- The Strategic Development Plan
- National Planning Frameworks
- The Capital Coalition Pledges
- The Scottish Governments’ Strategy for ICT
Links

**Coalition pledges**

P7 - Further develop the Edinburgh Guarantee to improve work prospects for school leavers.

P8 – Make sure the City’s people are well housed, including encouraging developers to build residential communities, starting with brownfield sites.

P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.

P16 - Examine ways to source new funding to support small businesses.

P17 - Continue efforts to develop the city’s gap sites and encourage regeneration.

P20 – Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS)

P22 - Set up an independent forum to promote locally-owned retail businesses.

P23 – Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties.

P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.

P29 - Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work.

P50 – Meet greenhouse gas targets, including the national target of 42% by 2020.

**Council outcomes**

CO6 - Our children’s and young people’s outcomes are not undermined by poverty and inequality.

CO7 – Edinburgh draws new investment in development and regeneration.

CO8 – Edinburgh’s economy creates and sustains job opportunities.

CO9 – Edinburgh residents are able to access job opportunities.

CO10 - Improved health and reduced inequalities.

CO16 – Well housed – People live in a good quality home that is affordable and meets their needs in a well managed Neighbourhood.

CO18 – Complete the tram project in accordance with current plans.

CO19 – Keep Lothian Buses in public hands and encourage the improvement of routes and times.

CO20 - Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS).

CO22 – Set up an independent forum to promote locally-owned retail businesses.

CO26 - Establish a policy of no compulsory redundancies.

**Single Outcome Agreement**

SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all.

1. Edinburgh Waterfront Development Zone Plan 2013

2. Edinburgh City Centre Development Zone Plan 2013

3. South and East Edinburgh Development Zone Plan 2013

4. West Edinburgh Development Zone Plan 2013

5. Development Zone Plans City Map
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1. **Introduction**

This document is an update of the Plan originally produced for Edinburgh Waterfront and approved in 2011.

This Zone Plan takes account of the challenges and opportunities afforded by the Edinburgh Waterfront and sets out:

- The jointly held future vision for Edinburgh Waterfront;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which will enable those objectives to be met, together with individual partner roles and contributions, the impact of these activities and the risks that will need to be managed; and
- The delivery and management arrangements for the Plan.

1.1 **Background**

The City of Edinburgh Council’s Strategic Investment Plan (SIP) was approved by the Economic Development Committee in December 2010, setting out how the Council would approach physical development activity between 2010 and 2014.

Four Priority Development Zones were identified, each having a key role to play in delivering sustainable economic growth across Edinburgh. These Development Zones are: City Centre; South and East Edinburgh; the Waterfront; and West Edinburgh.

Zone Managers have the responsibility of supporting the delivery of the development projects outlined in the Zone Plans. Zone Coordinating Groups, comprising Zone Managers and other key partners will monitor, identify and take forward projects within the four zones and contribute to the updating of the Plans.

Zone Plans for each of the four zones were approved by the Council’s Economic Development Committee in October 2011. Progress towards achieving the objectives outlined in the Zone Plans has also been regularly reported to the Council’s Economy Committee.

By their very nature, the Zone Plans are ‘living’ documents and will require a degree of flexibility in their application. Similarly, a flexible approach is required with respect to the actions to be taken to achieve their overarching vision until and beyond 2017, in line with the timescale adopted by the Economic Strategy (2012-2017). The Zone Plans will also require to be updated on a periodic basis to take cognisance of material changes which can arise through a wide range of external factors.
1.2 Strategy and Planning

Economic Strategy 2012-17

In 2012 the Council adopted the Economic Strategy, seeking to address the economic challenges of the City. The Strategy is concerned with the creation and safeguarding of jobs and supporting infrastructure investment. It sets out that each Zone Plan will reflect the regeneration and investment opportunities in that zone and will involve local people in its design and implementation.

Planning Policy

The National Planning Framework (NPF) is a long-term strategy for the spatial development of Scotland. The third NPF, currently under consultation, will set out the Scottish Government’s development and infrastructure priorities over the next 20-30 years. It is an important document that will influence development plans across the country and provide leadership to deliver change.

The Strategic Development Plan (SDP) sets out the long-term vision for South East Scotland, the main growth area and key driver of the Scottish economy. It covers the City of Edinburgh, East Lothian, Midlothian, West Lothian, Scottish Borders and the southern part of Fife. The SDP puts an emphasis upon maintaining and developing Edinburgh’s established role as the Regional Core and the Capital City. The SDP was approved with modifications by Scottish Government Ministers in June 2013 and supplementary guidance is being produced to look specifically at housing allocations across the SESplan area.

The current Development Plan comprises the approved Strategic Development Plan (June 2013), the Edinburgh City Local Plan (adopted January 2010) and the Rural West Edinburgh Local Plan (adopted June 2006 and alteration adopted June 2011). The Zone Plans have been developed in accordance with the Development Plan and take cognisance of opportunities identified in the Proposed Edinburgh Local Development Plan, March 2013 (LDP). The proposed LDP has a key role to play in the delivery of the Economic Strategy and supports existing business, continues to promote previously identified economic proposals and highlights new investment opportunities.

Employability

The City of Edinburgh Council’s Economic Review 2011 identified a key challenge facing the city in terms of Skills and Employability. It estimates that the number of people looking for work in Edinburgh could grow by up to 1.2 percent per year but that job supply may only grow by 0.3 percent. As a result, by 2018 there could be up to 37,000 more people looking for work in the City than there are available jobs. This is likely to impact upon those furthest from the labour market, particularly young school leavers and those who face additional barriers including lack of skills, experience or caring responsibilities.

The Council’s economic goal will be to bridge the gap between the number of people looking for work and the number of jobs. A more joined up approach to service delivery and
a greater focus on young people through initiatives like the Edinburgh Guarantee will be adopted. To achieve greater engagement with the private sector, it is planned to use the City-wide employment hubs to oversee/manage activity in the four priority development zones and other centres of employment or opportunity.

**Sustainability**

As part of Sustainable Edinburgh 2020, the Council’s vision is that in 2020 the City will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting.

Achieving that goal will require an integrated, holistic approach to future development. That approach will acknowledge the existing built environment while exploring opportunities for new, energy efficient, low carbon development that creates jobs and sustainable communities. Collaboration with other developers / agencies to promote high-profile exemplars of how development can be achieved in a sustainable way will form part of that aspiration.

### 1.3 Capital Coalition Pledges

After the local government election in May 2012, the Capital Coalition set out their ‘Contract with the Capital’ which outlined 6 key priorities and 53 specific pledges which support them.

The following pledges are addressed by the Development Zone Plans:

- **P7** - Further develop the Edinburgh Guarantee to improve work prospects for school leavers.
- **P8** - Make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.
- **P15** - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.
- **P16** - Examine ways to source new funding to support small businesses.
- **P17** - Continue efforts to develop the city’s gap sites and encourage regeneration.
- **P20** - Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS).
- **P22** - Set up an independent forum to promote locally-owned retail businesses.
- **P23** - Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties.
- **P28** - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.
- **P29** - Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work.
- **P50** - Meet greenhouse gas targets, including the national target of 42% by 2020
2. Edinburgh Waterfront

2.1 Vision

“The Council’s vision is to transform the Edinburgh Waterfront and its surrounding communities into one of the most vibrant and sustainable City quarters, one which regenerates and integrates old with new in inclusive communities together with an attractive mix of open space, thereby creating a safe, high quality built environment.”

The LDP defines the long term strategy for the waterfront as moving to:

- Transform the waterfront into one of the city’s landmark developments;
- Attract high quality developments which will contribute towards the economic prosperity in the city region;
- Create high density urban quarters and build exemplar sustainable communities with low dependency on car usage;
- Provide key infrastructure at the port of Leith to support the emerging renewable energy sector; and
- Support regeneration in adjoining areas and provide incentivisation for the extension of the Edinburgh tram.

Edinburgh Waterfront includes Leith Docks, Western Harbour, Newhaven, Granton Harbour and Granton and presents a unique opportunity to create a series of interlinked sustainable communities using the stunning geographical setting of the Firth of Forth. These communities would be linked but will have their own neighbourhood character and distinctiveness, and offer local employment opportunities and a variety of shopping and leisure attractions. The overall aim remains to provide much needed housing albeit the pace of development has slowed since 2008.

This Zone Plan takes account of the challenges and potential opportunities and sets out:

- The jointly held vision for the Edinburgh Waterfront;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which enable those objectives to be met, together with individual partner roles and contributions and the risks that will need to be managed; and
- The delivery and management arrangements for the plan.

2.2 Progress to Date

The Waterfront covers an area of over 300 hectares, extends across 8km of the Edinburgh coastline and offers significant opportunities across a wide range of sectors. There are four key landowners; National Grid Properties Ltd, the City of Edinburgh Council, Waterfront Edinburgh Ltd and Forth Ports Ltd (recently acquired by Arcus Investment Fund), each of whom has agreed master plans for their specific areas. Whilst significant change has taken
place over the last 10-15 years, progress has largely stalled since 2008 due to the property market collapse.

The strategic aim to link with existing communities both physically, economically and socially has not been particularly successful to date, partly due to market conditions, and there is a perception that the recent development is not as inclusive as it should, or could be. There is also an apparent lack of coherence in terms of the development that has taken place within the three land ownerships, principally because there is no obvious consistency in approach with respect to build quality or style, notwithstanding the holistic approach to planning across the area.

The change of strategy at the port of Leith from mixed use development to port related uses has implications for the delivery of the required housing allocations and infrastructure requirements and may put pressure on sites outside the Waterfront as a result. Innovative financing mechanisms may also be required to encourage development on the ground.

Allied to the change of use at the port of Leith is the Edinburgh Waterfront Tax Incremental Finance pilot project (TIF) which was approved by the Scottish Government in March 2010. Predicated on mixed use development, the originally proposed infrastructure projects valued at £84 million involving roads, a pier, an esplanade and new lock gates are no longer considered relevant. Infrastructure requirements to support a 21st century gateway port at Leith are, however, under review by Forth Ports Ltd and Scottish Enterprise. In the interim, the role of TIF is uncertain.

Although there is a general lack of house sales across the area, this is not due to a fall in underlying demand (there are 22,000 on the Council waiting list and there were 100 applications for each flat within the latest Port of Leith Housing Association development recently completed at Granton). Work through 21st Century Homes and the National Housing Trust, along with developments by social housing providers, continues to address the acute lack of supply of affordable homes. Edinburgh is the first authority to scope the size of the housing market and evidence shows demand for around 4000 homes for mid-market rent and low cost home ownership. During the recession development of affordable housing has proved to be a lifeline for many house builders. This year through the Affordable Housing Investment Programme the Council has made £8m in subsidy available to Registered Social Landlords (RSLs) to support housing development in the Waterfront. This investment will lever in more than £6m in RSL private funding. Further investment is planned through the National Housing Trust initiative, successes being the Places for People development at Lighthouse Court, Granton and the Teague/Hillcrest development at Leith Links.

It is unlikely that significant further office development will take place on the Waterfront in the short term. However, there is strong demand for the existing smaller industrial units (less than 5,000 sq feet), even those of low quality, and there may be an opportunity for expansion of this type of space to create further employment space for SMEs and provide incubator space for start up businesses. Although the long term vision for the North Shore at Granton is for mixed use development, the slow pace of development is likely to lead to the continued use of part of the Granton waterfront for light industry / business use.
On the subject of public realm, part of the waterside promenade from South Queensferry through to Joppa has been completed up to Granton and funding for the remaining sections is being sought.

3. Development Opportunities

3.1 Employment

The Council has helped over 8,000 people into work, education or training between 2009 and 2012. These efforts have focused on supporting people with significant barriers to work, whose particular circumstances are not fully met by nationally funded services. In future, we will build on this by adopting a more joined-up approach to service delivery and a greater focus on young people through initiatives such as the Edinburgh Guarantee, which states:

“Working with the public, private and voluntary sectors the Council seeks to increase the number of jobs, education or training opportunities being made available to young people, in tandem with work to improve the level of support available to help them move into a positive destination.”

The main collaboration partners have been, and continue to be:

- Edinburgh’s business community;
- Capital City Partnership;
- Skills Development Scotland;
- Jobcentre Plus;
- Edinburgh Chamber of Commerce;
- Edinburgh’s colleges and universities;
- NHS Lothian;
- Neighbourhood Partnerships; and
- The ‘Third Sector’.

The Edinburgh Waterfront serves an important economic role for the City, particularly in the environs of the port which currently employs in the region of 5000 people. The most recent figure for employment in the whole Edinburgh Waterfront area is 17,000 as of 2011. At Granton and Leith the currently approved plans include commercial/residential mixed use development with light industry at its core. The changing landscape at Leith may, however, change that balance. It has been predicted that should Leith become a renewables hub for the East of Scotland serving the offshore wind sector and supporting supply chain, employment within the port area could increase from 800 to about 2,500.

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1 http://theedinburghguarantee.co.uk/?page_id=21
2 Office for National Statistics, Business Register and Employment Survey 2011
Retail

The main retail centre serving the Waterfront is at Ocean Terminal in Leith, which is a major employer. Additional services are provided at Morrisons supermarket at Granton and Asda at Newhaven.

Education

Edinburgh College is a merger of Edinburgh’s Telford College, whose campus is at Granton, Jewel & Esk College and Stevenson College and is host to about 26,000 students, including part time/week-end/block release students. Employing 1,200 staff overall, the college’s key mandate is to underpin the development and sustainability of Edinburgh and the Lothians. The college is the largest in Scotland and one of the largest in the UK, with an annual turnover of £65 million.

Tourism

Tourism remains an important part of the local economy with the Royal Yacht Britannia at Leith drawing 300,000 visitors annually and generating an income of circa £5 million per annum. It also provides employment for about 150 people, some of whom are volunteers.

3.2 Connectivity

Transport

A key component of the redevelopment of the Waterfront area is the provision of the Edinburgh Tram. This would complement the existing transport facilities and in the public’s perception reconnect the waterfront with its hinterland. As a consequence, reserves have been included within the future developments at Granton, Leith and Newhaven to cater for Tram line 1A and Tram Line 1B via Roseburn and Granton Harbour. Although decisions on these routes have yet to be made by the Council, their alignment has been safeguarded in the development plan to allow for their future construction. In addition, it will be important to ensure that the correct balance of infrastructure is in place to service the area, including appropriate provision for walking, cycling and public transport.

As part of the approved Edinburgh Waterfront Tax Incremental Finance pilot project, a new finger pier and improved lock gates to support cross forth ferry services and cruise liner activities were identifies as the catalyst for development of the port area. While these infrastructure projects are subject to review, the overall intention remains to provide a mix of transport options to access the area and reconnect it with the City Centre.

Other improvements which have been identified include improvements to Ocean Drive from Lindsay Road to Salamander Street to provide improved connectivity to serve the port and
the surrounding developments of Ocean Terminal and Constitution Street. These improvements are the subject of ongoing discussions with Scottish Enterprise as part of the overall review of the new development framework for the port.

As part of looking at the review of transport requirements it will be necessary to review the proposals identified in the North Edinburgh Transport Action Plan (NETAP) study to properly reflect the emerging proposals contained in the Local Development Plan of March 2013.

**Information and Communications Technology (ICT)**

The Scottish Government’s strategy for ICT - Scotland’s Digital Future – acknowledges that excellent digital connectivity is vital to ensuring Scotland’s competitive advantage. Meanwhile, the Council’s own digital strategy is currently in development. “Empowered Edinburgh”, published in draft form in the summer of 2013, recognises the important role that ICT has to play in the life of the city.

Edinburgh already stands at the forefront in the UK in terms of communications infrastructure with super fast fibre broadband currently available to over 80% of properties and forecast to reach over 90% by 2015. The port of Leith has also been zoned as an Enterprise Area which would make it a priority for high speed broadband connections.

### 3.3 Housing & Regeneration

With the change in focus from property development to port related uses at the port of Leith, the principal opportunities for new housing and regeneration are at National Grid Properties interests at Forth Quarter, along with Granton Harbour and the area to the north of West Granton Road which is being developed jointly by Waterfront Edinburgh Ltd (WEL) and the Council. Development is progressing at Salamander Place, Leith, albeit on a smaller scale, but these housing led mixed use sites do provide small, well integrated communities.

While it is understood that Forth Ports Ltd is not minded to take forward the development of Granton Harbour in the short term, given market conditions, the existing consent provides for about 3000 new homes and a mix of other uses. Similarly, National Grid Properties are understood to have no further plans to build out at Forth Quarter until such time as the future of the last remaining gasometer at the centre of the redevelopment, seen as an impediment to future development, is decided. It is acknowledged that the continued slow down/lack of development at Granton Harbour and at Forth Quarter makes the delivery of the vision for the waterfront more elusive. Without major injection of funds or a review of the housing model/funding regimes, the overarching vision for the waterfront is at risk.

At Granton, the EDI Group is leading negotiations on behalf of WEL with potential purchasers for significant housing provision across a number of sites. This will provide accommodation for mid market rent along with equity share options and affordable units. Through developing new housing alongside a range of strong and distinct communities, Granton has the potential to offer homes and a quality of life that is attractive to all, regardless of age or income. These developments will also complement the existing offer.
There is also the prospect of the expansion of National Museums Scotland’s interests at Granton and of a joint venture with National Grid Properties to develop sites around the former Granton Station site for leisure uses.

A key impact of the recently published LDP on the Waterfront is the change in focus within the port of Leith from mixed use development to industrial and port related uses. Leith has also been designated as a Low Carbon/Renewables East Enterprise Area. As such, it will offer business rates savings and accelerated development management processes. This classification and the findings of the National Renewables Infrastructure Plan of 2010 which identified Leith as an optimal location for offshore wind manufacturing, provide the catalyst for significant investment in the renewables sector. In this connection a major land use review is underway to reposition Leith as a 21st century gateway port serving the East of Scotland and Europe which includes identifying what infrastructure improvements may be required. This opens up significant long term opportunities and major employment prospects for the area.

Pending clarification of the new development framework for the port, the role of Tax Incremental Finance to act as a catalyst to support redevelopment at Leith remains undecided.

3.4 Placemaking and Public Realm

The Edinburgh Waterfront Promenade will provide a walking/cycling route from Cramond to Joppa, a distance of 17km, providing an attractive corridor for pedestrians and cyclists alike. It also provides the opportunity to link the existing communities through recreational and educational facilities along its route. The route passes through the Edinburgh Waterfront and to date this has been completed from Cramond to Granton. Funding for the remaining sections is being sought.

At the Granton waterfront, Saltire Square hosts a water feature and public art which sits at the heart of this development. Further open spaces/gardens are planned for the area to the east of the B listed Caroline Park House linking with West Shore Road to the north. A network of footway/cycleway also link Saltire Square with the principal highway routes surrounding the development at West Granton Road and West Shore Road.

To the north west of Telford College, a large 20 acre landscape park with water features, boardwalks, woodland and a SUDS pond has been provided. This offers recreational opportunities as well as encouraging biodiversity.

The Harbours at Granton & Newhaven also offer recreational opportunities for the sailing community and with improved access via the Waterfront Promenade will enhance the attractiveness of the area for recreational pursuits.
3.5 Sustainability

The Council’s Sustainable Economy 2020 Strategy recognises that a strong economy requires a strong society and that both of these are dependent on a healthy environment. The strategy also recognises that the move towards a low carbon, low emission economy, whilst acknowledging the practical and cost implications for businesses, is vital for the City’s long-term prosperity.

The challenge, therefore, is to address the social, economic and environmental issues that exist in an integrated way in order to achieve sustainable development.

At the Waterfront, “place making” is a key aspiration. Linking communities which are attractive places to both live and work provides the essential framework for sustainable communities. This lies at the heart of the vision for the area and the area’s approved master plans.

As part of the overall redevelopment, initial feasibility studies have been undertaken to explore opportunities for combined heat and power plants and community lead initiatives with a view to raising awareness among tenants and to address fuel poverty. Those initiatives will continue to be explored as redevelopment proposals come forward. It is also planned, in collaboration with other developers / agencies, to try and promote high-profile exemplars of how development can be achieved in a sustainable way.

4. Delivery

4.1 Management

The overall strategy to achieving the vision for the waterfront is to find the balance between competing land uses, bringing the key development partners together, delivering catalytic projects and providing essential infrastructure to unlock the area’s development opportunities.

Questions remain as to the timing of the delivery of many of these key projects especially in the short term as property markets remain weak, economic recovery remains fragile and availability of finance remains highly restricted. These are short-medium term constraints on delivery of the vision although the medium-long term potential remains strong.

Work taking place in the city centre to look at ‘gap sites’ will in due course be replicated to help bring forward strategic development sites across the city, including within Waterfront Edinburgh. An initial milestone will be the compiling of a register of gap sites across the zone and an audit to assess the current status of each proposal and the key barriers to development.
4.2  Role of key partners

No one single organisation is responsible for delivery of the projects identified in this plan. A partnership approach will be key in aligning priorities and, ultimately funding. Partnership working to deliver development within the Edinburgh Waterfront is in line with the Coalition Pledge 28.

There are likely to be a number of delivery models operating in the area, including different funding models such as Tax Incremental Finance.

It may be that consideration is given to some form of joint venture arrangement between the landowners (including CEC) to facilitate the provision of the necessary infrastructure and first phases of development. Other developments may be taken forward by the individual landowners / private sector in various forms as the markets develop.

5.  Projects

Objectives have been set over the short, medium and long term which will collectively contribute towards the realisation of the vision for the Zone. Clearly there are a number of inherent uncertainties in setting such objectives, including those related to the current and future economic climate.

It follows, therefore, that some of these objectives may require amendment in the future and some of the timescales and levels of investment may change. Nevertheless, the objectives set out below are considered to form the core of what needs to be done to achieve the vision for the Zone.

The nature of the activities identified varies – some relate to the delivery of specific projects and some relate to organisational developments and future policy. Taken together though, they are all necessary to make the progress required. The key actions required on the part of the partners and Council are also identified, together with the levels of investment, the impacts expected and the associated risks and mitigating actions.
6. Appendices

(i) Table of Projects

**Short term objectives – End 2015**

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<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
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<tbody>
<tr>
<td>TIF funding for Leith</td>
<td>Investment in infrastructure required to unlock development and inward investment at Leith</td>
<td>To Be Confirmed. Will leverage private sector spend.</td>
<td>Working with Forth Ports and Scottish Enterprise on revised land uses.</td>
<td>Agreement on potential infrastructure assets.</td>
<td>Acts as catalyst for redevelopment of the port.</td>
<td>Uncertainty about future development at the port. Complex state aid and time-consuming procurement process</td>
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<td>Shortfall in business rate revenues.</td>
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<td>Phased approach to be adopted to reduce borrowing risks</td>
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<td>Purpose and Strategic fit</td>
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<tr>
<td>Promenade Phase II</td>
<td>Continuous walkway/cycleway improving links between communities, attracting visitors, with positive health benefits</td>
<td>Public sector funding to be confirmed</td>
<td>CEC currently leading initiative.</td>
<td>Construction to be completed in phases.</td>
<td>Transport corridor for walkers/cyclists linking communities</td>
<td>Lack of funding available for further phases. Alternative funding sources to be explored. Land required for delivery not able to be acquired (alternative routes need to be established)</td>
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<tr>
<td>Revisions to uses within WEL masterplan needed to reflect market demand where required.</td>
<td>WEL masterplan requires review in the light of current commercial property market conditions</td>
<td>Proposed investment levels are likely to be lowered in financial terms</td>
<td>EDI Group leading with Planning. Stakeholder input from interested third parties</td>
<td>LDP provides vehicle for change.</td>
<td>Impacts may be negative in financial terms but a realistic delivery plan will be catalyst for development. Positive figures likely in terms of employment</td>
<td>LDP changes not acceptable. Plans for infrastructure undermined by reduction in developer contributions.</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
<td>Value of Investment (£’m)</td>
<td>Council and Partner roles</td>
<td>Milestones</td>
<td>Impact and Outcomes</td>
<td>Key risks and Mitigation</td>
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<tr>
<td>Forth Quarter delivery at Granton</td>
<td>National Grid continues to develop out the remaining sites within the 110 acre development.</td>
<td>To be confirmed</td>
<td>National Grid Properties led</td>
<td>Resolution of appeals to demolish gasometer.</td>
<td>Future of Gasometer impacts on scale &amp; timing of new development.</td>
<td>Market demand falls away. Change uses.</td>
</tr>
<tr>
<td>Pro-active management of CEC properties in Granton</td>
<td>Increased rental income required to service prudential borrowing. Rental terms to be consistent across all properties.</td>
<td>Additional £50,000 required above 2010 base level</td>
<td>CEC lead with input initially from JLL / EDI Group.</td>
<td>Accurate schedule of occupiers prepared</td>
<td>New leases in place with breaks/clear terms/longer lease periods possible</td>
<td>Adverse publicity/resistance from existing tenants</td>
</tr>
<tr>
<td>Central Development Area &amp; Madelvic development sites at</td>
<td>Development activity kick started</td>
<td>To be confirmed</td>
<td>CEC/ EDI Group lead with various</td>
<td>Bring forward appropriate development</td>
<td>Residential units of varied type and tenure</td>
<td>Lack of liquidity in market. Alternative models for delivery</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
<td>Value of Investment (£’m)</td>
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<tr>
<td>Granton</td>
<td></td>
<td></td>
<td>joint venture partners and interested third parties</td>
<td>Other appropriate demand led development (leisure)</td>
<td>under consideration.&lt;br&gt;Existing legal agreements constraining sites Piecemeal approach inconsistent with masterplan aims</td>
<td></td>
</tr>
<tr>
<td>21st Century Homes development at Muirhouse/Pennywell and refurbishment projects within existing housing schemes.</td>
<td>Improved housing stock and energy performance</td>
<td>£85m</td>
<td>SfC, CEC leading with preferred bidder. Initial Phase of works committed. Funding agreed Construction started</td>
<td>700 new mixed tenure homes and regeneration of central area of Muirhouse</td>
<td>Affordable housing programme needs to complement private sector housing build. Monitor through partnership working.</td>
<td></td>
</tr>
<tr>
<td>Physical improvements to public realm on Leith Walk / A901</td>
<td>Improve connectivity and linkages</td>
<td>5.2m</td>
<td>CEC lead</td>
<td>Complete improvements / public realm.</td>
<td>Modal shift from vehicular transport. Investor confidence</td>
<td>Funding not secure. Alternative sources to be considered.</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
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<td></td>
<td>Delivery on going.</td>
<td>improved.</td>
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</table>
### Medium term objectives – End 2017

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIF enabling assets to serve the port of Leith</td>
<td>Infrastructure assets will open up Forth Ports’ land for commercial development</td>
<td>To be confirmed as part of new business case.</td>
<td>Forth Ports as landowner, together with Scottish Enterprise and the Council.</td>
<td>Agreement to new TIF business case.</td>
<td>A successful TIF offer will give publicity to the Waterfront.</td>
<td>TIF Funding bid unsuccessful or delayed</td>
</tr>
<tr>
<td>Edinburgh Promenade - further phases</td>
<td>Improved access</td>
<td>£210,000 pa 2009-14 from EDU budget 40% of cost to be met by private sector</td>
<td>CEC or Forth Ports lead as appropriate</td>
<td>Planning consents and construction phases</td>
<td>Transport corridor for walkers/cyclists linking communities  Increase in visitors estimated to bring in £12m pa along with 1063 FTE’s and</td>
<td>Future funding Land acquisition</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
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<tr>
<td>Delivery of development on specific WEL sites</td>
<td>Residential development to meet existing need whether through affordable or private sale or other tenures.</td>
<td>As yet unknown</td>
<td>EDI Group lead with private sector or social housing providers</td>
<td>Heads of Terms agreed</td>
<td>Inward investment to create mixed use developments</td>
<td>Low Demand Low land values threatening viability of projects</td>
</tr>
<tr>
<td>Delivery of development at Granton Harbour</td>
<td>Residential development to meet existing need whether through affordable or private sale or other tenures.</td>
<td>As yet unknown</td>
<td>Forth Ports with Asset Managers and Council along with private sector or social housing providers</td>
<td>Planning consents acquired Construction starts</td>
<td>Inward investment needed to support mixed use development and to act as catalyst for neighbouring development.</td>
<td>Low Demand Low land values threatening viability of project.</td>
</tr>
<tr>
<td>North West</td>
<td>Community</td>
<td>To be</td>
<td>Led by</td>
<td>Design process</td>
<td>New medical</td>
<td>Lack of clarity on</td>
</tr>
<tr>
<td><strong>Activity</strong></td>
<td><strong>Purpose and Strategic fit</strong></td>
<td><strong>Value of Investment (£’m)</strong></td>
<td><strong>Council and Partner roles</strong></td>
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<tr>
<td>Edinburgh Primary Care Centre Muirhouse Central Area</td>
<td>Plan Objectives confirmed.</td>
<td>HubCo/CEC/ NHS Lothian/CHP completed Planning Consent Construction tender process completed Start on site</td>
<td>centre and partner services. Cohesion of Muirhouse with wider waterfront area</td>
<td>occupier requirements Funding/budgetary constraints</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21st Century Homes development at Muirhouse/Pennywell and refurbishment projects within existing housing schemes.</td>
<td>Improved mix of housing stock and more energy efficient. £85m</td>
<td>SfC, CEC leading with preferred bidder. Initial Phase of works committed. Next phase committed</td>
<td>Part of 700 new mixed tenure homes and regeneration of central area of Muirhouse</td>
<td>Affordable housing programme needs to complement private sector housing build. Monitor through partnership working.</td>
<td></td>
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</tr>
<tr>
<td>Forth Replacement Crossing</td>
<td>Improved national £1bn cost</td>
<td>Led by Transport Contract awarded April</td>
<td>Potential adverse</td>
<td>Delivery on time and in budget</td>
<td></td>
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<tr>
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<tr>
<td>connectivity</td>
<td>National project with local impacts across the Waterfront area</td>
<td>Economic revenue estimated at £1.3bn</td>
<td>Scotland</td>
<td>2011 Completion 2016</td>
<td>environmental impact</td>
<td>Reduced travelling times and increased mobility</td>
</tr>
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<td></td>
<td></td>
<td>Economic impact of increased employment estimated at £6bn*</td>
<td></td>
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<td>(*from FRC Update newsletter January 2011)</td>
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Long term objectives – Beyond 2017

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
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<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tram Lines 1a &amp; 1b (Leith Walk to Newhaven &amp; Roseburn to Granton)</td>
<td>Improved connectivity and public transport connection.</td>
<td>TBC</td>
<td>CEC lead</td>
<td>Completion of Tram line 1a &amp; 1b</td>
<td>Improved public transport will impact positively on land values and redress perception that Leith / Granton are remote from city centre</td>
<td>Part funding from Section 75s no longer realistic. Tram line 1a to Leith first phase with line 1b to follow. Funding as yet tbc.</td>
</tr>
<tr>
<td>Primary School (Granton)</td>
<td>Improved educational opportunities Improved connectivity between existing and new communities</td>
<td>£11-12m</td>
<td>Led by CEC</td>
<td>Decision to be taken in 2014</td>
<td>Increased attraction of new area to families</td>
<td>Currently no justification in terms of pupil numbers but in future position may change. Funding intended to come from s75s which may no longer be</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
<td>Value of Investment (£’m)</td>
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</tr>
<tr>
<td>Completion of Promenade from Cramond to Joppa - the Almond to the Esk</td>
<td>Improved connectivity Cycling walking route with positive impact on health and increased tourism.</td>
<td>TBA as phases come on stream</td>
<td>Led by CEC</td>
<td>To be completed in phase over 30 year period</td>
<td>Improved connectivity between communities along the waterfront</td>
<td>Funding not yet identified for later phases but currently being sought</td>
</tr>
</tbody>
</table>
(ii) Zone Map
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1.2 Strategy and Planning
1.3 Pledges

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2.1 Vision
2.2 Progress to Date

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3.3 Housing and Regeneration
3.4 Placemaking and Public Realm
3.5 Sustainability

4 Delivery

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(ii) Map
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1. **Introduction**

This document is an update of the Plan originally produced for the City Centre and approved in 2011.

This Zone Plan takes account of the challenges and opportunities afforded by the City Centre and sets out:

- The jointly held future vision for the City Centre;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which will enable those objectives to be met, together with individual partner roles and contributions, the impact of the activities and the risks that will need to be managed; and
- The delivery and management arrangements for the Plan.

1.1. **Background**

The City of Edinburgh Council’s Strategic Investment Plan (SIP) was approved by the Economic Development Committee in December 2010, setting out how the Council would approach physical development activity between 2010 and 2014.

Four Priority Development Zones were identified, each having a key role to play in delivering sustainable economic growth for Edinburgh. These Development Zones are: City Centre; South and East Edinburgh; Waterfront; and West Edinburgh.

The Zone Managers have the responsibility of supporting the delivery of the development projects outlined in the Zone Plans. The Zone Coordinating Groups, comprising of the Zone Managers and internal stakeholders, will monitor, identify and take forward projects within the four zones and contribute to the updating of the Plans.

Individual Zone Plans for each of the four zones were approved by the Council’s Economic Development Committee in October 2011. Progress towards achieving the objectives outlined in the Zone Plans has been regularly reported to the Council’s Economy Committee.

The Zone Plans are, by their very nature, live documents and require flexibility in their application. They also require flexibility in the actions taken to achieve their overarching vision until and beyond 2017, in line with the timescale adopted by the Economic Strategy (2012-2017). The Zone Plans require to be updated on a periodic basis to take cognisance of material changes, which may arise through the influence of a wide range of external factors.
1.2. Strategy and Planning

Economic Strategy 2012-2017

In 2012 the Council adopted the Economic Strategy, seeking to address the economic challenges of the City. The Strategy is concerned with the creation and safeguarding of jobs and supporting infrastructure investment. It sets out that each Zone Plan will reflect the regeneration and investment opportunities in that zone and will involve local people in design and implementation.

Planning Policy

The National Planning Framework (NPF) is a long-term strategy for the spatial development of Scotland. The third NPF, currently under consultation, will set out the Scottish Government’s development and infrastructure priorities over the next 20-30 years. It is an important document that will influence development plans across the country and provide leadership to deliver change.

The Strategic Development Plan (SDP) sets out the long term vision for South East Scotland, the main growth area and key driver of the Scottish economy. It covers the City of Edinburgh, East Lothian, Midlothian, West Lothian, Scottish Borders and the southern part of Fife. The SDP puts an emphasis upon maintaining and developing Edinburgh’s established role as the Regional Core and the Capital City. The SDP was approved with modifications by Scottish Government Ministers in June 2013 and supplementary guidance is being produced to look specifically at housing allocations across the SESplan area.

The current Development Plan comprises the approved Strategic Development Plan (June 2013), the Edinburgh City Local Plan (adopted January 2010) and the Rural West Edinburgh Local Plan (adopted June 2006 and alteration adopted June 2011). The Zone Plans have been developed in accordance with the Development Plan and take cognisance of opportunities identified in the Proposed Edinburgh Local Development Plan, March 2013 (LDP). The proposed LDP has a key role to play in the delivery of the Economic Strategy and supports existing business, continues to promote previously identified economic proposals and highlights new investment opportunities.

Employment

The City of Edinburgh Council’s Economic Review 2011 identified a key challenge facing the city in terms of Skills and Employability. It estimates that the number of people looking for work in Edinburgh could grow by up to 1.2 percent per year but job supply may only grow by 0.3 percent. As a result, by 2018 there could be up to 37,000 more people looking for work in the City than there are available jobs. This is likely to impact upon those furthest from the labour market, particularly young school leavers and those who face additional barriers including lack of skills, experience or caring responsibilities.

The Council’s economic goal will be to bridge the gap between the number of people looking for work and the number of jobs. A more joined up approach to service delivery and
a greater focus on young people through initiatives like the Edinburgh Guarantee will be adopted. To achieve greater engagement with the private sector, we will use the City-wide employment hubs to manage activity in the four priority investment zones and other centres of employment or opportunity.

Sustainability

As part of Sustainable Edinburgh 2020, the Council’s vision is that in 2020 the City will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting.

Achieving that goal will require an integrated holistic approach to future development that acknowledges the existing built environment while exploring opportunities for new energy efficient low carbon development that creates jobs and accessible communities. Collaboration with other developers / agencies to promote high-profile exemplars of how development can be achieved in a sustainable way will form part of that aspiration.

1.3. Capital Coalition Pledges

After the local government election in May 2012, the Capital Coalition set out their ‘Contract with the Capital’ which outlined 6 key priorities and 53 specific pledges which support them.

The following Pledges are addressed by the Development Zone Plans:

- P7 - Further develop the Edinburgh Guarantee to improve work prospects for school leavers.
- P8 - Make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.
- P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.
- P16 - Examine ways to source new funding to support small businesses.
- P17 - Continue efforts to develop the city's gap sites and encourage regeneration.
- P20 - Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS).
- P22 - Set up an independent forum to promote locally-owned retail businesses.
- P23 - Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties.
- P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.
- P29 - Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work.
- P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
2. City Centre

The City Centre is a key location in Edinburgh for retail, entertainment, finance, business and tourism, while also being home to an increasing number of residents.

Edinburgh’s cosmopolitan city centre with stunning setting and iconic architecture is celebrated internationally and is Scotland’s only urban World Heritage Site comprising the Old and New Town Conservation Areas. It is South East Scotland’s Centre for shopping, leisure, transport, culture and tourism and the vibrant hub of the region. There are approximately 3.5 million visitors each year collectively spending over £1 billion.

A successful city centre is essential if Edinburgh is to maintain its position as the principal focus of activities which are integral to its role and function as a Capital City, a regional service centre and major tourist destination. As other major cities are working to invest in and improve their centres, it is critical that the Council takes the lead to be proactively working with partners to keep Edinburgh competitive. Balancing the development of a thriving city centre against the need to safeguard the capital’s built heritage requires strong leadership.

This Zone Plan takes account of the challenges and opportunities afforded by the city centre and sets out:

- The jointly held vision for the City Centre;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which enable those objectives to be met, together with individual partner roles and contributions, the impact of the activities and the risks that will need to be managed;
- The delivery and management arrangements for the plan.

2.1 Vision

The zone plan has a vision for the sustainable economic development of the city centre which aligns with the Economic Strategy and takes cognisance of the current city centre vision programme. The city centre zone plan vision states:

“The vision for Edinburgh City Centre is to enhance its status as a top flight capital city for tourism, retail and business - a prime location in which to live, work, study, visit and invest.

The City Centre will have a mix of business, cultural, tourist and retail accommodation offering a range of opportunities for everyone. To have an enviable world class integrated transportation system that provides good connectivity within the city, supported by high quality public realm”
2.2 Progress to Date

Edinburgh has remained a successful and resilient city responding swiftly to the global financial crisis. Despite difficult economic conditions the value of major development completed or under construction in the city centre is estimated at £735 million in 2012. However the city faces some challenges. The total market value of commercial scale development built or under construction in Edinburgh in 2012, amounting to £9.1 billion was a decrease of £1.4 billion from 2011 (or 14%)\(^1\) which has been largely attributed to a fall in market valuations in each of the main property sectors. Notwithstanding this, there have been a number of key achievements most notably the level of investment in major infrastructure projects; there is currently £3.6 billion of infrastructure investment underway. £1.15 billion has been invested in projects directly affecting the city centre namely the Tram, Haymarket Station Interchange and Waverley Station upgrade. The Tram will be operational in 2014 and the Haymarket Station interchange complete by December 2016. A number of improvements have been completed at Waverley Station comprising a new roof, ramped accesses, lifts and entrance improvements and further improvements are ongoing to improve the end users experience with a projected completion date of summer 2014.

Essential Edinburgh, the BID (Business Improvement District) company, was created in 2008. The aim of the BID is to help improve the City Centre area using funds by way of a levy from local business to initiate projects and services to help increase footfall and shopping experience in the city centre. The renewal of Essential Edinburgh announced in May 2013 with a majority of 78%\(^2\) supports the work that has been carried out over the past 5 years by the BID Company and the business plan that has been endorsed will deliver private sector investment of more than £5 million for the city centre over the next five years. In 2012 businesses in the Grassmarket area voted in favour of proposals to create a BID. The BID’s key objectives are signage, marketing, business support services and events for the BID area. In addition, businesses in the West End of the City are considering a BID for their area. A consultation with businesses will take place in 2014 to determine the projects and services a BID could deliver.

Retailing has been given a boost on Princes Street with the completion of the Primark store (75,000 sq ft) and new arrivals in 2013 of Apple, Vans and Dr Marten which are further attractions to the city centre.

In addition to the aforementioned developments, key projects that have been delivered in the City Centre include:

- Motel One (Advocates Close) – 208 bed hotel extending to over 85,000 sq ft forming part of a £45 million redevelopment project.
- Atria (Morrison St) – speculative development comprising two buildings providing 200,000 sq ft of Grade A office space and 4000 sq ft of prime retail space.
- EICC (AFS) - £85 million expansion creating 18,000m\(^2\) of Grade A office accommodation

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\(^2\) An increase in 35% from the previous ballot and one of the biggest majority votes in the UK
- Caledonia Waldorf Astoria - £24 million investment and renovation programme
- Assembly Rooms – 18 month £9.3 million refurbishment programme to modernise the event space whilst retaining the historic character
- 145 Morrison Street - 26,900 sq ft of Grade A office accommodation in the exchange district (Europa Captial and Edistons Property)

The ongoing strong investment in the City Centre reflects a renewed commitment to development by the City’s civic and business leaders. In partnership with key stakeholders, the City of Edinburgh Council can deliver a world-class modern city centre that celebrates the best of Scotland’s built heritage.
3. Development Opportunities

The City Centre is identified as a Strategic Development Area in the SDP and as a focus for investment and job creation. The forthcoming LDP provides support for development which maintains and enhances the city centres’ character, attractiveness, vitality and accessibility and contributes to its role as a strategic business and regional shopping centre. Four major development opportunities are supported in the city centre (also identified in previous plans)

- St James Quarter
- New Street (Caltongate)
- Fountainbridge
- Quartermile.

In addition to the aforementioned statutory development plan there are a number of plans and development briefs in place which will help inform this zone plan. These plans and development briefs will continue to guide future development with the objective of maintaining a successful and competitive city centre. In addition there are a number of large scale planning consents and/or master plans in place that will guide the development of large sections of the City Centre. These include the St James Quarter, Caltongate, Morrison Street, Fountainbridge South and The Exchange.

3.1 Employment

The City Centre plays a vital role in the development of the regional and national economy and provides employment for over 80,000 people in many of the key sectors such as tourism, financial and business services, retailing, local and national government and higher education.

Retail

The retail sector has been significantly affected by the economic downturn; there have been a number of retailers going in administration, reports of profit warnings and the ever increasing competition from on-line shopping. Despite this the City Centre has relatively low vacancy rates. Edinburgh currently sits 13th (£1,090m retail expenditure) in the CACI

\[3\] retail rankings with Glasgow sitting 2nd (£2,480m retail expenditure) with London at number 1 (£3,270m retail expenditure).

Princes Street is the main shopping street in Edinburgh and the Lothians. It has been identified that additional new and well configured floor space is needed, as well as improved quality offer and size of space, to attract and retain quality retailers. There exists an extensive list of quality retailers not currently based in Edinburgh who would consider opening in the City Centre if they could find appropriate, well laid out conventionally

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3 CACI is a market solutions and information services provider which is used in the market place for setting a benchmark for top retail destinations.
configured units. Despite Princes Street being one of the finest streets in Europe due to its outstanding views to Edinburgh Castle, the overall quality of the retail offers does not currently match that of a typical capital city. Nor does it meet the demands or exceed the expectations of a growing population of tourists and local shoppers.

Princes Street has the second strongest market potential in the UK. Edinburgh needs to improve its retail offer for both tourists and residents. This is a fundamental issue for Edinburgh City Centre as there are no new retail developments proposed in the City Centre other than St James Quarter the development of which has stalled due in large part to the financial viability of the development phase. A Pre-Feasibility study has been commissioned by the Council which looks at the opportunity to deliver new retail-led mixed use development in the vicinity of West Register Street. The study is focussed upon the underused land and vacant properties which lie adjacent to St Andrew Square and the St James Quarter and considers how best these spaces could be animated to maximum benefit to the City economy.

The main retail areas of the Old Town include the Royal Mile, Victoria Street and the Grassmarket. Over the years a number of the retail operations have disappeared and have been replaced with more with tourist memorabilia shops and cafes. This has impacted on the visual appearance of these areas as well generating concerns about the quality of the retail. There is a desire to attract quality speciality shopping back into the Royal Mile to provide more of a balance.

In June 2011 the Council approved a Retail Strategy for the City Centre to improve and diversify the retail offer across the City Centre. Supplementary planning guidance is currently being produced for city centre retail uses to guide the balance of shop uses and other related appropriate services to enhance the city centre’s character and shopping experience. A project to improve the environment of the Royal Mile has now been developed. Following widespread consultation a finalised Royal Mile Action Plan was presented to and approved by the Planning Committee in August 2013. Key areas to be addressed are: traffic / pedestrian conflict, the nature of the retail offer and the management of the street.

**Leisure and Tourism**

Although the creation of new retail floor space is a key objective for CEC, the success of the City Centre is based on a rich mix of activities. CEC seeks to promote the growth of Edinburgh as a cultural, artistic, leisure and entertainment centre of international significance. These are uses that one expects to find in the city centre and are aspects of its leisure and tourist roles. Leisure and tourism is thus integral to the restoration of individual buildings, to the revitalisation of wider areas and generally to the restoration of city centre life and its image as a festival city.

Tourism is the third biggest source of employment in Edinburgh, providing jobs for over 31,000 people. There are approximately 12,000 serviced accommodation rooms (includes

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4 Proposed Edinburgh Local Development Plan (March 2013)
not only hotel rooms but guest houses and serviced apartments) within the city. 854 rooms were completed in 2012, 407 are currently under construction and consent has been granted for another 5,165. The majority of completions in 2012 were in the city centre\(^5\). The City of Edinburgh Tourist Accommodation Audit 2012 projects that 6,000 – 9,000 beds will be required by 2021 to accommodate increasing demand.

A number of unrepresented high quality international hotel brands are currently seeking premises within Edinburgh. A Hotel Prospectus was produced in 2012 which markets existing hotels in the city as well as highlighting where potential opportunities exist for new hotels in the city.

**Offices**

The 2012 total completion figure for office accommodation of 3,700 sq.m. is the lowest on record for Edinburgh. The provision of Grade A office space in 2013 at Atria and Edistons development at Morrison St supplemented by the forthcoming refurbishment at Charlotte Square has somewhat eased this lack of supply. Market evidence suggests that there should be a high level of demand for office accommodation in Edinburgh over the next 3 to 4 year period, particularly for modern, space in central locations. This will be driven in part by a peak in lease expiries, but also by underlying strengths in the city’s economy and a projected growth in office-based employment\(^6\). It is hoped this positive forecast will accelerate development. It is also paramount that schemes such as The Haymarket are delivered timeously as over half of supply of the city’s Grade A office space forms part of this development\(^7\).

Edinburgh is still an attractive place to locate a financial service company and the Council should be looking to feed off its strengths to attract further financial companies to the capital. The city has attracted the Green Investment Bank to the city, and to do so relied heavily on its financial services strengths plus its renewable credentials. Although financial services will continue to be the backbone of Edinburgh’s core business service, the city must diversify into other service sectors to give a balanced account of other occupiers in the city centre. Other sectors that are represented in the office market (albeit not on the same scale as financial services) include public sector, technology, professional services and creative industries (advertising, publishing, architecture and software). Strong targeted marketing campaigns are required so that CEC can attract a diverse range of high quality occupiers to the city.

**Key Opportunities**

- Hotel Development – the Haymarket, Caltongate, Quartermile
- Modern and well configured retail space – St James Quarter, Registers Lanes
- Provision of office space – Charlotte Square Collection, St Andrew Square
- Delivery of strategically important stalled development sites across the city centre

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\(^5\) City of Edinburgh Hotel Development Schedule 2012
\(^6\) City of Edinburgh Office Development Schedule 2012
\(^7\) The Market for High Quality offices in Scottish Cities, Ryden, 2013
3.2 Connectivity

Transport

Concentrations of economic activity of national significance are located in Edinburgh City Centre and to the west of the City, where strategic transport routes converge. Improved infrastructure and public realm enhancements are required to underpin economic growth in the City Centre and there is a recognition that the City Centre could perform better in order to fulfil its full potential as a world class destination. Significant investment in infrastructure and public realm improvements will be needed if new opportunities are to be realised and the area is to grow sustainability and improve its competitiveness nationally and internationally. The successful delivery of the improvements is reliant on funding, collaboration and partnership working.

The delivery of the Tram project, which is due to start running passenger services in summer 2014, provides an opportunity to improve the city centre. The reintroduction of trams is set to deliver step-change improvements in accessibility and connectivity. When complete the Tram will link the city centre with the Airport and Princes Street will be at the heart of the tram system. There will be eight trams per hour carrying a maximum of 250 passengers per tram. A significant number of passengers will be alighting within the city centre. A tram halt at Haymarket will allow passengers to interchange with the national rail network and St Andrew Square will provide another important interchange with other public transport. The re-development of Haymarket Station and the surrounding area will create a contemporary, multi-modal transport interchange for public transport, pedestrians, and other transport users.

Information and Communications Technology (ICT)

Scotland’s Digital Future outlines the steps that are required to ensure Scotland is well placed to take full advantage of all the economic, social and environmental opportunities offered by the digital age.

Scotland’s Digital Future: Infrastructure Action Plan outlines proposals to deliver digital connectivity across the whole of Scotland by 2020. The plan states that the rate of broadband uptake by people in Scotland should be at or above the UK average by 2013, and should be highest among the UK nations by 2015.

Edinburgh currently benefits from excellent broadband coverage including 4G. With 82.8% availability, super-fast broadband is connecting Edinburgh business globally. To strengthen this City of Edinburgh Council has applied for funding from the Department for Media Culture and Sport (DCMS) for the following projects

- Up to £3.00 million for a voucher scheme
- Up to £1.20m for wireless hotspots in public buildings
- Up to £1.50m for wireless on transport networks
The Council’s Connected Capital Programme is working with DCMS to potentially delivery a further fund of £4million.

The economic benefits of a super-connected city centre are immense and would aid the setting up of small businesses within the centre and allow for flexible work patterns and locations.

Key Opportunities

- Haymarket Interchange - to integrate with and complement other planned developments in the area including development of the Morrison Street goods yard site and the continued growth of the nearby Exchange financial district.
- Waverley Station
- Connected Capital Programme

3.3 Housing and Regeneration

Edinburgh is a growing city. Population and household changes have implications for housing need which influences the identification of housing land within the LDP. At present there is no housing allocation due to the modifications of the SDP which requires supplementary guidance to be produced. However, major new housing development is likely to be directed to west and south east Edinburgh. Nevertheless, the City Centre remains an attractive place to live and work and offers the possibility of sustainable living through the creation of a compact city where provided there is the required level of investment in infrastructure inhabitants could be less car reliant.

Finding affordable accommodation within the city centre can be challenging. Though there are opportunities to support investment in affordable housing and with the recent availability of funding for developers involved in delivering affordable housing a number of schemes have been kick started with the affordable housing element. The financial impact of the investment in affordable homes is significant to the city’s economy. New approvals will generate £132 million of direct and indirect investment including £79 million of public sector grants and private sector loans directly in new housing. This will create over 1,000 jobs in the city.

Key affordable housing development being delivered in the city centre zone includes 174 affordable homes forming part of the Quartermile development (Q10). This site was challenging to deliver but by using innovative financing methods and grant assistance the units have been delivered.

The Fountainbridge site is another opportunity to deliver affordable housing within the city zone. As the market begins to recover, Fountainbridge can undoubtedly contribute to future housing supply. Following the purchase of Fountain South (Fountain Quay) by City of Edinburgh Council and the recent handover to EDI there is an opportunity for the Council to be instrumental in the delivery of this site. A masterplan is currently being prepared.
Furthermore the Council and British Waterways published an Edinburgh Canal Strategy in December 2011 which identifies on and off canal moorings sites, opportunities for complementary canal-side developments and opportunities to ensure that the recreational potential of the canal is fully maximised for canal user groups and the community. Housing forms part of a major mixed use development at the Caltongate (New Street) site in the city centre and will deliver much needed affordable homes. It is anticipated that the affordable housing element of the site will be the first component to be delivered.

It is imperative that mixed use developments are encouraged, including the provision of affordable housing, that integrate with existing communities and which meet city-wide demand in terms of tenure and size.

Key Opportunities

There are three types of development role that can be performed by affordable housing.

- Affordable housing can kickstart a residential consent by developing the 25% affordable housing ahead of the market units commencing construction. At Caltongate Places for People will commence construction on the first 36 homes in this development during the current financial year (2013/2014).
- Affordable housing can provide the entire catalyst for development on some mothballed sites. At Shrub Place the Council has conditionally agreed to support the construction of 341 (out of 371) homes on an existing consent. There is a separate consent currently being sought for 160 residential units.
- Affordable housing is most typically delivered by RSLs or directly by developers at a stage during construction that works for all parties. At Fountainbridge 250 units (including 20 affordable) have been delivered to date with consent secured for 300-760 residential units forming part of a mixed use scheme.

3.4 Placemaking and Public Realm

As noted in paragraph 3.2 improved infrastructure and public realm enhancements are required to underpin economic growth in the City Centre. The realisation of the tram provides an opportunity to improve the experience of movement through the City Centre.

As part of a longer term strategic vision the Council has developed a proposal for improving the City Centre, particularly in the area around Princes Street and George Street and a consultation exercise was carried out earlier this year. In order to respond to the views expressed in the consultation, it is proposed that there is a phased and informed approach to changes in the City Centre. There is a broad consensus that the City Centre can be changed and improved, but this needs to be well planned, managed and the benefits clearly demonstrated if it is to secure public support. All changes and actions will be implemented in the context of a wider vision and objectives and remain focused on:

- Improving the quality of pedestrian experience in the core City Centre area with increased space;
• Promoting a “café culture” and encouraging more on street activity;
• Creating a vibrant evening atmosphere by promoting late night opening by retailers and other attractions;
• Improving the air quality within the City Centre;
• Making the City Centre more permeable for cyclists by creating a cycleway;
• Reviewing the approach to parking provision in the City Centre;
• Improving access to the City Centre for the elderly and people with disabilities; and
• Improving approach to management of waste in the City Centre.

Key Opportunities

- City public realm improvements – including the exchange district and the West End
- Royal Mile Improvements

3.5 Sustainability

To achieve sustainable development the main challenge is to address the social, economic and environmental issues that exist in an integrated way.

Within the Centre the key challenge is to create a vibrant and prosperous place in which to live, work and study or visit. Linking communities which are attractive places to both live and work provides the essential framework for sustainable communities. There is a high level of residential use within the City Centre which provides informal policing and activity to create a safe and attractive city. However care must be taken in encouraging other economic activity such as tourism and festivals that this is not to the detriment of the existing residents. There has to be a balance. This lies at the heart of the vision for the area and is promoted through the mixed use developments proposed and supported through the Local Development Plan, namely Quartermile, New Street (Caltongate) and Fountainbridge.

The transfer of land to EDI at Fountainbridge provides an opportunity for the Council to be actively involved in the incorporation of sustainable practices in the development of this site. Opportunities are being considered for District Heating Facilities and initiatives for the three site owners to work together to create a whole development which will be greater than the sum of its parts. It is planned, in collaboration with other developers / agencies, to try and promote high-profile exemplars of how development can be achieved in a sustainable way.

Key Opportunities

BIDs – Supporting the formation and renewal of BIDs to provide a sustainable income stream to invest in local improvements that collectively increase the attractiveness of the city centre.
Promoting Social integration – through the delivery of mixed use developments

Low Carbon Technology - New developments to be built in accordance with Edinburgh Standards for Sustainable Buildings

Fountainbridge – revised masterplan, potential for renewable technology and a partnership approach between the three owners to deliver an exemplar development
4  Management of Delivery

No one single agency is responsible for delivery of the projects identified in this plan. A partnership approach will be crucial. In the City Centre this will involve collaboration with key partners such as Essential Edinburgh and City Centre Stakeholders. The plan has been developed in conjunction with services from across the Council and reflects and complements other corporate plans and priorities including the other strategic investment zones.

Questions remain, however, as to the timing of the delivery of many of these key projects especially in the short term as property markets though in a more stable position remain weak, economic recovery is fragile and availability of finance remains restricted. More innovative delivery methods will be required involving partnership working between the public and private sectors.

New commercial development needs to be delivered (by both public and private sectors) within the City Centre to create the necessary supply of much needed commercial space (retail, leisure and office) to satisfy current & future requirements. This is vital to stop any leakage of current investment but more so to attract the new investment that is needed to give greater diversity and quality. From this will come other social economic benefits in terms of job creation, and much needed development to contribute towards the much needed infrastructure and public realm enhancements.

There already exist a number of completed high profile office developments within the City Centre. Over and above promoting the investment proposition and using its own assets as leverage, CEC remains focused on assisting private sector developers and owners in attracting new tenants to these buildings whether it is relocation from within the city or a new inward investment. CEC are in contact with a number of occupiers considering taking new space in the City, and it can provide details on a wide range of properties to make sure everything is done to secure new occupiers to the city.

As previously noted the Local Development Plan supports four major development opportunities in the City Centre: St James Quarter, New Street, Fountainbridge & Quartermile. All mixed use schemes providing opportunities for jobs in their construction and longer term future uses. Though currently planning consent has been achieved for each of the sites whether in principle or in detail, the sites have stalled due to economic conditions. A report on City Centre development opportunities by the Council’s framework agents was commissioned by Economic development. The delivery of each of these sites is identified in this report with a further eight strategically important sites noted in the proceeding projects section of this Zone Plan.

In the majority of cases CEC will look to sell their assets (mostly non-income producing, vacant development sites or buildings) in the open market or grant long ground leases. However, by participating in direct development this will allow CEC to dictate the direction of the land use and not be focused purely on delivering the highest possible profit margin.
but also take into consideration the social and environmental return. CEC has an opportunity to be seen to be taking the lead in economic development and regeneration. The Atria development is a great example of the Council taking the lead in city development, one of the few speculative developments in the UK outside London. Success of this high profile development demonstrates the Council’s ability to deliver a major commercial development project and act as a catalyst for much needed confidence in the market. EDI have been retained as the Council’s arms length property development company whose focus is to deliver development at Market Street and Fountainbridge. The Council therefore has an influence over some of the development sites within the

The Council will need to decide whether funds can be generated internally by cross funding from site sales or reallocation of budgets. In this case key infrastructure projects will need to be prioritised, while others will need to be put on hold until funds are available to take these forward. Subject to the success of the Tax Incremental Finance (TIF) model in Leith, consideration should be given to see if TIF could be used as a future funding mechanism to deliver development in the city centre. Other options include the creation of a City Investment Fund to leverage additional borrowing, Prudential Borrowing, SPRUCE funding (Scottish Partnership for Regeneration and Urban Centres), Pension Funds and Local Asset Backed Vehicles.
5   Projects

The overall strategy to achieving this vision is to find the balance between competing land uses, bringing the key development partners together, delivering key catalytic projects and providing key infrastructure to unlock the area’s high quality development opportunities.

The key projects to be progressed over the short, medium and long term to unlock the area’s long term development potential to ultimately generate the greatest economic benefit to the City Centre and sustainable economic growth are detailed on the proceeding pages.

The development of these sites and upgrades in infrastructure and public realm will be vital to help stimulate economic development activity. Just as important as the physical development of these projects, will be the connectivity they have with each other so that these projects are accessible by pedestrians to key transportation nodes.
(i) Projects Table

Short term objectives – End 2015

<table>
<thead>
<tr>
<th>CITY CENTRE</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TO IMPROVE INFRASTRUCTURE &amp; PUBLIC REALM</strong></td>
<td>To make the City Centre a better place in which to live, work, visit, invest and study</td>
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<tr>
<td></td>
<td>To enhance appearance of city centre, and more efficient use of public space.</td>
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<tr>
<td></td>
<td>Encourage higher levels of footfall in the city centre</td>
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</tr>
<tr>
<td>City Centre Vision: Infrastructure &amp; public Realm improvements</td>
<td>CEC working in partnership with city centre stakeholders</td>
<td>Six week consultation with retailers, residents and stakeholders competed in May 2013</td>
<td></td>
<td>Increase visitor footfall</td>
<td>Delay in Tram Programme</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Responses will be considered on 27 August 2013 at Transport &amp; Environment Committee</td>
<td></td>
<td>Increased retail turnover</td>
<td>Lack of funding or stakeholder engagement</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Agree programme for works and Instigate initial projects Q1/Q2 2014</td>
<td></td>
<td>Improve Edinburgh’s CACi ranking</td>
<td>Failure to attract appropriate investment</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Public Realm improvements at the West End stakeholder event to be held October 2013</td>
<td></td>
<td>Improved visual impact, connectivity, waste management, parking provision and air quality</td>
<td>Make use of delays to further detail and programme proposals</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Promote cafe culture and evening atmosphere</td>
<td>Zone co-ordination groups to offer support</td>
<td></td>
</tr>
</tbody>
</table>
### Development Zone Plan - City Centre

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost (£m)</th>
<th>Responsible Party</th>
<th>Key Works/Contributions</th>
<th>Status</th>
<th>Impact/Other Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waverley Station Upgrade</td>
<td>£130m</td>
<td>Network Rail</td>
<td>CEC undertaking public realm around station, Completion of new roof and Waverley steps, Footway widening adjacent to access points and enhanced pedestrian crossing facilities, Enhanced platforms, Investigate viability of connecting into Princes Mall</td>
<td>Work started 2010</td>
<td>Increased visitor footfall in terms of visitors using the station. If connection into Princes Mall is viable, impact on creating additional retail floor space and contribute to improved CACI standing.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Upgrade Infrastructure Improvement of key Transportation Hub. Assist in coping with greater number of commuters &amp; visitors to the city using rail.</td>
<td>Completion of new roof and Waverley steps</td>
<td></td>
</tr>
</tbody>
</table>

### DEVELOPMENT PROJECTS

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost (£m)</th>
<th>Responsible Party</th>
<th>Key Works/Contributions</th>
<th>Status</th>
<th>Impact/Other Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>26 – 31 Charlotte Square</td>
<td>£25m</td>
<td>Fordell Estates &amp; Corran Properties</td>
<td>High quality Refurbishment of a Grade A listed townhouse offices targeted towards boutique financial services companies, £2m public realm contribution, Consent for office development Sept 2011, Refurbishment works underway, Completion of building works, Public Realm consent granted 2012.</td>
<td>The completion of high quality Grade A spec office space to attract new inward investment, The delivery of much needed public realm improvements to an prime business location in</td>
<td>Delay caused by agreeing extent and design of public realm works. CEC not able to secure necessary public realm funding contribution, Delay on</td>
</tr>
<tr>
<td>Development Zone Plan - City Centre</td>
<td></td>
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</tr>
<tr>
<td><strong>10-15 Princes St</strong></td>
<td>Redevelopment of a prominent site on Princes Street to comprising hotel and retail</td>
<td>£12m</td>
<td>Barclays or Aberdeen Asset Management</td>
<td>No outstanding planning consents to be determined</td>
<td>The delivery of much needed hotel beds</td>
</tr>
<tr>
<td><strong>Soco</strong></td>
<td>Redevelopment of a prominent gap site in the heart of the Old Town within a sensitive location comprising hotel and retail/commercial/leisure space</td>
<td></td>
<td>Jansons Property Others</td>
<td>Hotel topped out in May 2013</td>
<td>The delivery of 259 bed IBIS hotel in the city centre and 20,000 sq ft retail/commercial space</td>
</tr>
<tr>
<td><strong>Former Odeon Cinema</strong></td>
<td>Refurbishment</td>
<td></td>
<td>Private developers</td>
<td>Certificate of</td>
<td>The reuse of A</td>
</tr>
</tbody>
</table>

Orders approved 03/2013. Start on Site January 2014
Practical completion date unknown

Edinburgh’s city centre with the developer

Construction caused by Tram works
Strong economic argument to justify CEC contribution to public realm costs.
Co-ordinate phasing of construction work to minimise impact of any disruption caused by trams
| Clerk Street | of A listed building to create a live entertainment venue | Historic Scotland | Lawfulness approved January 2013  
Internal refurbishment works underway  
Works to be completed and venue opening in 2014 | listed building which it was previously proposed to demolish  
Potential removal from buildings at risk  
Provision of an alternative leisure destination | Costs related to refurbishment works  
Predicted 200 jobs to be created  
CEC to engage with developer regarding job creation  
Marketing |
| The Haymarket (Morrison St Goods Yards) | Redevelopment of a prominent gap site in West End. Opportunity to establish a prime commercial location. | £200m | Tiger Developments & Interserve to develop site as JV  
Network Rail  
CEC | Planning  
Permit granted 2011  
JV confirmed  
Secure pre-lets  
Tunnel works to commence in Q4 2013  
Foundation works to commence Spring 2014  
Delivery of aparthotel by Q3/Q4 of 2015  
Delivery of offices by Q3/Q4 of 2015 or Q1 of 2016 | Development of a key gateway site in the West end of the city centre. Delivery of much needed retail, hotel, car parking and office space.  
Integral part of the Haymarket area redevelopment  
The number of jobs that will be created through the construction phase and when the development is open for business and occupied. | Delays to tunnel works  
Unable to secure sufficient pre-lets.  
Funding of the car park which assists the overall viability of the development  
Economic development constraint if the office supply in the city centre cannot be improved  
CEC to work with Network Rail regarding the programme of tunnel works and to lend support to |
<table>
<thead>
<tr>
<th>STRATEGIES &amp; PROPOSITIONS</th>
<th>City Centre Retail Core Supplementary Guidance</th>
<th>West End BID</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Considers alternative uses of shop units in the city centre and aligns with the city centre vision</td>
<td>opportunity for businesses to invest collectively to help make local improvements</td>
</tr>
<tr>
<td></td>
<td>CEC to take lead in drafting and approving the SG in consultation with the wider public including businesses</td>
<td>n/a</td>
</tr>
<tr>
<td></td>
<td>Draft SG approved by the Planning Committee in May 2013</td>
<td>CEC to work with local businesses</td>
</tr>
<tr>
<td></td>
<td>Consultation ended in August 2013</td>
<td>Consultation with businesses will take place in 2014 to determine the potential projects and services to be delivered</td>
</tr>
<tr>
<td></td>
<td>Aim to adopt December 2013</td>
<td>BID project manager to be recruited for consultation</td>
</tr>
<tr>
<td></td>
<td>The opportunity to complement retail offer with quality food and drink establishments will help drive footfall to the city centre and will be instrumental in bringing a new lease of life to this iconic thoroughfare</td>
<td>To increase customer numbers and revenue</td>
</tr>
<tr>
<td></td>
<td>The SG is not approved</td>
<td>Deliver environmental improvements</td>
</tr>
<tr>
<td></td>
<td>The shopping experience in the city centre is not enhanced</td>
<td>Proactive marketing of the area for business, retail and tourism</td>
</tr>
<tr>
<td></td>
<td>CEC to promote the benefit of a more balanced use of shop units within the city centre</td>
<td>Facilitate collaborative and</td>
</tr>
</tbody>
</table>
### Development Zone Plan - City Centre

| Royal Mile Action Plan | To make the Royal Mile the world's best cultural living street for both tourists and residents. | TBC | CEC and Royal Mile residents and businesses | RMAP consultation in May 2013 and approved by Planning Committee in August 2013 Update to businesses Autumn 2013 A Royal Mile Charter signed by the businesses. Major project implementation dates TBC will include a retail strategy and close improvements | Increase footfall Enhance visual impact Increase retail turnover creating a year round balance Pedestrian priority experience, Encourage collaboration | Lack of funding and/or stakeholder engagement CEC to facilitate engagement and assist in sourcing funding |

productive relationships between businesses and the public sector
### Development Zone Plan - City Centre

**Medium term objectives – End 2017**

### CITY CENTRE

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
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<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
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<td></td>
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<tr>
<td>Redevelopment of Bristo Square</td>
<td>Public Realm Strategy University of Edinburgh Masterplan To enhance the experience of the central campus</td>
<td>University of Edinburgh CEC</td>
<td>University of Edinburgh Public Realm and Signage Masterplan approved by Planning Committee May 2009 Planning Application submitted June 2013 for refurbishment of McEwan Hall and landscape enhancements to Bristo Square</td>
<td>Enhanced public realm Improve pedestrian experience for all users</td>
<td>Project delays Funding Complex construction works relating to historic buildings Related to realignment of Potterrow as identified in University of Edinburgh Masterplan</td>
<td></td>
</tr>
<tr>
<td>Haymarket Station Interchange</td>
<td>Key infrastructure project. Redevelopment of key transportation hub</td>
<td>£30m (excludes any public realm work)</td>
<td>Network Rail undertaking all work associated with station redevelopment CEC part of working group along with Scottish Government and AD+S</td>
<td>Complete December 2016</td>
<td>Substantial improved commuter facilities at Haymarket and important transport interchange for buses, trains and tram. Transportation hub for linkages to businesses in the</td>
<td>Delay caused by Tram programme Transportation plans to assist towards mitigating of any major disruption</td>
</tr>
</tbody>
</table>
## DEVELOPMENT PROJECTS

<table>
<thead>
<tr>
<th>Area</th>
<th>Description</th>
<th>Cost</th>
<th>New Developer - Artisan</th>
<th>Artisan purchased New Street site from administrator and agreed sale agreement with CEC for CEC assets</th>
<th>Caltongate to provide much needed regeneration of a site that has remained vacant for a number of years.</th>
<th>Forthcoming planning application is delayed. CEC to assist and work in partnership with Artisan to deliver this strategic development project.</th>
</tr>
</thead>
</table>
| Caltongate    | Development of a key strategic development site.  Development of derelict brownfield site | £300m| Artisan                 | Purchaser renewed existing consents in 2013  
|               |                                                                              |      | CEC sold assets to Artisan | Artisan to submit revised proposal August 2013  
|               |                                                                              |      |                         | Start on site Q1/2 2014  
|               |                                                                              |      |                         | Artisan submitted revised proposals for New St expected decision Q1 2014. | The development will provide substantial public realm as part of the overall development.  
|               |                                                                              |      |                         | | The scheme will provide hotel, offices, retail and residential both private and affordable. The development will act as an economic generator for this area of the city.  
<p>|               |                                                                              |      |                         | | The number of jobs that will be created through the construction phase and when the development is open for business and occupied. |</p>
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Developer/Consent</th>
<th>Details</th>
<th>Costs/Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Andrews Square</td>
<td>Prominent development opportunity due to the quality of the environment, transport connections and nearby amenities. Vacant since 2003.</td>
<td>TBC</td>
<td>Consent granted in 2008 for mixed use scheme comprising office, residential and retail. Planning permission granted in June 2013 for the amendment of an existing consent in order to increase roof heights. Listed building consent to alter floor plat positions and partially rebuild the facade has been delayed due to concerns regarding the SHEP test. Development estimated to commence.</td>
<td>Costs associated with constructing residential development in isolation as opposed to delivering the entire development at the same time. Retail element cannot progress until pre-let in place for approx 50% of non retail element. LBC is not approved for the alterations required to reconfigure the floorplates and occupiers cannot be attracted. CEC (planning) supported the proposal to amend the floorplates however Committee have declined to determine until SHEP tests have been satisfied.</td>
</tr>
<tr>
<td>Shrub Place (1 &amp; 7)</td>
<td>Prominent vacant sites on Leith Walk a main route into the city centre</td>
<td>The site at No 1 in currently in the hands of the administrators. CEC is currently The site at No 1 in currently in the hands of the administrators. CEC is currently</td>
<td>Planning consent granted for mixed use developments on both sites. Regeneration of gap sites which have been vacant for a number of years.</td>
<td>Site remains undeveloped and an eyesore property within the city centre.</td>
</tr>
<tr>
<td>Quartermile</td>
<td>Regeneration of former ERI site comprising 19 acres of land in the city centre</td>
<td>Gladedale CEC RSL</td>
<td>Progress applications by Q4 2013.</td>
<td>Delivery of much needed homes including affordable units within the city centre.</td>
</tr>
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<td>Delivery of much needed homes including affordable units within the city centre.</td>
</tr>
<tr>
<td>Area</td>
<td>Description</td>
<td>Cost</td>
<td>Purpose</td>
<td>Challenges</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>------</td>
<td>-------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Market Street (6-8)</td>
<td>The development of a site which has been vacant for over 20 years located in the heart of the Old Town</td>
<td>£10m</td>
<td>EDI</td>
<td>Committee report in 2012 gave approval to EDI to look at development options for the site. Confirmed the French Consulate are no longer interested in moving to the site. Engage with CEC planning on potential uses.</td>
</tr>
</tbody>
</table>

Removal of an eyesore within the Edinburgh World Heritage Site
Maximise good public transport connections
Occupational demand
Construction Issues
CEC/EDI to engage with potential occupiers
### Strataegies & Propositions

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registers Lanes Pre-feasibility study</td>
<td>To consider the viability of opening up Registers Lane to connect St James Quarter and St Andrews Square to improve realm and provide high end retail/leisure offer</td>
<td></td>
<td>CEC commissioned study</td>
<td>Final draft of study completed August 2013</td>
<td>Improve visual appearance of city centre</td>
<td>Lack of funding</td>
</tr>
<tr>
<td></td>
<td>GVA produced study</td>
<td></td>
<td>Consult stakeholders and commission feasibility study</td>
<td>Consult stakeholders and commission feasibility study</td>
<td>Improve connectivity</td>
<td>Lack of stakeholder engagement</td>
</tr>
<tr>
<td></td>
<td>Various landowners/stakeholders</td>
<td></td>
<td>Projects to be confirmed and implemented</td>
<td>Projects to be confirmed and implemented</td>
<td>Improve retail/leisure offer</td>
<td>Constructions issues</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Increase CACI rankings</td>
<td>CEC to coordinate consultation and engagement events and communicate the strategy</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
<td>CEC to consider funding options</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>CEC to work with potential developers</td>
</tr>
</tbody>
</table>

### Development Projects

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>St James Quarter</td>
<td>Major commercial development to satisfy strong retail demand for city centre</td>
<td>£850m</td>
<td>HGI to undertake direct development of the project</td>
<td>Outline planning consent for the masterplan scheme already obtained</td>
<td>Delivery of much needed new retail space in the city centre to satisfy the bigger unit size requirements of a</td>
<td>Financial Viability Scheme being delayed further, impact on the ability to offer good</td>
</tr>
<tr>
<td></td>
<td>CEC to support HGI in considering alternative</td>
<td></td>
<td>CEC to support HGI in considering alternative</td>
<td>Detailed planning</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Development Zone Plan - City Centre

<table>
<thead>
<tr>
<th>Dewar Place</th>
<th>Site is located in close proximity to the exchange district and the Haymarket Interchange and provides an opportunity to strengthen this commercial area</th>
</tr>
</thead>
</table>
|             | **Scottish Power**  
|             | **CEC**  
|             | **Scottish Enterprise** |
|             | **Masterplan produced in 2010 but not progressed and has no status**  
|             | **Open a dialogue with Scottish Power to consider options for redeveloping the site** |

### Funding models where appropriate
- to be submitted on the individual elements of the scheme by April 2014
- Pre-lets to be secured
- Start on site – estimated Q2 2015, with practical completion 2018

### Lot of the blue chip retailers seeking representation in the city.
- The redevelopment of a tired city centre shopping centre and office building into a stunning modern development to create a statement building in the East End of city centre.
- Provision of much needed hotel beds, car parking, residential and office space.

### Scottish Power has no interest in developing the site
- Scottish Power has no interest in developing the site
- **Public realm considerations**
- **Ventilation concerns**
- **Site constraints**

### The retention of listed facades is prohibitive to development
- The number of jobs that will be created through the construction phase and when the
- The development of the site would be an important asset to connect between the EICC and the West Approach Road and would improve overall connectivity in the area.

**Dewar Place Site** is located in close proximity to the exchange district and the Haymarket Interchange and provides an opportunity to strengthen this commercial area.

### Scottish Power
- Masterplan produced in 2010 but not progressed and has no status
- Open a dialogue with Scottish Power to consider options for redeveloping the site
### Development Zone Plan - City Centre

<table>
<thead>
<tr>
<th></th>
<th>Opportunity to link both sites to create a major mixed use development</th>
<th>£110m</th>
<th>Agreement with CEC and adjoining landowners/tenant</th>
<th>Redevelopment of a key development site in the city centre to deliver much needed commercial space i.e. offices, hotel and possible residential.</th>
<th>No agreement can be reached with parties re taking development forward.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kings Stable Road (KSR) &amp; Argyll House (AH)</td>
<td>CEC (KSR) and adjoining landowners/tenant</td>
<td></td>
<td>Development Strategy for the masterplan of the overall development area.</td>
<td>The number of jobs that will be created through the construction phase and when the development is open for business and occupied</td>
<td>Long term lease currently in place at Argyll House Site remains undeveloped and an eyesore property within the city centre. CEC to make every effort to work jointly with interested parties to make the development proposals viable.</td>
</tr>
<tr>
<td>Donaldsons College</td>
<td>Opportunity to develop an iconic building for residential and possibly hotel use</td>
<td>?</td>
<td>Planning permission has been granted for residential use. Pursue a mixed use application comprising residential and hotel use</td>
<td>Development of a Grade A listed building which has been vacant since 2008 and is now on the Buildings at Risk Register. The potential to build homes in an</td>
<td>Lack of funding Conservation and listed building constraints Competition from other hotel sites within the city centre</td>
</tr>
<tr>
<td>Development Zone Plan - City Centre</td>
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<tr>
<td><strong>Royal High (Regent Road)</strong></td>
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<tr>
<td>The development of one of Edinburgh's most recognised landmarks which is a Category A listed building. Most recently considered proposal is to develop the site as a 6 star arts hotel</td>
<td>£60m</td>
<td>CEC to deal with property transactions and engage with preferred bidder</td>
<td>CEC approved plan for the redevelopment of the building and in June 2009 the property was marketed. Feb 2010 – preferred bidder chosen though to date no formal transaction been concluded. Conclude formal transaction. Pre-application discussion and Planning application to be submitted.</td>
<td>Provision of high quality hotel in the city centre creating a luxury destination</td>
<td>Sourcing development finance. Construction costs and constraints related to listed building. Competition for hotels within Edinburgh. CEC to extensively market site if transaction not concluded with current preferred bidder. Review demand for hotel consider alternative funding. Consider alternative uses.</td>
</tr>
<tr>
<td><strong>Fountainbridge</strong></td>
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<tr>
<td>Major Strategic Development site to create new investment area.</td>
<td>£250m</td>
<td>EDI</td>
<td>Lloyds secured outline consent for the development in June 2011. Future delivery</td>
<td>Regeneration of a key city centre site.</td>
<td>Delay of development due to new masterplan being produced.</td>
</tr>
<tr>
<td>Development Zone Plan - City Centre</td>
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<tr>
<td><strong>Canal Strategy approved</strong> December 2011 by CEC Planning Committee</td>
<td></td>
<td></td>
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<tr>
<td>CEC purchased part of site and EDI to take responsibility for delivering development</td>
<td></td>
<td></td>
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<tr>
<td>Masterplan to be produced in 2014</td>
<td></td>
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<tr>
<td>Potential for much needed commercial office, retail and residential space, as well as a mooring for canal boats.</td>
<td></td>
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<tr>
<td>The number of jobs that will be created through the construction phase and when the development is open for business and occupied.</td>
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<tr>
<td>CEC to help deliver the project.</td>
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<tr>
<td><strong>India Buildings</strong> Victoria St</td>
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<tr>
<td>A development opportunity on a prime and well located site within the Old Town</td>
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<tr>
<td>c£50-70m</td>
<td></td>
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<tr>
<td>RBS</td>
<td></td>
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<tr>
<td>CEC – owners of the majority of the site</td>
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<tr>
<td>Policy and Strategy Committee Dec 2011 approved the development proposal approach for a regeneration project</td>
<td></td>
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<tr>
<td>Literary/arts quarter considered</td>
<td></td>
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<tr>
<td>Work required relating to operators, costs and potential end capital receipts</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>India buildings has been vacant for 4 years and not extensively marketed.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Potential for hotel development</td>
<td></td>
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</tr>
<tr>
<td>Connect Victoria St to the Cowgate</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Finance</td>
<td></td>
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</tr>
<tr>
<td>Listed building constraints</td>
<td></td>
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<tr>
<td>CEC could enter into JV with other of adjacent buildings</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Further study required to look at mixed use incorporating hotel</td>
<td></td>
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</tbody>
</table>
(ii) Map
City of Edinburgh Council
Development Zone Plan

South and East
October 2013
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1.1  Background
1.2  Strategy and Planning
1.3  Pledges

2   South and East Edinburgh

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3   Development Opportunities

3.1  Employment
3.2  Connectivity
3.3  Housing and Regeneration
3.4  Placemaking and Public Realm
3.5  Sustainability

4   Delivery

5   Projects

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1. Introduction

This document is an update of the Plan originally produced for South and East Edinburgh and approved in 2011.

This Zone Plan takes account of the challenges and opportunities afforded by the South and East and sets out:

- The jointly held future vision for the area;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which will enable those objectives to be met, together with individual partner roles and contributions, the impact of the activities and the risks that will need to be managed; and
- The delivery and management arrangements for the Plan.

1.1. Background

The City of Edinburgh Council’s Strategic Investment Plan (SIP) was approved by the Economic Development Committee in December 2010, setting out how the Council would approach physical development activity between 2010 and 2014.

Four Priority Development Zones were identified, each having a key role to play in delivering sustainable economic growth for Edinburgh. These Development Zones are: City Centre; South and East Edinburgh; Waterfront; and West Edinburgh.

The Zone Managers have the responsibility of supporting the delivery of the development projects outlined in the Zone Plans. The Zone Coordinating Groups, comprising of the Zone Managers and internal stakeholders, will monitor, identify and take forward projects within the four zones and contribute to the updating of the Plans.

Individual Zone Plans for each of the four zones were approved by the Council’s Economic Development Committee in October 2011. Progress towards achieving the objectives outlined in the Zone Plans has been regularly reported to the Council’s Economy Committee.

The Zone Plans are, by their very nature, live documents and require flexibility in their application. They also require flexibility in the actions taken to achieve their overarching vision until and beyond 2017, in line with the timescale adopted by the Economic Strategy (2012-2017). The Zone Plans require to be updated on a periodic basis to take cognisance of material changes, which may arise through the influence of a wide range of external factors.
1.2. Strategy and Planning

Economic Strategy 2012-2017

In 2012 the Council adopted the Economic Strategy, seeking to address the economic challenges of the City. The Strategy is concerned with the creation and safeguarding of jobs and supporting infrastructure investment. It sets out that each Zone Plan will reflect the regeneration and investment opportunities in that zone and will involve local people in design and implementation.

Planning Policy

The National Planning Framework (NPF) is a long-term strategy for the spatial development of Scotland. The third NPF, currently under consultation, will set out the Scottish Government’s development priorities over the next 20-30 years. It is an important document that will influence development plans across the country and provide leadership to deliver change.

The Strategic Development Plan (SDP) sets out the long term vision and broad targets for the City of Edinburgh Council and a range of neighbouring SESPlan local authorities. The SDP puts an emphasis upon maintaining and developing Edinburgh’s established role as the Regional Core and the Capital City. The SDP was approved with modifications by Scottish Government Ministers in June 2013 and supplementary guidance is currently being produced to look specifically at housing allocations across the SESplan area.

The current Development Plan comprises the approved Strategic Development Plan (June 2013), the Edinburgh City Local Plan (adopted January 2010) and the Rural West Edinburgh Local Plan (adopted June 2006 and alteration adopted June 2011). The Zone Plans have been developed in accordance with the Development Plan and take cognisance of opportunities identified in the proposed Local Development Plan (LDP). The proposed LDP has a key role to play in the delivery of the Economic Strategy and supports existing business, continues to promote previously identified economic proposals and highlights new investment opportunities.

Employment

The City of Edinburgh Council’s Economic Review 2011 identified a key challenge facing the city in terms of Skills and Employability. It estimates that the number of people looking for work in Edinburgh could grow by up to 1.2 percent per year but job supply may only grow by 0.3 percent. As a result, by 2018 there could be up to 37,000 more people looking for work in the City than there are available jobs. This is likely to impact upon those furthest from the labour market, particularly young school leavers and those who face additional barriers including lack of skills, experience or caring responsibilities.

The Council’s economic goal will be to bridge the gap between the number of people looking for work and the number of jobs. A more joined up approach to service delivery and a greater focus on young people through initiatives like the Edinburgh Guarantee will be
adopted. To achieve greater engagement with the private sector, we will use the City-wide employment hubs to manage activity in the four priority investment zones and other centres of employment or opportunity.

**Sustainability**

As part of Sustainable Edinburgh 2020, the Council’s vision is that in 2020 the City will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting.

Achieving that goal will require an integrated holistic approach to future development that acknowledges the existing built environment while exploring opportunities for new energy efficient low carbon development that creates jobs and accessible communities. Collaboration with other developers / agencies to promote high-profile exemplars of how development can be achieved in a sustainable way will form part of that aspiration.

**1.3. Capital Coalition Pledges**

After the local government election in May 2012, the Capital Coalition set out their ‘Contract with the Capital’ which outlined 6 key priorities and 53 specific pledges which support them.

The following Pledges are addressed by the Development Zone Plans:

- **P7** - Further develop the Edinburgh Guarantee to improve work prospects for school leavers.
- **P8** - Make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.
- **P15** - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.
- **P16** - Examine ways to source new funding to support small businesses.
- **P17** - Continue efforts to develop the city's gap sites and encourage regeneration.
- **P20** - Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS).
- **P22** - Set up an independent forum to promote locally-owned retail businesses.
- **P23** - Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties.
- **P28** - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.
- **P29** - Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work.
- **P50** - Meet greenhouse gas targets, including the national target of 42% by 2020
2. South and East

The primary focus of the South and East Investment Zone Plan will be the delivery strategy for the sustainable growth of the area. At a strategic level, this includes development at the BioQuarter, wider SE Wedge and the regeneration of Craigmillar. In order to achieve our goals in the South and East of Edinburgh, there has to be an emphasis on connectivity within the SDA and realising opportunities to link with development in Midlothian at Shawfair and Millerhill.

Recent economic conditions have had a significant impact on the plans for this area and a number of aspirations have not been realised. However, this is an opportunity to reconsider priorities that can be achieved by 2017 and identify longer term actions and how to deliver viable development as a driver for further investment. Though there are signs of an economic recovery the plans for the area must remain flexible to accommodate future trends.

The overarching purpose of this Zone Plan is to provide a platform to understand what activity has taken place in the South and East of Edinburgh and to identify priorities for the City of Edinburgh Council and our partners. The plan intends to determine the key areas for investment, build consensus and to support and facilitate the Council’s and our partner’s activities. The role for the City of Edinburgh Council is to enable and facilitate investment and to invest our own assets and funds when appropriately identified and available.

South and East Edinburgh is expected to experience major changes over the next five to seven years. The forthcoming LDP identifies South and East Edinburgh as a Strategic Development Area and contains Site Briefs for Broomhills and Burdiehouse, Gilmerton and Newcraighall, which collectively have the potential to provide a substantial number of residential units for the area and potentially new school facilities.

The Edinburgh BioQuarter (EBQ) aims to become a top 10 global centre of excellence for life sciences offering opportunities for academic, commercial and clinical research and development with health care, teaching facilities and appropriate support services and facilities. The proposed LDP contains Edinburgh BioQuarter Development Principles to guide development in terms of the density and form, supporting uses, landscape setting and wider connections. The Scottish Government designated the EBQ as an Enterprise Area in January 2012 due to the potential national economic benefits, business and job creation and deliverability. The EBQ is identified as a Special Economic Area (Emp 2) to reflect this designation.

Draft Supplementary Guidance (SG) has been produced for the EBQ and adjoining SE Wedge Parkland Area. The aim of the SG is to realise the full life sciences potential of the EBQ in a mixed use urban quarter which protects and enhances the landscape setting of the city. The SG supports development of the EBQ for life sciences research and directly related commercial developments and the development of the South East Wedge Parkland. There is the potential to deliver up to 50,000 sqm gross of supporting uses at the EBQ. The consultation period for the SG ended at the beginning of August 2013 and the finalised version will be reported to the Planning Committee in December 2013. In addition a draft
non-statutory masterplan will also be presented to the Planning Committee to be approved for consultation purposes.

Transport interventions necessary to mitigate impacts of development in South and East Edinburgh and beyond have been identified through the proposed LDP transport appraisal.

2.1 Vision

“South and East Edinburgh will be a global centre for research and innovation in sciences, engineering and technology. It will have the commercial capacity to support economic growth regionally and nationally. It will have integrated transport and will be a vibrant, attractive and well-designed place where people want to live and work.”

Some of the long term objectives are ambitious and dependant on the sequence of growth in the other development zones. Moreover the key short, medium and long term objectives in this vision must be realistic, supported and financially viable.

2.2 Progress to Date

Edinburgh has remained a successful and resilient city responding swiftly to the global financial crisis. However, due to difficult economic conditions there has been a fall in the value of development across all four zones (SDAs) since 2011. The most significant decreases were in the Waterfront and South and East Edinburgh. The value of major development completed or under construction in the South and East SDA has dropped to £14 million in 2012 from £61 million in 2011. This drop in value is largely attributed to market valuation values.

Despite these figures there is evidence of ongoing investment in the area. Retailing and Leisure facilities have been given a boost at Fort Kinnaird with consent being issued for a multiplex cinema and further proposals are currently under consideration for retail floor space. Planning permission was also granted in 2012 for the expansion and refurbishment of Cameron Toll shopping centre.

Though housing construction has slowed across the City, development has taken place in the South and East with 126 homes completed within the Craigmillar area by PARC and Castle Rock Housing Association. Development is currently underway at Greendykes (Phase C) where 60 units will be completed by the City of Edinburgh Council with the final handover expected in July 2014. Planning permission has been granted, in principle, for housing within Edmonstone Estate.

The Craigmillar Urban Design Framework (CUDF) 2005 was prepared in the context of redevelopment and regeneration opportunities first identified in the 1994 Structure Plan as

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1 DAB 2012 p5
part of the wider South East Wedge proposals. The aim was to set out a vision and planning principles for the development of the Craigmillar area providing a strategy against which future projects and planning applications would be assessed. The Craigmillar Urban Design Framework review was approved by Planning Committee in August 2013.

The review refreshes the original version updating policy references and guidance, but also makes some more significant changes with reference to family housing and building heights, the location of a town centre high school, clarification of the size of the proposed supermarket and the removal of Cairntows Park as a development opportunity to retain open space. The Reviewed CUDF will be used to guide all development in the Craigmillar area, alongside the Development Plan.

The Craigmillar Town centre Masterplan was approved in 2009 aiming to transform over 50 acres of land with the provision of retail, housing, offices, a replacement for Castlebrae High School and a new civic square. PARC was to take forward the Masterplan proposals as part of a joint venture however PARC’s financial position has strengthened and now has the resources available to take forward the visions for the town centre on its own, allowing more investment to stay in Craigmillar. Work is ongoing to appoint a design team to revise the Masterplan. Consultation on the master plan is likely to take place 2013/2014.

Notable projects delivered in Craigmillar include the East Neighbourhood Centre and Craigmillar Library which opened in November 2012 comprising 4,510 sqm. The new community space supports the ongoing regeneration of Craigmillar and will be a key focal point of the new town centre. The £2million refurbishment of the Whitehouse was completed in early 2011 and has been in regular use and with the recent employment of a chef, future opportunities for the White House are being considered.

In 2013 Dunedin Canmore Housing with City of Edinburgh Council, Hart Builders and Lovell Partnerships won an award from Homes for Scotland for the Best Partnership for Affordable Housing Delivery for the large-scale regeneration project in Moredun and Hyvots. The project resulted in the creation of 441 new homes and the refurbishment of 371 existing homes all at affordable rents. The award was given considering the place-making, community participation and regeneration activities, including the promotion of youth activity and volunteering, training opportunities and the employment of 18 new apprentices.

At the EBQ the Scottish Centre for Regenerative Medicine (SCRM) opened in 2011 researching conditions such as strokes, heart attacks and diabetes. Nine (Bio-incubator Building) a £24 million 8500 square metres facility dedicated to housing start-up companies and established life-science organisations opened in 2012. It was announced in July 2013 that Six Scottish universities will share in £20million of Medical Research Council (MRC) funding to establish a UK health informatics research institute. Facilities will be established in Dundee and at Nine at the EBQ which will act as the hub of the Scottish Institute (Farr Institute). Planning permission in principle was granted in 2012 for the Royal Hospital for Sick Children (due for completion in 2016/2017) which will include a clinical neurosciences department.
The ongoing investment in the South and East reflects a commitment to development by the City's civic and business leaders. In partnership with key stakeholders, the City of Edinburgh Council can assist in the delivery of the projects outlined in Section 5 of this plan.

3. Development Opportunities

3.1 Employment

Development activity within South and East Edinburgh has the potential to create employment opportunities across a number of sectors namely life sciences, leisure, retail and construction. There are also opportunities for business start ups, apprenticeships and work placements.

The Fort Kinnaird Recruitment & Skills Centre which opened in early September 2013 could provide a useful resource to facilitate the recruitment of local labour by assisting employers in their recruitment processes and helping employers understand the local labour market.

Cre8te Opportunities Limited is an independent Local Enterprise Agency and Social Enterprise operating within the Craigmillar area. Cre8te aims to build strong, sustainable communities in regeneration areas of Edinburgh and across Scotland by helping both residents and businesses to maximise their potential and contribute to their local economy and makes a vital contribution to the Government’s agenda on economic recovery. The Cre8te Business Incubator Project (CBIP) provides intensive support at the pre-start and aftercare stages and is crucial in increasing the success rate of business start-ups in areas of regeneration with individuals who have recognised barriers to employment. This brings enormous benefits to the individuals, their community and the wider society. For over 10 years cre8tes CBIP Project has on average been starting 1 business per week. From May 2012 to October 2013 CBIP has been instrumental in supporting 45 new business start ups which has created 102 jobs within an estimated economic activity of £1,400,000. Approximately 80% of CBIP clients were previously unemployed and 60% have mental health disorders or disabilities. A recent retrospective Social Return on Investment analysis concluded that for every £1 invested in CBIP the social return in investment is £13.26.

Forth Sector has created an employment and enterprise centre at Duddingston Yards in the Craigmillar area. The facility will support business growth and creation of new businesses offering training and support facilities. The facility will directly employ approximately 120 people and support a further 1000 people a year through training and development. The £3million custom built facility will provide 1900m² of industrial and light office space. Initial occupiers include St Jude’s Laundry, Edinburgh Embroidery services and Scottish Soapworks.

Life Sciences

The South and East plays a vital role in the development of the regional and national economy in terms of life sciences which is a key driver of Scotland's future economic success

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2http://cre8te.co.uk/about/
and a key sector for investment as identified by the Scottish Government. Edinburgh BioQuarter is an Academic Medical Centre that combines biomedical research from the University of Edinburgh with the clinical expertise of NHS Lothian, all based at the BioQuarter.

Edinburgh has the second largest concentration of researchers rated "internationally excellent" by the UK government, with a great quality of life and cost of living that's 20 percent lower than London. The wide range of capabilities concentrated on the BioQuarter Campus makes it a leading European destination for translational medical research. Over the next five years the existing research community of 1,200 scientists at BioQuarter will be joined by the Edinburgh Sick Kids' Hospital (2016/2017) and the Scottish Mind and Body (Neurology) centre in 2016. It is a key objective to create a Global Top 10 cluster for biomedical research which will deliver a net GVA impact of £1 billion by 2029 winning private investment of £250 million.

The park extends over 100 acres and once developed will provide up to 2.4 million sqft of specialist accommodation for academic, commercial and healthcare activity. The priority for the zone is to support the development and occupation of the plots and through this also provide as many employment and training opportunities as possible for local people. It is estimated that 6000 on site jobs will be created and 6,800 jobs at a Scotland wide level.

The EBQ forms a core part of the Edinburgh Science Triangle which is a marketing alliance of science and technology manufacturing parks, two bio-science research institutions and four universities who are working together as a scientific cluster. The objective is to raise the profile of science and technology in order to increase inward investment and the substantial, sustainable growth of the sector.

Retail

The retail sector has been significantly affected by the economic downturn; there have been a number of retailers going in administration, reports of profit warnings and the ever increasing competition from on-line shopping. Despite this, Fort Kinnaird remains an attractive location for retailers.

Following the granting of a planning permission, in 2006, to reconfigure Fort Kinnaird in 2011 planning permission for a variation in the terms of the planning condition attached to the 2006 consent, to increase the cap for retail floor space. Fort Kinnaird continues to be of crucial economic and social importance to South and East Edinburgh. Fort Kinnaird is the largest private sector employer in this zone. There are currently 1,600 employees (full time equivalent) at Fort Kinnaird and the implementation of the additional shops and restaurants (already approved in principle) will mean that year-round employment rises to 2,000

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4 75% of which must be delivered at mezzanine level
employees. Permission was granted this year for a multiplex cinema which is estimated will create an additional 50 jobs.

There is currently an application pending consideration for a retail unit comprising approximately 5,600 square metres (gross retail floor space) and it proposed that Debenhams will occupy the unit which is estimated will provide an additional 200 jobs. When combined with the recently approved proposals for the cinema, restaurants and public realm improvements, the proposed department store would deliver a significant improvement to Fort Kinnaird representing major investment and demonstrating occupier and investor confidence.

Planning permission was granted in July 2012 for an extension to Cameron Toll Shopping Centre to include retail (Class 1), restaurant/cafe (Class 3) and leisure (Class 11) uses, external alterations and public realm improvements.

It is also intended to improve the retail offer within Craigmillar and the town centre master plan currently being revised by Parc will consider the potential opportunities including the provision of a new supermarket. In addition the draft EBQ SG makes provisions for limited retail provision.

Leisure

Subject to sufficient funding local communities and adjacent developers will be involved in the creation of the multifunctional parkland area within the SE wedge, which will become a key regeneration tool and asset for the communities, the city and the region. The success of this initial phase will encourage further investments, allowing the Park to continue to grow and evolve as developments take place on the adjoining development sites.

Other leisure opportunities within the area include the proposed aforementioned enhancements at Fort Kinnaird and Cameron Toll and Craigmillar town centre.

Key Opportunities

- EBQ development and expansion
- Business start ups
- Craigmillar town centre regeneration
- Delivery of the SE Wedge Parkland
- Fort Kinnaird expansion

3.2 Connectivity

Transport

South and East Edinburgh is served by the City Bypass and Sheriffhall Roundabout which is operating close to capacity and are subject to severe congestion at peak times. The

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5 2750 at Christmas peak period
upgrading of Sheriffhall Roundabout has been identified within the Strategic Transport Projects Review (STPR)\(^6\). In June 2013 it was announced that initial feasibility work at A720 Sheriffhall roundabout is programmed for this year. The purpose of the work is to look at potential junction improvements and look at future transport growth in the area and should be complete by February 2014. Within the South East Edinburgh SDA, LDPs will allocate sites that are capable of development to meet the housing land requirement up to 2024. A significant number of homes are proposed in the South and East Edinburgh SDA and it is of paramount importance that the infrastructure is in place to support these developments.

The reopening of the Borders Railway in 2014 will provide the proposed Shawfair Community (in Midlothian) with a new rail station which will link with Edinburgh Waverley. Access to this station from local communities within South Edinburgh will improve access to opportunities within the city centre and also to those commuting to the South East.

In addition the provision of Phase 3 of the tram (City Centre to Newcraighall and Dalkeith) and the delivery of the Edinburgh Orbital Bus Route are required to achieve the appropriate level of accessibility by sustainable travel modes.

The South and East Edinburgh Transport - Economic Potential Study (2011) highlights the importance of the Tram, the Borders Railway and junction improvements and grade separation at Sheriffhall roundabout on the Edinburgh City Bypass. Despite good links with the trunk road network, the report also concludes the perceived lack of adequate public transport accessibility is an impediment to inward investment. If there is a step change in Public Transport in the South and East over 6,500 jobs would be created (6,000 from the BioQuarter) and could contribute £330 - £385million to the regional economy.

At a local scale the opening of the Public Transport Link (in June 2013) completed as part of the Niddrie Burn restoration works offers the opportunity for better connections with a bus service in operation and further services to come forward in 2014. The aforementioned parkland proposals will also improve connections for pedestrians and cyclists. Phase 2 of the Niddrie Burn works is under discussion and funding is currently being sought to deliver pathways from the Scottish Government’s Regeneration and Capital Grant Fund.

Significant investment in infrastructure and public realm improvements will be needed if new opportunities are to be realised and the area is to grow sustainability and improve its competitiveness nationally and internationally. The successful delivery of the improvements is reliant on funding, collaboration and partnership working. Without the improvements to the public transport system the growth of the south and east area will not reach its potential.

**Key Opportunities**

- SE Wedge Parkland
- Public transport improvements
- Borders Railway

\(^6\)sets the Scottish Government's 29 transport investment priorities for the next 20 years
- Improved pedestrian and cyclist links

**Information and Communications Technology (ICT)**

Scotland’s Digital Future outlines the steps that are required to ensure Scotland is well placed to take full advantage of all the economic, social and environmental opportunities offered by the digital age.

Scotland's Digital Future: Infrastructure Action Plan outlines proposals to deliver digital connectivity across the whole of Scotland by 2020. The plan states that the rate of broadband uptake by people in Scotland should be at or above the UK average by 2013, and should be highest among the UK nations by 2015.

Edinburgh currently benefits from excellent broadband coverage including 4G. With 82.8% availability, super-fast broadband is connecting Edinburgh business globally. To strengthen this City of Edinburgh Council has secured funding from the Department for Media Culture and Sport (DCMS) for the following projects:

- Up to £3.00 million for a voucher scheme
- Up to £1.20 million for wireless hotspots in public buildings
- Up to £1.50 million for wireless on transport networks

The Council’s Connected Capital Programme is working with DCMS to potentially deliver a further fund of £4 million.

There are opportunities to explore with regards to smart city models at the EBQ and the potential benefits which may be offered by the Connected Capital Programme.

**3.3 Housing and Regeneration**

Edinburgh is a growing city. Population and household changes have implications for housing need which influences the identification of housing land within the Strategic Development Plan (SDP) and the LDP. South East Edinburgh is identified in the SDP as a priority area for new housing.

There are opportunities to support investment in affordable housing and with the recent availability of funding for developers involved in delivering affordable housing a number of schemes have been kick started with the affordable housing element. The financial impact of the investment in affordable homes is significant to the city's economy. New approvals will generate £132 million of direct and indirect investment including £79 million of public sector grants and private sector loans directly in new housing. This will create over 1,000 jobs in the City.

Craigmillar is located within the most deprived data zones in Scotland according to the Scottish Index of Multiple Deprivation. PARC, a URC (Urban Regeneration Company) was created as a joint venture between CEC and EDI as a vehicle for the holistic regeneration of Craigmillar.
To date, substantial progress has been made with demolition of houses that were not fit for purpose, 60 new build homes, the award-winning, joint-campus primary school, 16,000 sq ft business units at Peffermill Park, multi-purpose pitches and The White House restoration project giving the area a community centre. However, the recession and lack of bank credit to both developers and house buyers has severely impacted on PARC’s plans with regards to the number of jobs created, number of houses built and the redevelopment of the secondary school. PARC’S financial position has stabilised and improved over the past year and a new master plan will be coming forward to take account of the current economic climate and to reconsider priorities. It is recognised for the regeneration of Craigmillar to be successful there needs to be strong links with the EBQ.

The Council’s Services for Communities department is currently formulating a Craigmillar Regeneration Strategy focusing on education and learning, employment, health and well being and social cohesion. Of vital importance is the work being carried out to revitalise the role of Castlebrae High School to provide a learning experience that encourages future enrolment at the school particularly with regards to the level of housing development proposed in the area.

Key affordable housing development that has been delivered in the south and east area zone includes Moredun and Hyvots and the 21st Century Homes development at Gracemount which is part of City of Edinburgh Council’s programme to build up to 1,400 homes for sale and for rent. The first phase of 99 units is complete with the second phase of 116 units under construction. Development at Greendykes is underway with one of the three affordable housing sites within the development forming part of the first phase. The whole site will deliver between 800 and 1000 houses.

The Proposed LDP (March 2013) allocates substantial housing land at Broomhills/Burdiehouse, Gilmerton and Newcraighall to help meet overall housing need. As the LDP progresses, it may be necessary to allocate additional land, including some in the south east area, to meet changes at the SDP level. The LDP also proposes new housing on open space at Moredunvale Road, tied to the improvement in quality of the remaining open space.

There will be strong demand for energy-efficient, design-led, affordable new housing in the South and East with the potential for key workers of the Science Triangle and specifically the BioQuarter choosing to live nearby. Craigmillar will be an attractive location with an anchor supermarket and new small independent businesses that support and reflect Craigmillar and the wider area.

Beyond the boundaries of the City of Edinburgh Council the Shawfair development is part of the South East Wedge. It comprises 195 acres of developable land and, if completed to the original masterplan, it would provide up to 4,000 new homes, 30 acres of commercial development, a supermarket and a range of community services plus schools, roads and a new train station. Shawfair Landholdings was originally owned jointly by Midlothian Council and Edinburgh Council and is in the process of being acquired by private developers subject to S75 negotiations.
Key Opportunities

- Housing sites at Broomhill/Burdiehouse/Gilmerton/Greendykes/Craigmillar
- Attractive, affordable and energy efficient housing
- Housing located in close proximity to and/or easily accessible to employment opportunities

3.4 Placemaking and Public Realm

The context for the South East Wedge Parkland was first established in the CUDF in 2005. The CUDF identified that the area should be developed as a strategic park connecting the adjacent developments, proving a setting for local communities and providing linkages to Midlothian. The realization of the parkland is supported by the Local Development Plan and the Supplementary Guidance and within the master plan being produced for the EBQ. Potential hurdles to the provision of multifunctional parkland are the funding and the ongoing maintenance.

PARC and City of Edinburgh Council are working together to deliver the multifunctional parkland which will be a key piece of green infrastructure for the City and beyond. A Feasibility and Implementation Study envisages the park will have four character areas which will be delivered using a phased approach over a number of years. The areas will provide active play space for sports and informal play, develop a river park relating to recently completed Niddrie Burn restoration, establish a contemporary designated landscape and develop an extensive paths network. Funding is currently being sought to start delivering the vision. The estimated cost to deliver the entire parkland as set out in the aforementioned feasibility study is around £4 million. The first priority (Phase 1) is to facilitate the use of the parkland by developing footpaths and cycle connections into and through the site, making connections from the city and Craigmillar to the RIE, the EBQ and Midlothian.

The enhancement of the parkland is of paramount importance to providing an attractive setting for potential economic investment and for the use of the occupants, with immediate benefits to patients, staff and visitors to the adjoining RIE. There is strong government support to fulfil the full potential of this area and this has been a vision that is promoted through PARC’s status as one of the Scottish Sustainable Communities awarded by the Government since 2009.

3.5 Sustainability

To achieve sustainable development the main challenge is to address the social, economic and environmental issues that exist in an integrated way. The SFC Craigmillar regeneration strategy will adopt a holistic approach to the wider regeneration of Craigmillar and consider social, economic and environmental issues. There must also be consideration of other
communities within the South and east area that may be physically peripheral to areas of development such as the EBQ but require to be engaged so that the benefits from the development in the South and East are accessible to all. There must be effective partnership working across all sectors to fully realise the potential of this zone.

In addition to the provision of energy efficient housing the South and East of Edinburgh the South and East of Edinburgh provides opportunities to embrace sustainable initiatives. The proposed waste management facility at Millerhill could potentially provide heat and electricity to homes and business within the city and the communities in the South and East zone would be well placed to benefit from this.

District Heating Facilities could be developed and feasibility studies are being carried out to consider the potential within this zone. One such feasibility study is currently underway at Edinburgh BioQuarter supported by Scottish Enterprise, University of Edinburgh, NHS Lothian, Resource Efficient Scotland and City of Edinburgh Council. There may also be opportunities for community benefits through solar power and wind energy schemes.

Key Opportunities

- Waste management facility at Millerhill which is likely to include energy from waste technology, and potentially an eco-park with complementary waste recycling / renewable industries. Millerhill will not be operational until 2017.
- District Heating Facilities
- Solar farms/wind energy.

4 Management of Delivery

No one single agency is responsible for delivery of the projects identified in this plan. A partnership approach will be crucial and effective collaboration is essential. In the South and East this will involve collaboration with key partners such as PARC Craigmillar, Scottish Enterprise, the Edinburgh BioQuarter Partners (NHS, University of Edinburgh, Alexandria Real Estate) the Neighbourhood Alliance and the Neighbourhood Partnership. This zone plan has been developed in conjunction with services from across the Council and reflects and complements other corporate plans and priorities including the other strategic investment zones.

EDI have been retained as the Council’s arms length property development company. Through PARC Craigmillar, CEC have an opportunity to promote the regeneration of Craigmillar as part of the wider development of the South and East of Edinburgh. The decision to deliver development at Craigmillar without entering into a joint venture will ensure the economic and social rewards directly benefit the local community.

Questions remain, however, as to the timing of the delivery of many of these key projects especially in the short term as property markets though in a more stable position remain weak, economic recovery is fragile and availability of finance remains restricted. More
innovative delivery methods will be required involving partnership working between the public and private sectors. Partnership working and collaboration is vital to ensure the numerous developments being undertaken within the area are complementary and working to a common goal. It must also be recognised that there are different ways in which to deliver development and other options available where more traditional approaches may not be appropriate and the success of the 21st Century Homes project is evidence of this. Different delivery methods can keep development moving.

5 Projects

The overall strategy to achieving this vision is to find the balance between competing land uses, bringing the key development partners together, delivering key catalytic projects and providing key infrastructure to unlock the area’s high quality development opportunities.

The key projects to be progressed over the short, medium and long term to unlock the area’s long term development potential to ultimately generate the greatest economic benefit to the City Centre and sustainable economic growth are detailed on the proceeding pages.

The development of these sites and upgrades in infrastructure and public realm will be vital to help stimulate economic development activity. Just as important as the physical development of these projects, will be the connectivity they have with each other so that these projects are accessible by pedestrians to key transportation modes.
## Development Zone Plan – South and East

### Short term objectives – to be achieved End 2015

<table>
<thead>
<tr>
<th>Activity</th>
<th>Purpose and Strategic fit</th>
<th>Value of Investment (£’m)</th>
<th>Council and Partner roles</th>
<th>Milestones</th>
<th>Impact and Outcomes</th>
<th>Key risks and Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Edinburgh Science Triangle</strong></td>
<td>Supporting the stakeholders of the EST will help ensure the future and development of the Edinburgh Science Triangle by giving consideration to all opportunities.</td>
<td>Project by Project</td>
<td>Science Triangle team and CEC to support the key activities of the EST. Stakeholders to lead on their projects with CEC support when required. Education and Employability and Investor Teams.</td>
<td>Timeframe to be resolve funding issues to be confirmed. Immediate PR campaigns. PR company appointed for short term.</td>
<td>Increase GVA for City of Edinburgh and wider Lothian Regions.</td>
<td>Risks Failure to provide expansion space will prevent companies from locating within the EST and limit growth of occupiers Mitigation Raise profile and work with the institutions, science parks and occupiers to ensure the success of the parks and institutions.</td>
</tr>
<tr>
<td></td>
<td>Supporting tenant enquiries into existing facilities and promoting Parks through EST Property Guide.</td>
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<td></td>
<td>Creation of film featuring Edinburgh's medical research expertise</td>
<td>Promotion of Edinburgh and the EBQ to international investors</td>
<td>Film developed and funded by CEC and supported by the EBQ</td>
<td>Completion and launch by December 2013</td>
<td>Raise awareness of Edinburgh’s medical research expertise</td>
<td></td>
</tr>
<tr>
<td><strong>BioQuarter</strong></td>
<td>Adding to scale and potential of the Bio Quarter taking into account the marketing conditions and the planning policy context. Provision of supplementary uses which will attract occupiers</td>
<td>TBC</td>
<td>Five year action plan currently being progressed involving all BioQuarter Partners namely Scottish Enterprise, University of Edinburgh, NHS and CEC. SG to be approved Planning Committee December 2013 and master plan to be noted. Submission of relevant planning applications</td>
<td>Jobs created Training opportunities will be available for clinical support and technicians.</td>
<td></td>
<td>Risks Construction timing and funding Failure to attract tenants. Delays in obtaining relevant consents</td>
</tr>
<tr>
<td><strong>BioQuarter Scottish Enterprise</strong></td>
<td>Consider viability options for the next stage of development at the EBQ</td>
<td></td>
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<tr>
<td><strong>Ensure planning policy and SG (and masterplan) support the proposed options for</strong></td>
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<tr>
<td>Activity</td>
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<tr>
<td>development</td>
<td>Urban model of development</td>
<td></td>
<td>CEC as the statutory planning authority.</td>
<td></td>
<td>Add value to the area</td>
<td>Mitigation Support SE and the BioQuarter. Work with CEC planning services to agree a planning strategy that adheres to policy.</td>
</tr>
<tr>
<td>BioQuarter University of Edinburgh</td>
<td>Adding to the scale and potential of the BioQuarter.</td>
<td>TBC</td>
<td>University of Edinburgh responsible for the Development. Support from CEC where appropriate.</td>
<td>Planning Application to be submitted</td>
<td>Jobs created Strengthening the status of the BioQuarter</td>
<td>Risks Failure to complete construction within time and budget. Design considerations Mitigation Support University of Edinburgh and the BioQuarter.</td>
</tr>
<tr>
<td>Delivery of SCRM 2</td>
<td></td>
<td></td>
<td></td>
<td>Completion of Construction by 2015</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BioQuarter NHS Lothian</td>
<td>Improving the quality of clinical and research facilities within the BioQuarter.</td>
<td>TBC</td>
<td>BioQuarter Partners CEC as statutory planning authority.</td>
<td>PPP granted AMC to be submitted?</td>
<td>Improve the quality of NHS Lothian Health care system.</td>
<td>Risks Delay in submission of planning permission/planning process. Mitigation Work with CEC planning services</td>
</tr>
<tr>
<td>Delivery of the Sick Children’s Hospital and the Department of Neuroscience.</td>
<td></td>
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</tr>
<tr>
<td>Craigmillar</td>
<td>To support commercial activity in Craigmillar</td>
<td>£2.1 million refurbishment works. £500,000 +</td>
<td>Cre8te have a lease until 2045. CEC own the building.</td>
<td>Agree a strategy with Identify the final costs for the improvement</td>
<td>To continue to provide small business accommodation in Craigmillar.</td>
<td>Risks The condition of the building deteriorates Significantly.</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
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<tr>
<td>Grade B listed.)</td>
<td>has been identified by Historic Scotland for the works to the windows alone</td>
<td>Historic Scotland have an interest due to listed status</td>
<td></td>
<td></td>
<td></td>
<td>Cre8te can’t afford the lease</td>
</tr>
<tr>
<td>Craigmillar revised town centre Masterplan</td>
<td>A major step toward providing a vibrant new town centre for Craigmillar.</td>
<td>TBC</td>
<td>CEC and EDI. PARC will lead on the strategy</td>
<td>Master plan team has been recruited Consultation on draft masterplan Q4 2013/2014 Masterplan approved 2014</td>
<td>Regeneration of Craigmillar in line with current policy and taking into consideration changes in market conditions and changes in delivery (no JV) The town centre will provide a social hub for Craigmillar</td>
<td>Risks Lack of stakeholder consensus Mitigation Support PARC Build consensus through communication Consider range of options</td>
</tr>
<tr>
<td>Reassess the strategy for</td>
<td>To ensure delivery of housing that will be</td>
<td>TBC</td>
<td>PARC will lead on strategy revisions and negotiations.</td>
<td>Source alternative Funding</td>
<td>New affordable and mixed</td>
<td>Risks Sustained market failure.</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
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<tr>
<td>delivery of residential regeneration.</td>
<td>attractive to key workers</td>
<td>Stakeholder coordination will be undertaken by CEC.</td>
<td></td>
<td></td>
<td>tenure homes.</td>
<td>Mitigation Consider a range of options and build in flexibility on scale.</td>
</tr>
<tr>
<td>Progress land sales</td>
<td>To provide stability to the area.</td>
<td></td>
<td></td>
<td>Prepare revised business plan? (latest is Feb 2013)</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Land disposals to developers?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cre8te Business Incubator Project</td>
<td>Provides intensive advice and support (both short term and long term) to those seeking to start up their own business. The majority of those using the service were previously unemployed and a high percentage have mental health disorders or disabilities. This service is particularly suited to their needs. The incubator offers affordable, flexible workspace for new and growing businesses</td>
<td>Local Enterprise Agency CEC support where practicable</td>
<td>Over 10 years the project have been starting over 1 business per week</td>
<td>Over the past 15 months 45 new businesses and 12 jobs have been created which has contributed to £1.4million of economic activity</td>
<td>Funding runs out in March 2014. This is a vital service offering a unique level of support for individuals who are often marginalised or find difficulty in engaging with more standardised models of business start up support. The Castlebrae Business Centre requires upgrading to attract more end users (mainly fabric i.e windows) but due to listing this is costly and problematic. Funding opportunities are being sought to continue delivering this service. Funding currently being sought from Historic Scotland and The RCGF to improve the accommodation offer.</td>
<td></td>
</tr>
<tr>
<td>White House strategy for end users</td>
<td>Provide a community Hub by reviving an important local building and initiate the town centre renewal.</td>
<td>£580,000 TCRF and £120,000 Historic Scotland Grant</td>
<td>Identify a commercial end user.</td>
<td>Market the space for a commercial operator.</td>
<td>Information service. Social benefits from community</td>
<td>Failure to find an end user. Mitigation Consider all community use or alternative funding and support the</td>
</tr>
<tr>
<td>Activity</td>
<td>Purpose and Strategic fit</td>
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<tr>
<td>Gracemount 21st Century Homes Phase 1 and 2.</td>
<td>Provide new build council and mixed tenure housing that will contribute to the community vision for the South and East of Edinburgh.</td>
<td>£5.95m</td>
<td>Cruden appointed as development partner to lead on delivery of phase one with CEC’s Services for the Community.</td>
<td>Started on site in November 2010. Phase one complete. Phase two to complete? May 2011 – 5 years to deliver.</td>
<td>Affordable housing provisions Regeneration of a site that was subject to housing clearance.</td>
<td>Risks: Failure to complete within time and budget. Mitigation: Support the first roll out of 21st Century homes and build on the ongoing success.</td>
</tr>
<tr>
<td>Moredun Hyvots Regeneration</td>
<td>Provide the last phases of new affordable and mixed tenure housing and commercial property within Moredun.</td>
<td>£TBC</td>
<td>Dunedin Canmore Housing Association is the landlord and supported by CEC’s SFC.</td>
<td>Development of the sheltered housing unit. Two development phases of affordable homes.</td>
<td>102 affordable units (including 42 social rents), open space and commercial units on Gilmerton Dykes Road.</td>
<td>Risks: Failure to complete within time and budget. Land Values and construction costs increase significantly or Land Values drop significantly before completion. Mitigation: Build on the ongoing success of the project.</td>
</tr>
<tr>
<td>Review of long term strategic housing allocations through the Strategic and Local Development Plan.</td>
<td>Provide appropriate sites to meet City Regions’ housing need.</td>
<td>TBC</td>
<td>CEC as planning authority will give consideration to issues via SDP and LDP. Landowners / developers responsible for delivery.</td>
<td>SESPlan indicates scale of housing – approved 2013 Local Development Plan identifies appropriate housing sites delayed due to</td>
<td>Additional residential land allocated to meet future housing needs of the City.</td>
<td>Risks: Slippage in SDP / LDP programmes. SDP / LDP do not allocate sufficient housing to allow for growth. Mitigation: Continuing dialogue with all parties</td>
</tr>
<tr>
<td>Activity</td>
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<tr>
<td>Leisure and Heritage</td>
<td>Progress the parkland strategy and implementation.</td>
<td>£4million+</td>
<td>ELGN, PARC and CEC’s Services for Community. Work with PARC to progress the community</td>
<td>The parks are inspected and audited yearly assessed for size, condition and facilities.</td>
<td>Environmental Benefits to the whole community.</td>
<td>Risks</td>
</tr>
<tr>
<td></td>
<td>Improve the quality of the green space that links the BioQuarter and Greendykes.</td>
<td></td>
<td>facilities within Craigmillar.</td>
<td>Actions are identified from the inspections.</td>
<td></td>
<td>Failure to implement the parklands strategy could limit the effectiveness of the</td>
</tr>
<tr>
<td></td>
<td>Improve the quality of the green space across the zone.</td>
<td></td>
<td></td>
<td>Progress possible short term green projects.</td>
<td></td>
<td>Public Transport Link and reduce the links between the Bio Quarter and Craigmillar.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Following an unsuccessful bid for funding through the RCGF other sources are now being pursued.</td>
<td></td>
<td>The delivery of the SE Parkland is a key regeneration tool for the wider area.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>Mitigation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Undertake the work incrementally.</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Make sure the community are involved in allotments and community gardens.</td>
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</tbody>
</table>

Transport/ Infrastructure
<table>
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</thead>
<tbody>
<tr>
<td>Phase 2 Niddrie Burn</td>
<td>Key project to build on the success of Phase 1 to unlock development potential of the area</td>
<td>TBC</td>
<td>CEC responsible for the delivery of the project.</td>
<td>Committee approval to be sought date</td>
<td>Support economic growth</td>
<td>Risks Phase 2 is not approved Funding</td>
</tr>
<tr>
<td></td>
<td>Improve connectivity</td>
<td></td>
<td></td>
<td>Funding currently being sought from RCGF (£1.9m) – If successful funding will be available in January 2014</td>
<td>unlock future residential development.</td>
<td>Mitigation Communicate with the key partners on the detailed cost planning and ensure there is appropriate contingency.</td>
</tr>
<tr>
<td>Supplementary study to be carried out on public transport requirements at EBQ</td>
<td>Key to understanding the car parking requirements and public transport improvements for the EBQ</td>
<td>TBC</td>
<td>Scottish Enterprise to lead through public sector action plan and CEC to facilitate delivery of the study</td>
<td>From Sept 2013</td>
<td>To support and unlock development at the BioQuarter.</td>
<td>Risks A lack of clarity or progress with transport will limit the economic growth of the Bio Quarter and the wider south area. Mitigation Work with the partners to ensure that the key projects are deliverable</td>
</tr>
<tr>
<td>Carry out transport assessment for Craigmillar Town Centre – action raised from CUDF review</td>
<td>To ensure developments in Craigmillar are serviced by adequate infrastructure and allows the town centre to be accessible for all users</td>
<td>TBC</td>
<td>CEC to lead with community consultation/involvement PARC to input</td>
<td>Initial meeting with CEC transport – August 2013 Agree scope of works CEC planning to provide brief</td>
<td>Ensure the development in the town centre and surrounding sites including the EBQ can be supported by adequate infrastructure</td>
<td>Risks Funding and staff resources Mitigation Engage all partners</td>
</tr>
<tr>
<td>Millerhill Zero Waste Procurement of residual waste treatment</td>
<td>Zero Waste Edinburgh and Midlothian is a joint project between the City of Edinburgh and Midlothian</td>
<td>TBC</td>
<td>Joint Venture between Midlothian Council and City of Edinburgh.</td>
<td>Procurement ongoing</td>
<td>Progressing towards ZeroCarbonCity. We currently</td>
<td>Risks The procurement exercise does not identify a suitable contractor or is not completed on time or in budget.</td>
</tr>
</tbody>
</table>
### Development Zone Plan – South and East

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>infrastructure.</td>
<td>Councils and has been set up to help deliver the Scottish Government’s aspiration for a Zero Waste Scotland</td>
<td></td>
<td></td>
<td>Operational in 2017</td>
<td>send over 2/3 of household waste to landfill.</td>
<td>Mitigation Communicate with the key partners on the detailed plans.</td>
</tr>
</tbody>
</table>

#### Employability

<p>| Work with and support the Employability and Skills services in the South and East area based projects and to set up Apprenticeships and scholarships. | Support initiatives and developments that will enable local people to find work or training opportunities which are essential for the South and East Vision. To encourage more links between the Universities and the local community. | TBC | CEC to lead, working with external partners including CEC to lead with the input from the FE Colleges and major employers. FE Colleges are prepared to tailor courses to occupiers needs. | Insist on incorporating the employability clause that details community benefits in all construction contracts of the Council. | Improve community benefits from construction contracts. | Risks The main risk is that the employability charter is not enforced. Failure to establish short term links between the “Science City” and the communities. Mitigation Work with all partners and discuss with the local the local schools how best to engage the children. |</p>
<table>
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<tr>
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<tbody>
<tr>
<td>Edinburgh Science Triangle</td>
<td>Promote the Alliance; provide support to businesses and institutions.</td>
<td></td>
<td></td>
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<td></td>
<td>Provide development support to enable expansion.</td>
<td></td>
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<td></td>
<td>Further Development will Increase the scale and impact of the EST.</td>
<td>T BC</td>
<td></td>
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<tr>
<td></td>
<td>CEC to lead on the marketing and the strategic alliance.</td>
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<tr>
<td></td>
<td>The science parks and institutions lead on development with CEC and Midlothian Council to support.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Further development will be instigated by market demand.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>The Edinburgh Science Triangle will support 15,000 jobs (the majority will be highly skilled research jobs).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Risks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Market Failure.</td>
</tr>
<tr>
<td></td>
<td>Lack of demand for the parks.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Commercialisation of research requires companies to relocate to US etc.</td>
</tr>
<tr>
<td></td>
<td>Mitigation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Focus on improving amenities.</td>
</tr>
</tbody>
</table>

Medium term objectives – to be achieved End 2017
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>BioQuarter</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>ICT improvements</td>
<td>To ensure appropriate ICT provision for the BioQuarter.</td>
<td></td>
<td></td>
<td>BT carried out a survey of the site. Arup SMART Cities study has been carried out.</td>
<td></td>
<td>Make sure the terms the parks are demand offer good value to the markets.</td>
</tr>
<tr>
<td>BioQuarter NHS Lothian</td>
<td>Deliver the relocation of the Sick Children’s Hospital to the BioQuarter and dispose of their current facility in Marchmount.</td>
<td>To provide modern hospital facilities for the Sick Children’s Hospital and the Department of Clinical Neuroscience. To increase the scale and impact of the BioQuarter.</td>
<td>£250 million estimated combined development costs.</td>
<td>All BioQuarter Partners</td>
<td>Procurement of the Construction contract, Relocating labs and clinical support departments from RIE. Planning Permission for new hospital.</td>
<td>Social and health benefits to the region. NHS Lothians aims to be within the top 25 Health Systems in the World.</td>
</tr>
<tr>
<td><strong>PARC Craigmillar</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Delivery of phased development of Greendykes and the remaining Wauchope phases:- Wauchope Phase 1 (63 units); Wauchope Phase 2a (26 units); Wauchope Phase2b (48 units-11 remain for sale); Wauchope Phase 7 (22 units); Wauchope Phase 8 (58 units); and</td>
<td>To provide essential homes for the growing community and to support the development of the BioQuarter with accommodation for the key workers.</td>
<td>TBC</td>
<td>Residential Developers to progress and lead with PARC.</td>
<td>Completion of the land sales. Construction and disposal of the houses.</td>
<td>Increase the number of new house starts across all tenures.</td>
<td>Risks Development stalls. The houses under construction do not sell. Mitigation Progress incremental development.</td>
</tr>
</tbody>
</table>
### Development Zone Plan – South and East

<table>
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</thead>
</table>
| Craigmilla Primary School (83 units) | To ensure regeneration of Craigmillar and to provide amenities for the BioQuarter. | TBC - | PARC will lead on the strategy revisions and negotiations. | Appoint a design team  
Work up agreed planning proposals. | A renewed town centre will have significant impact on the area and will facilitate further residential development. | Continue to support the shared equity options to mix the tenure. |
| Greendykes Phase A (34 units); and Greendykes Phase B (92 units) | | | | | No shopping centre operators/supermarket operators are prepared to purchase the site  
No progress is made on the town centre | Mitigation  
Consider a range of options.  
Build consensus through comms. |
| Delivery of the Town Centre and Shopping Centre including the supermarket | Infrastructure is required to suit the evolving community. The current school is not fit for purpose. | £25m + RPI | CEC Children and Families and PARC | Consider feasibility of timing and location for high school.  
Increased number of students who elect to attend secondary in own catchments. | Create construction jobs and training opportunities  
Deliver positive learning experiences and outcomes for students and wider community.  
Establish school as community hub with enhanced opportunity for capacity building. | Existence of gap site while school remains at current location affects confidence in town centre regeneration.  
Mitigations  
Continue to assess requirements and communicate findings. |
| New High School for Craigmillar. | | | | | | |
### Housing/Regeneration

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td><strong>Edmonstone Housing Project</strong></td>
<td>The developers stated an intention to build family houses on this estate.</td>
<td></td>
<td></td>
<td>There has been a PAN for residential development and community parkland at the Edmonstone Estate and wider area (ref, 13/00928/PAN)</td>
<td>A full application by Springfield Properties for housing and flats on a relatively small site on the Wisp as been made. This application is still under consideration, ref 13/02660/FUL.</td>
<td>Planning is expecting a planning permission in principle for housing on the larger Edmonstone Estate itself but this has not come forward to-date.</td>
</tr>
</tbody>
</table>

### Transport/ Infrastructure

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<tr>
<td><strong>Bus Branding</strong></td>
<td>To promote the location of the BioQuarter alongside other medical facilities/ institutions in Edinburgh.</td>
<td>TBC</td>
<td>Lothian Buses are working alongside BioQuarter on this project.</td>
<td>BioQuarter and Lothian Buses met on 12th August. Currently BioQuarter and discussing budgets.</td>
<td>Branding should be completed by Autumn/Winter 2013.</td>
<td>Possible design setbacks or budget issues. TBC.</td>
</tr>
<tr>
<td><strong>Borders Railway</strong></td>
<td>Establish links between the Shawfair railway station South and East Edinburgh</td>
<td>TBC</td>
<td>Network Rail Local transport operators CEC</td>
<td>It will provide an alternative sustainable transport route. To improve and increase the labour catchments required to enable economic growth and social opportunities.</td>
<td>Risks Construction of station is not completed on time or in budget. Mitigation Careful monitoring and control.</td>
<td></td>
</tr>
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</table>
## Long term objectives – to be achieved beyond 2017

<table>
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<tr>
<td><strong>Edinburgh Science Triangle</strong></td>
<td>Phased development and profile raising of the Science Triangle.</td>
<td>Further development and increased awareness will increase the scale and impact of the EST.</td>
<td>TBC</td>
<td>CEC to lead on the marketing and the strategic alliance but the individual parks with lead on their development.</td>
<td>Further Development will be instigated by market demand.</td>
<td>500,000 sq m of additional lab and office space. 15,000 employment opportunities. (long term goals)</td>
</tr>
<tr>
<td><strong>BioQuarter</strong></td>
<td>Long term BioQuarter. Delivery of phased development of the park</td>
<td>Further development will increase the scale and impact of the BioQuarter and is integral for the growth of the area.</td>
<td>TBC</td>
<td>All BioQuarter partners CEC as statutory Planning Authority/</td>
<td>Site Specific</td>
<td>Could potentially contribute up to £1.5 b GVA to the regional economy. Up to 6,800 jobs.</td>
</tr>
<tr>
<td><strong>Transport / Infrastructure</strong></td>
<td>Delivery of Tram Line 3 Development Works feasibility study. Delivery of the construction</td>
<td>Would be a catalyst to unlocking significant economic development potential regionally</td>
<td>£7.4million for the Development works. The full costs have been estimated at TBC</td>
<td>City Centre-Airport Tram must be clearly and demonstrably successful.</td>
<td>It would provide an alternative sustainable transport route. It would reduce travelling</td>
<td>Risks Failure to secure funding for the delivery of the improving the public transport system is essential to support growth in</td>
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</table>


## Activity

<table>
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<tbody>
<tr>
<td>phase of Tram Line 3.</td>
<td>and nationally. Delivery of this project is essential for the South and East Vision.</td>
<td>£228.2m. (£21.4m per km).</td>
<td></td>
<td>Source Finance.</td>
<td>times for the local population and workforce to get to the city centre and the airport. Tramline 3 from City Centre to the BioQuarter would potentially unlock at 6,500 jobs and add £330m- 3385m GVA to the Regional Economy.</td>
<td>the area. Mitigation Work to gain support for development works.</td>
</tr>
<tr>
<td>Edinburgh Orbital Bus</td>
<td>To provide a service around the city along the City Bypass corridor linked to Park and Ride Sites.</td>
<td></td>
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</tr>
<tr>
<td>Sheriffhall Roundabout – Grade Separation</td>
<td>Enhance transport routes are required to unlock development. There is no funding or timing commitment on this project.</td>
<td>TBC</td>
<td>TS to lead with the support of CEC as Roads Authority.</td>
<td>The Scottish Government has prioritised the Forth Replacement Crossing and some rail improvements ahead of considering the A720 at later spending reviews.</td>
<td>To unlock development in Shawfair and more directly in the Lothian’s.</td>
<td>Risks Failure to improve the transport routes would inhibit development as the roundabout is severely congested at peak times. Mitigation Undertake the work when it is financially viable to do so.</td>
</tr>
<tr>
<td>Edinburgh South Suburban Railway</td>
<td>Improve passenger rail access to/from</td>
<td>TBC</td>
<td>Scottish Government</td>
<td>Secure funding Progress project.</td>
<td>It will provide an alternative to road travel.</td>
<td>Risks Scottish Govt indicates it will</td>
</tr>
<tr>
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<tr>
<td>‘suburban’ Edinburgh.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Economic and social opportunities.</td>
<td>not support. Mitigation - Work to gain support for development.</td>
</tr>
</tbody>
</table>
City of Edinburgh Council
Development Zone Plan

West Edinburgh
October 2013
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3.3 Housing and Regeneration
3.4 Placemaking and Public Realm
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4. Delivery

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(ii) Map
1. Introduction

This document is an update of the Plan originally produced for West Edinburgh and approved by the Economic Development Committee in 2011. Progress towards achieving the objectives outlined in the Zone Plans has been regularly reported to the Council’s Economy Committee.

This Zone Plan takes account of the challenges and opportunities afforded by West Edinburgh and sets out:

- The jointly held future vision for West Edinburgh;
- The key objectives and targets that are critical to achieve that vision;
- The detailed activities over the short, medium and long term, which will enable those objectives to be met, together with individual partner roles and contributions, the impact of the activities and the risks that will need to be managed; and
- The delivery and management arrangements for the Plan.

1.1. Background

The City of Edinburgh Council’s Strategic Investment Plan (SIP) was approved by the Economic Development Committee in December 2010, setting out how the Council would approach physical development activity between 2010 and 2014.

Four Priority Development Zones were identified, each having a key role to play in delivering sustainable economic growth for Edinburgh. These Development Zones are: City Centre; South and East Edinburgh; Waterfront; and West Edinburgh.

The Zone Managers have the responsibility of supporting the delivery of the development projects outlined in the Zone Plans. The Zone Coordinating Groups, comprising of the Zone Managers and key partners, will monitor, identify and help take forward projects within the four zones and contribute to the updating of the Plans.

The Zone Plans are, by their very nature, live documents and require flexibility in their application. They also require flexibility in the actions taken to achieve their overarching vision until and beyond 2017, in line with the timescale adopted by the Economic Strategy (2012-2017). The Zone Plans require to be updated on a periodic basis to take cognisance of material changes, which may arise through the influence of a wide range of external factors.

1.2. Strategy and Planning

Economic Strategy 2012-17
In 2012 the Council adopted the Economic Strategy, seeking to address the economic challenges of the City. The Strategy is concerned with the creation and safeguarding of jobs and supporting infrastructure investment. It sets out that each Zone Plan will
reflect the regeneration and investment opportunities in that zone and will involve local people in design and implementation.

The current Development Plan comprises the approved Strategic Development Plan (June 2013), the Edinburgh City Local Plan (adopted January 2010) and the Rural West Edinburgh Local Plan (adopted June 2006 and alteration adopted June 2011).

Planning Policy
The National Planning Framework (NPF) is a long-term strategy for the spatial development of Scotland. The third NPF, currently under consultation, will set out the Scottish Government’s development and infrastructure priorities over the next 20-30 years. It is an important document that will influence development plans across the country and provide leadership to deliver change.

The Strategic Development Plan (SDP) sets out the long term vision for South East Scotland, the main growth area and key driver of the Scottish economy. It covers the City of Edinburgh, East Lothian, Midlothian, West Lothian, Scottish Borders and the southern part of Fife. The SDP puts an emphasis upon maintaining and developing Edinburgh’s established role as the Regional Core and the Capital City. The SDP was approved with modifications by Scottish Government Ministers in June 2013 and supplementary guidance is being produced to look specifically at housing allocations across the SESplan area.

The current Development Plan comprises the approved Strategic Development Plan (June 2013), the Edinburgh City Local Plan (adopted January 2010) and the Rural West Edinburgh Local Plan (adopted June 2006 and alteration adopted June 2011). The Zone Plans have been developed in accordance with the Development Plan and take cognisance of opportunities identified in the Proposed Edinburgh Local Development Plan, March 2013 (LDP). The proposed LDP has a key role to play in the delivery of the Economic Strategy and supports existing business, continues to promote previously identified economic proposals and highlights new investment opportunities.

Employability
The City of Edinburgh Council’s Economic Review 2011 identified a key challenge facing the city in terms of Skills and Employability. It estimates that the number of people looking for work in Edinburgh could grow by up to 1.2 percent per year but job supply may only grow by 0.3 percent. As a result, by 2018 there could be up to 37,000 more people looking for work in the City than there are available jobs. This is likely to impact upon those furthest from the labour market, particularly young school leavers and those who face additional barriers including lack of skills, experience or caring responsibilities.

The Council’s economic goal will be to bridge the gap between the number of people looking for work and the number of jobs. A more joined up approach to service delivery and a greater focus on young people through initiatives like the Edinburgh Guarantee will be adopted. To achieve greater engagement with the private sector,
we will use the City-wide employment hubs to manage activity in the four priority investment zones and other centres of employment or opportunity.

**Sustainability**
As part of Sustainable Edinburgh 2020, the Council’s vision is that in 2020 the City will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting.

Achieving that goal will require an integrated holistic approach to future development that acknowledges the existing built environment while exploring opportunities for new energy efficient low carbon development that creates jobs and accessible communities. Collaboration with other developers / agencies to promote high-profile exemplars of how development can be achieved in a sustainable way will form part of that aspiration.

1.3. Capital Coalition Pledges

After the local government election in May 2012, the Capital Coalition set out their ‘Contract with the Capital’ which outlined 6 key priorities and 53 specific pledges which support them.

The following Pledges are addressed by the Development Zone Plans:

- P7 - Further develop the Edinburgh Guarantee to improve work prospects for school leavers.
- P8 - Make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.
- P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors.
- P16 - Examine ways to source new funding to support small businesses.
- P17 - Continue efforts to develop the city’s gap sites and encourage regeneration.
- P20 - Work with the Scottish Government to deliver a larger return of business rate receipts as part of the Business Rates Incentivisation Scheme (BRIS).
- P22 - Set up an independent forum to promote locally-owned retail businesses.
- P23 - Identify unused Council premises to offer on short low-cost lets to small businesses, community groups and other interested parties.
- P28 - Further strengthen our links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.
- P29 - Ensure the Council continues to take on apprentices and steps up efforts to prepare young people for work.
- P50 - Meet greenhouse gas targets, including the national target of 42% by 2020
2. West Edinburgh

2.1. Vision

West Edinburgh is a diverse Zone which covers a large geographic area. The Zone includes a range of distinctive local communities with strong local identities. Already, West Edinburgh offers a combination of high quality built and natural environments and is a major location for both employment and housing. The area boasts strong local services and is popular with residents. There are, however, some disadvantaged communities experiencing relatively high levels of deprivation.

The 2011 Zone Plan outlined a shared vision for West Edinburgh. This vision sought to combine the many aspirations for West Edinburgh amongst both the Council and local stakeholders. Despite the challenging economic conditions of the previous two years, it is felt that the fundamental attributes and potential of West Edinburgh remains unchanged and, therefore, so does the vision:

West Edinburgh represents the national ambition for Scotland and it provides the opportunity to secure the long term growth and prosperity of the City. It demonstrates the reality of achieving ‘sustainable development’ through the integration of transport, business and communities and its new development truly is Edinburgh’s 21st Century New Town. This vision has been achieved through a positive approach to planning, development and investment which has involved land owners, public agencies, businesses, communities and investors.

West Edinburgh in the National Planning Context

West Edinburgh has a unique status in the context of Scottish Planning Policy. The area is central to the Scottish Government’s ambition to deliver sustainable economic growth and Planning Policy has been developed to reflect this important role.

The West Edinburgh Planning Framework (2003, and again 2011) gives unique recognition to West Edinburgh as an area of national economic importance with the Framework highlighting the area’s attractiveness for both business and residents which results from outstanding global and national connections.

The National Planning Framework (NPF), the long-term strategy for the spatial development of Scotland, also places special importance upon West Edinburgh. Edinburgh Airport, the Royal Highland Centre and International Business Gateway have national development status through their inclusion in National Planning Framework 2 (NPF2).

The third NPF, is currently in development and will set out the Scottish Government’s development priorities over the next 20-30 years. In April 2013 the Scottish Government published the NPF3 Main Issues Report which again proposes that updated airport enhancements, incorporating wider plans for investment in adjacent

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1 Scottish Index of Multiple Deprivation 2012: www.simd.scotland.gov.uk/publication-2012/
areas, are recognised as key priorities. As such it is envisaged that West Edinburgh will maintain its designation as national developments in NPF3

2.2. Progress to date
In 2011, when the previous plan was published, economic conditions remained highly challenging. The effects of the 2008 global financial crisis and subsequent recession continued to be felt throughout 2011 and 2012. This impacted all areas of development and business investment activity across the UK, including West Edinburgh. Limited commercial or residential development has, therefore, been brought forward in the zone over the period 2011-13.

City-wide there has been a significant reduction in the value of major developments completed or under construction. In 2012 the total value of major developments completed or under construction in Edinburgh was £1.662bn, down from £1.886bn in 2011. This trend was replicated in West Edinburgh where the value of completed or under-construction major developments in 2012 reduced by 30% to £24m.²

One particular impact of the challenging economic conditions and resultant low occupier demand was the placing of New Edinburgh Ltd, a joint venture company between Miller Group and Edinburgh Development Investment Group, into administration in July 2012. Development agreements for the delivery of hotels at the Royal Highland Showground and Edinburgh Airport have also faced difficulties and have had to be taken back out to the market.

Despite the challenging macro-economic conditions a range of factors have, however, ensured that West Edinburgh remains an area of considerable importance and attraction as a place to both live and work. As a result, the zone is in a strong starting position to capitalise upon an improving economic climate.

Initiatives such as ‘Connect @ West Edinburgh’ (www.westedinburgh.com) have sought to attract new commercial occupiers to Edinburgh Park, promoting the ready availability of ‘plug and play’ office space at highly competitive rates. The initiative, being led by the City of Edinburgh Council in partnership with the property industry, Scottish Enterprise and the Edinburgh Business Forum, has seen some considerable success.

Three deals amounting to a total of 185,000 sq ft have taken place at Edinburgh Park recently. They include: 7 Lochside Avenue (83,400 sq ft) to Sainsbury Bank; JLT Management Services have taken 33,500 sq ft; and Lloyds Banking group have purchased the freehold interest in 8 Lochside Avenue (56,000 sq ft) for their continued occupation. Business Stream have also extended their lease at 7 Lochside View totalling 30,000sq ft.

The impact of these deals means that supply at Edinburgh park will reduce by almost 50%. The demand for space in West Edinburgh is being driven by a number of

factors, lower costs, the quality and critical mass of the business environment and access to high quality private and public transport, including the forthcoming tram network.

A number of important infrastructure projects in the area are also committed or underway, not least the Tram which will be operational by the summer of 2014. This project has the potential to reignite interest in West Edinburgh as it provides a seamless connection with both the City Centre and the Airport. Already anecdotal evidence is being heard of significant investor interest in sites close to the tram line and master plans for both the Airport and the International Business Gateway put the tram at the very heart of their developments.

Progress over period 2011-2013

- Healthy Living Centre at Wester Hailes opened 20 August 2013.
- Lochside View – Permission granted for 161 bed hotel
- Approval of new masterplan for Edinburgh Airport in March 2011
- Approval of masterplan (pending agreement on S75 contributions) for Royal Highland Showground in April 2011
- New hotel at Almond Avenue under construction (part of Royal Highland Showground masterplan) and scheduled for completion Q2 2014
- IBG Phase 1 Masterplan PAN submitted in August 2013 ahead of a PPP application which is anticipated in late 2013/early 2014
- Queensferry Crossing – Construction underway. Project on-track and scheduled for completion in 2016
- Edinburgh Tram – Testing underway between Edinburgh Airport and Gogar Depot with testing of the line to Edinburgh Park scheduled to commence in Q4 2013
- It was announced that a £30m National Performance Centre for Sport is to be developed at Heriot-Watt University’s Riccarton Campus. The facility will be developed in partnership between Heriot-Watt University and The City of Edinburgh Council and is intended to open in 2016
- Agreement reached to lease Port Edgar Marina to Port Edgar Holdings Ltd in a deal that will secure its continued operation and see £1.2m invested in the facility over the next 5 years
- Edinburgh Airport saw over 1 million passenger pass through the terminal in both July and August 2013, the first time this milestone has been achieved
- Edinburgh Airport have commenced work on a £25m terminal extension which will include enhanced security facilities and additional retail space.
- Cala have completed their development, The Moorings at Ratho, which includes a new basin connected to the Union Canal and have submitted plans to develop 112 homes on another 81-acre site at Ratho
3. Development Opportunities

3.1. Employment
West Edinburgh holds an important position in the city’s economic landscape and, next to the city centre is the most important employment zone in Edinburgh. The most recent figure for employment in West Edinburgh is 52,100 as of 2011. Through the ongoing, sustainable development of commercial accommodation, West Edinburgh has the potential to continue to complement the City Centre, supporting a wide variety of employment opportunities and helping ensure that Edinburgh as a whole remains competitive for business.

With a current supply of around 4 million sqft of commercial office space, West Edinburgh is Scotland’s fourth largest office location. A cluster of business parks are found in West Edinburgh housing a diverse range of local, national and international businesses, including HQ function. There is strong representation within the zone from blue chip companies across a range of industry sectors including finance, communications, logistics and business services. Strong regional and international transport connections underpin West Edinburgh’s importance as a location for inward investment and businesses seeking to exploit global ties.

The plan for a multi-use venue in the West is an emerging component of the International Business Gateway proposal and recognised as a key gap in the City’s cultural infrastructure. The development of a multi-use venue at the IBG has the potential to act as a catalyst to stimulate additional investment opportunities and serve as a major focal point at the heart of the development.

Key Opportunities

- **International Business Gateway Phase 1** – A masterplan is being developed for the initial phase of the IBG. This must seek to create a vibrant extension to the city with high quality public realm and liveable streets centred on the Tram. Potential for 2m sq ft of mixed-use, predominately office development focussed on attracting international business
- **Edinburgh Park /South Gyle** – An existing area of significant employment, the opportunity exist to redevelop key areas for a more balanced mix of uses and facilities, including elements of housing.
- **Royal Highland Showground** - Realisation of the approved masterplan including development of the proposed Agricultural-Business Hub and hotel accommodation.
- **Riccarton University Campus and Business Park** – Future development of Heriot-Watt University and the adjacent business park, including development of the £30m National Performance Centre for Sport.

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3 Office for National Statistics, Business Register and Employment Survey 2011
3.2. Connectivity

3.2.1. Transport

The West of the City is the main national and international gateway to Scotland’s Capital. Connectivity is therefore at the very core of West Edinburgh’s economic importance.

The area is already well served by a range of transport modes and further enhancements are planned or proposed. If West Edinburgh is to realise its economic potential it is essential to continue to provide core infrastructure designed to improve connections to and across the west of the City and encourage future investment opportunities. The completion of the tram line connecting the City Centre to the Airport is a major opportunity to unlock development throughout West Edinburgh.

Ambitious targets have been set for development at Edinburgh International and, in order to achieve these it will be essential to develop a truly integrated transport system with people and goods moving seamlessly between air, rail, tram, bus, on foot or cycle and car.

At Edinburgh International, future transport investment is determined by the West Edinburgh Transport Appraisal and ‘Transport Infrastructure for West Edinburgh Phase 1’, which are the guiding plans for the development of transport infrastructure and services in the area alongside the City-wide Local Transport Strategy.

Key Opportunities

- **Edinburgh Tram** – The completion of Edinburgh’s first means of mass rapid transit has the potential to unlock large areas of West Edinburgh for development, enhancing the area’s attraction to both businesses and residents.
- **Dumbells Roundabout and Eastfield Road** – The sole access route to Edinburgh Airport, this route is currently operating at capacity. An upgrade of the road infrastructure offers the opportunity to create a high quality gateway to Scotland’s Capital.
- **Queensferry Crossing** – The new bridge is scheduled for completion in 2016 and will safeguard road connections to the North. The bridge offers opportunities to enhance public transport links across the Firth of Forth to Fife and beyond.
- **Edinburgh Glasgow Improvement Programme** – The upgrade of the rail network across Scotland’s Central Belt will enhance links between West Edinburgh and the West. The delivery of Edinburgh Gateway Interchange at Gogar and the Dalmeny Chord rail spur will strengthen connections between Edinburgh International and the national rail network by way of the tram.
- **The Strategic Roads Projects** – Includes A8/Newbridge junction improvement with bus priority measures. Is identified in the NPF3 MIR as an alternative national development.
• **Edinburgh Airport** – Currently the UK’s 6\(^{th}\) busiest airport serving over 9m passengers per annum, Edinburgh Airport offers connections to over 140 destinations worldwide. A masterplan is in place which will see passenger traffic increase to over 12m in the next few years. The airport is investing £150m in new facilities and infrastructure over the next 5 years and in October 2013 work commenced on a £25m extension which will provide enhanced security and passenger facilities.

### 3.2.2. ICT

The Scottish Government’s strategy for ICT - Scotland’s Digital Future – acknowledges that excellent digital connectivity is vital to ensuring Scotland’s competitive advantage. Meanwhile, the Council’s own digital strategy is currently in development. Empowered Edinburgh, published in draft form in the summer of 2013, recognises the important role that ICT has to play in the life of the city. Edinburgh already stands at the forefront in the UK in terms of communications infrastructure with super fast fibre broadband currently available to over 80% of properties and forecast to reach over 90% by 2015.

West Edinburgh must seek to capitalise upon the existing ICT infrastructure and embrace the principles set out in the strategies referenced above. Excellent digital connectivity, when coupled with the area’s strong transport links, can be used to generate an economic climate which supports indigenous companies, allowing them to grow and seize international opportunities, and also ensures that Edinburgh remains an attractive destination for inward investment.

West Edinburgh offers an opportunity to ensure that world-class, next generation broadband infrastructure is integrated into development from the very beginning, creating a vibrant and thriving digital economy. A recent positive development has seen Edinburgh Airport offer free wifi to passengers throughout the terminal. The aim should be to deliver such initiatives across West Edinburgh to create a truly connected zone.

**Key Opportunities**

• **IBG Phase 1 Masterplan** – Offers the opportunity to design-in ICT infrastructure from project inception
• **Connected Capital** – The Council has been allocated funds to enhance communications infrastructure from the Department of Culture, Media and Sport.

### 3.3. Housing and Regeneration

West Edinburgh will play a vital role in housing the City’s growing population. The area is identified in the SDP as a strategic development area for housing. A significant housing allocation is likely to be allocated to West Edinburgh in the modified SDP which is currently under development.
It will be vital to encourage new mixed-use development, including the provision of affordable housing, that integrates with existing communities and which meet city-wide demand in terms of tenure and size. Through developing new housing alongside a range of strong and distinct communities, West Edinburgh has the potential to offer homes and a quality of life that is attractive to all, regardless of age or income.

Through maintaining a focus upon place making, new residential developments can sit comfortably as part of wider mixed use communities which in turn integrate well with existing established residential neighbourhoods. This should ensure that residents have the opportunity to live, work and play in close proximity.

Continued investment in local transport infrastructure will ensure that communities provide a range of quality local facilities whilst being connected to the wider facilities offered by the City as a whole.

Key Opportunities

- **Former Agilent Plant, South Queensferry** – Planning permission granted in May 2012 for a housing led, mixed-use development
- **North Kirkliston** – Planning permission granted for 600 new houses. Construction underway.
- **North Sighthill** - 21st Century Homes site for approximately 320 new homes. 50% of the homes will be for Council rent and 50% will be for private sale; including low cost home ownership.
- **Maybury and Cammo** – The Proposed LDP includes proposals for around 2000 houses together with a new primary school, local facilities and open space.
- **Edinburgh Park Southern Phase** – The proposed LDP identifies Edinburgh Park’s Southern Phase as having potential for housing development. The introduction of residential in the Southern Phase should be developed in parallel with a redevelopment of the wider Edinburgh Park/South Gyle area to introduce a mix of different uses.
- **International Business Gateway** – The proposed LDP supports housing as an integrated component of business-led mixed use proposals at the IBG.

3.4. Public Realm and Place-making

West Edinburgh has the potential to connect businesses and communities through a strong green network which is protected and enhanced at every opportunity. The design of new development in the west of the City must respect the Edinburgh’s historic commitment to design excellence and quality of life, and new developments should aspire to be internationally recognised for their successful place making.

At Edinburgh Park, efforts to diversify land use and potentially introduce residential accommodation should seek to capitalise and build upon the high quality landscape developed as part of the original Edinburgh Park masterplan.
A major work strand for the Edinburgh International Development Partnership has been looking at both place-making and landscaping across the area. The Royal Highland Showground masterplan will consolidate within a high quality landscape the range of facilities which have until now been developed in a piecemeal fashion over many years. This will be complimented across Eastfield Road by the IBG where place making and urban vibrancy and key objectives.

Key Opportunities

- **IBG Open Space** – Three areas of open space are proposed as key elements of the International Business Gateway. West Edinburgh Landscape Framework was approved in December 2011.
- **Gogar Burn Diversion** – Diversion of the Gogar Burn will reduce flood risk, improve water quality and enhance biodiversity.
- **Central Scotland Green Network** - A strategic network of woodland and other habitats; active travel routes; green space links; watercourses and waterways providing an enhanced setting for development and other land uses and improved opportunities for outdoor recreation and cultural activity.

3.5. Sustainability

West Edinburgh should seek to make being green an easy choice through capitalising upon the city’s expertise in low carbon technologies and integrate them fully into new, large scale development. Such an approach can help ensure that West Edinburgh remains competitive alongside stiff competition from areas comparator cities across Europe and also has the potential to generate significant local benefits; in particular improving the energy performance of the city’s housing stock.

Key opportunities:

- **Edinburgh International Low Carbon Energy Masterplan** – Opportunity to design-in low carbon energy opportunities from inception including possible CHP scheme.
- **Edinburgh Airport Low Carbon Study** – The Airport is currently undertaking a study into possible use of low carbon energy and on-site energy generation.
- **Edinburgh Centre for Carbon Innovation** - Hosted by the University of Edinburgh, in partnership with Heriot-Watt University and Edinburgh Napier University, the ECCI creates a unique platform for supporting Government policy implementation; enhancing business enterprise and innovation; and delivering professional skills training.
4. Delivery

The overall strategy to achieving this vision is to find the balance between competing land uses, bringing the key development partners together, delivering catalytic projects and providing essential infrastructure to unlock the area’s high quality development opportunities.

Questions remain as to the timing of the delivery of many of these key projects especially in the short term as property markets remain weak, economic recovery remains fragile and availability of finance remains highly restricted. These are short-medium term constraints on delivery of the vision for the west of the city and the medium-long term potential remains strong.

Work taking place in the City Centre to look at ‘gap sites’ will in due course be replicated to help bring forward strategic development sites across the city, including within West Edinburgh. An initial milestone will be the compiling of a register of gap sites from across the zone and an audit to assess the current status of each development proposal.

No one single agency is responsible for delivery of the projects identified in this plan.

Edinburgh International Development Partnership (www.scotlandsglobalhub.com)

A partnership approach, such as that being undertaken by the Edinburgh International Development Partnership (EIDP), will be instrumental in aligning priorities and, ultimately funding. Partnership working to deliver development within the West Edinburgh Zone is in line with the Coalition Pledge 28.

There are likely to be a number of delivery models operating in the West of the City due to the wide variety of projects and range of agencies involved. The main delivery model currently in place in West Edinburgh is the Edinburgh International Development Partnership (formerly known as West Edinburgh Development Partnership).

Currently the EIDP is a non-formally constituted group comprising representatives from CEC, SE, Scottish Government, Transport Scotland, Edinburgh Airport, RHASS and New Ingliston Ltd. Murray Estates are also members of the working group although do not currently sit on the EIDP Board. The EIDP may change in nature as the project moves forward towards implementation phases. It may be that consideration is given to some form of joint venture arrangement between the landowners (including CEC) to facilitate the provision of the necessary infrastructure and first phases of development associated with Edinburgh International in general and the IBG / Multi-Use Venue in particular. Other developments will be taken forward by the individual landowners / private sector in various forms as markets develop.
5. Projects

Objectives have been set over the short, medium and long term which will collectively contribute towards the realisation of the vision for the Zone. Clearly there are a number of inherent uncertainties in setting such objectives, including those related to the current and future economic climate.

It follows, therefore, that some of these objectives may require amendment in the future and some of the timescales and levels of investment may change. Nevertheless the objectives set out below are considered to form the core of what needs to be done to achieve the vision for the Zone.

The nature of the activities identified varies – some relate to the delivery of specific projects and some relate to organisational developments and determining future policy. Taken together though, they are all necessary to make the progress required. The key actions required on the part of the partners and Council are also identified, together with the levels of investment, the impacts expected and the associated risks and mitigating actions.
6. Appendices

(i) Table of Projects

Short term objectives – End 2015

<table>
<thead>
<tr>
<th>Activity</th>
<th>Status</th>
<th>Purpose and Strategy</th>
<th>Investment</th>
<th>Council/Partner roles</th>
<th>Milestones</th>
<th>Impact/Outcome</th>
<th>Key risks/Mitigation</th>
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| West Edinburgh Infrastructure | Ongoing | Essential to unlock future development potential of Edinburgh International (Airport, RHASS and IBG) | Phase 1 utilities infrastructure estimated in region of:  
Water and Drainage: Approx £1.5-£3m  
Energy: Local Network Upgrade: £2.4m (to enable development of the full Phase 1 IBG area)  
Work is ongoing to determine opportunities and associated costs for low carbon energy at Edinburgh International | Utility companies  
Landowners (inc CEC) to work with utility providers.  
Edinburgh International Development Partnership to develop appropriate delivery route. | Phase 1 Utilities detailed master planning/cost completed. (2013)  
Agreed funding mechanisms. (2013/14)  
Water and drainage improvements underway. (2014/15)  
Agree preferred energy solution (2013/14) | Provision of new utilities infrastructure to open up development activity at Internal Business Gateway, Airport, RHASS and wider West Edinburgh. | Overall cost of provision is prohibitively expensive & makes development unviable – detailed design & cost planning ongoing to develop a deliverable solution to utilities infrastructure.  
Delays in delivery of infrastructure improvements – Development dependent on infrastructure. Re-phase delivery if delayed. |
| Completion of tramline to airport | Scheduled for completion May 2014 | Essential component of overall vision for area as a sustainable extension to the city. Delivery of tram route will open up key sites in West Edinburgh for development. | Overall estimated cost of tramline 1 circa £770m | Edinburgh Trams and Council responsible for overall delivery of tram project | Completion of line from City Centre to Airport (May 2014)  
Opening of airport, IBG and Edinburgh Park tram stops (May 2014) | Provision of new sustainable transport route to support economic growth opportunities. | Tramline completed - Low usage numbers /lack of comprehensiveness of route proves unattractive to developers  
Mitigation: Continued promotion of tram concept and benefits of associated |
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<tr>
<td>Completion of Edinburgh Gateway Station (Gogar Interchange)</td>
<td>Delayed – Construction now scheduled to commence in 2014 with Interchange being operational in 2016</td>
<td>Enhanced connectivity will reinforce area’s position as a nationally significant strategic location. Essential component of overall vision for area as a sustainable extension to the city.</td>
<td>£37m</td>
<td>Network Rail have responsibility for delivering the project CEC Edinburgh Trams</td>
<td>Construction Commences (2014) Interchange operational (2016)</td>
<td>Increase in the proportion of Scottish working population within 1 hour commuting distance of Edinburgh and thus increase labour pool for new employers. Increased accessibility of West Edinburgh via public transport.</td>
<td>Lack of funds results in plans being cancelled Mitigation: Work is ongoing and funds currently remain committed to completion. Need to continue to demonstrate national importance of the proposals to protect investment. Passenger numbers are below forecast and question long term sustainability of the facility Mitigation: Continue to promote benefit of the location and maximise additional investment to ensure full potential of station is realised.</td>
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<tr>
<td>Road Transport Infrastructure</td>
<td>Ongoing</td>
<td>Essential upgrades to the road network required as key part of overall West Edinburgh Transport requirements and designed to complement an overall modal shift towards public transport</td>
<td>Phase 1 investment to unlock first phase development at Edinburgh International £15m-£17m</td>
<td>CEC as Roads Authority responsible for working with partners to identify and deliver roads infrastructure. CEC as landowner and other public/private landowners responsible</td>
<td>Agreement of Transport Infrastructure Financing Framework (2014) A8 Dumbells junction improvements</td>
<td>Creation of new roads infrastructure to open up development opportunities. Increase accessibility of West of Edinburgh</td>
<td>Overall cost of provision is prohibitively expensive and makes development unviable – detailed design and cost planning and cost allocation is ongoing to develop a</td>
</tr>
<tr>
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| Development Zone Plan - West Edinburgh                                 |                |                                                                                      |                                                                            | for financing of key roads investment projects.                                      | (2014/15) Eastfield Road improvements (2014/15) | to open up new employment and investment opportunities. | deliverable solution to transport infrastructure  
|                                                                        |                |                                                                                      |                                                                            | Edinburgh International Development Partnership to develop appropriate delivery route |                                                                              |                                                                                  | Delays in delivery of transport improvements – Development is dependent on delivery of infrastructure.  
|                                                                        |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  | Mitigation:  
|                                                                        |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  | Appropriate to re-phase delivery if delayed.  
| International Business Gateway                                          | Completed      | Demonstration of partners’ clear commitment to the project which is a key component of the West Edinburgh offer | An estimated £1m has been spent over the last 5 years by various members of the EIDP (private and public sector) to fully understand the feasibility of the range of EI projects including IBG. | SE oversaw the launch of the Implementation plan. Thereafter CEC will be agency responsible for facilitating the EIDP group and co-ordinating partner activity. | Ministerial Launch (July 2011) | Endorsement by key stakeholders and clear commitment to future delivery. |                                                                                  |
| Finalisation and launch of Edinburgh International Implementation plan   |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  |                                                                                  |
| Finalisation of IBG Stage 1 Masterplan                                  | Ongoing        | Set clear strategic direction for first phase of IBG as key component of Edinburgh International |                                                                            | Private landowners jointly commission masterplan.  
|                                                                        |                |                                                                                      |                                                                            | CEC as planning authority to endorse masterplan | Masterplan PAN submitted and consultation underway (August 2013)  
|                                                                        |                |                                                                                      |                                                                            | Initial planning applications submitted for first development opportunities (late 2013)  
|                                                                        |                |                                                                                      |                                                                            | Masterplan | Clear planning context for future delivery | CEC Planning Committee fails to endorse Masterplan  
|                                                                        |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  | Mitigation: Ongoing discussion with Planning Service to agree appropriate masterplan in line with planning policy.  
|                                                                        |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  | Failure to obtain consents for first development sites  
|                                                                        |                |                                                                                      |                                                                            |                                                                                      |                                                                              |                                                                                  | Mitigation: Ensure  

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<tr>
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<tbody>
<tr>
<td>Agreement of Phase 1 delivery vehicle structure</td>
<td>Ongoing</td>
<td>Demonstration of partners’ clear commitment to the long term future of the project</td>
<td></td>
<td>CEC as landowner will require working with other landowners (New Ingliston Ltd, Murray Estates Frogmore) to agree a delivery structure for phase 1 sites.</td>
<td>Agree structure (2014)</td>
<td>Jointly agreed delivery mechanism with clear terms of reference and objectives</td>
<td>Failure to secure agreement will impact on ability to deliver co-ordinated project - Already established EIDP forms basis for future structure and through the route the landowners should be able to find an appropriate delivery structure.</td>
</tr>
<tr>
<td>Identification and securing infrastructure funding sources for Phase 1 IBG</td>
<td>Ongoing</td>
<td>Necessary to unlock Phase 1 and ultimately begin implementation of longer term vision</td>
<td>Overall cost of Phase 1 infrastructure likely to be in region of £11m.</td>
<td>Infrastructure funding will be required from a variety of public and private sources including landowners / developers, existing operators, public utilities, CEC and Scottish Government. CEC role will be to work with these parties to unlock the required funding package.</td>
<td>Agree timing and extent of required infrastructure works (2013/14) Identify funding sources (ongoing) Secure first phase of infrastructure funding (2014) Site start for Phase 1 works (End 2014)</td>
<td>Agreement on infrastructure costs and partners commitment to finance.</td>
<td>Unable to secure necessary finance to unlock phase 1 – Work is already underway to produce realistic cost plans and begin to identify funding sources</td>
</tr>
<tr>
<td>Multi-Use Venue</td>
<td>Ongoing</td>
<td>Full understanding of Multi-Use Venue concept and viability as catalyst to Phase 1 of International Business Gateway.</td>
<td></td>
<td>CEC will work with New Ingliston Ltd to develop a business case for a Multi-Use Venue as a component of the IBG Phase 1 area with input from potential</td>
<td>Commence early market testing (completed) Engage with key operators to shape business case &amp; Outline business case including capital and operational costs and revenue forecasts to allow investment</td>
<td>Market testing indicates Multi-Use Venue concept is not viable without significant levels of levels of public subsidy</td>
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<tr>
<td>Agreement of Multi-Use venue delivery structure and appointment of operator</td>
<td>Ongoing.</td>
<td>Project delivery will not be though a single party and the long term viability of the project will require an appropriate delivery structure from the outset.</td>
<td></td>
<td>CEC will work with private sector landowners / operators to agree operational model.</td>
<td>Identification of delivery routes (2013/2014)</td>
<td>Agreed delivery structure to allow development of Multi-Use Venue as key component of city’s business / leisure infrastructure.</td>
<td>Unable to agree delivery structure with landowners Mitigation: Initial discussions have begun and initial views are positive on the concept Lack of operator or sponsorship interest – initial market testing indicates market interest from operators and corporate sponsors. Considered further via market testing exercise.</td>
</tr>
<tr>
<td>Edinburgh Park</td>
<td>Agreement on master plan strategy for Edinburgh Park Phase 2 Edinburgh Park</td>
<td>Agreement reached on the opportunity to open up Edinburgh Park and wider South Gyle area to additional uses.</td>
<td></td>
<td>NEL is currently in administration. The proposed LDP does identify Edinburgh Park as having the potential for the introduction of a more balanced mix of uses, incl residential.</td>
<td>Agreed strategy for delivery of Phase 2 TBC</td>
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<tr>
<td>Securing planning consent for first stage of Edinburgh Park Phase 2.</td>
<td>On hold pending acquisition of assets by third party</td>
<td>Changing market conditions from when masterplan was developed may require change to approved masterplan. Such a change would need to take into account both market conditions and planning policy context.</td>
<td>As planning authority, CEC will give consideration to the application in light of relevant planning policy and other material considerations. (needs reviewed)</td>
<td>SEPlan reflects NEL preferred position (completed 2013) Local Development Plan Main issues report reflects NEL objectives (completed 2013) Planning Application submitted (on hold)</td>
<td>Demonstration of commitment to long term delivery of Phase 2.</td>
<td>Planning permission refused for variations to originally agreed masterplan – Begin initial discussions with Planning Service and agree appropriate planning negotiation strategy</td>
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### Edinburgh Airport

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<tbody>
<tr>
<td>Publication of airport masterplan</td>
<td>Completed</td>
<td>Airport is major component of West Edinburgh’s connectivity and understanding of its future plans is essential to deliver overall vision</td>
<td>Global Infrastructure Partners acquired Edinburgh Airport from BAA in 2012. GIP investment programme &amp; growth plans generally in line with masterplan developed by BAA. CEC continue to engage with airport on growth plans via EIDP.</td>
<td>Draft masterplan for consultation published (Completed - January 2011) Masterplan published summer 2011.</td>
<td>Demonstration of Airport’s commitment to securing long term future of airport and contribution to wider West Edinburgh project.</td>
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<tr>
<td>Delivery of first phases of the masterplan</td>
<td>Ongoing</td>
<td>Long term position of the airport will be secured through staged growth over 2 key periods 2010-2020 and 2020-2040.</td>
<td>Overall value of works estimated in region of £150m over next 5 years</td>
<td>Global Infrastructure Partners acquired Edinburgh Airport from BAA in 2012.</td>
<td>Additional stands and taxiway (Completed 2011) Tram and bus interchange (2014) New 350 bed hotel (2015)</td>
<td>In 2008, the airport supported 7,710 jobs across Scotland, with 3,530 of those people directly employed at the airport and a further 1,520 within the city Passenger numbers fail to grow as expected and airport scales back its investment programme – 2011 masterplan has already been revised to take account of more modest growth forecasts and all works</td>
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<tr>
<td>Agreement on contributions to West Edinburgh infrastructure</td>
<td>Discussions ongoing with EIDP and key stakeholders</td>
<td>Infrastructure investment is essential to allow future increase in passenger capacity at the airport in additional to other planned growth at RHASS and IBG.</td>
<td>Overall West Edinburgh Infrastructure (utilities/roads/environment) likely to be circa £30m. Airport expected to make proportionate contribution to this.</td>
<td>CEC to work with GIP to secure agreement on level of contributions to transport and utilities infrastructure as part of wider EIDP infrastructure requirements. Edinburgh Trams engaging with Edinburgh Airport to identify opportunities for mutual advantage</td>
<td>Agree timing &amp; extent of required infrastructure works in parallel with IBG implementation plan (Spring ‘11) Identify funding sources (ongoing) Secure first contribution to infrastructure funding (TBC) Site start for Phase 1 works (tbc)</td>
<td>Unlocking required infrastructure to facilitate development of airport and wider area (transport &amp; utilities) Failure to secure agreement with GIP with regards to appropriate infrastructure funding contributions – Continuing dialogue on this issue via EIDP.</td>
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<tr>
<td>Royal Highland Centre</td>
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<tr>
<td>Securing PPP for Centre</td>
<td>PPP recommended for approved pending agreement of S75 contributions</td>
<td>RHC is key component of West Edinburgh as Scotland’s national showground. Securing its long term viability is essential.</td>
<td>CEC is statutory planning authority.</td>
<td>Secure planning consent (2011) Agreement reached on S75 contributions (2013)</td>
<td>Demonstration of commitment to long term future of RHASS at Ingilston</td>
<td></td>
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<tr>
<td>Delivery of first phases of the masterplan</td>
<td>Ongoing</td>
<td>Demonstration of long term commitment to Showground investment programme</td>
<td>Overall value of investment outlined in RHC masterplan estimated in the region CEC is statutory planning / roads authority and RHASS will be responsible for delivery.</td>
<td>Obtain further consents approval of matters specified in conditions (ongoing )</td>
<td>Increase from 200 events held annually, increase visitor numbers Change in RHASS financial position delays / reduces development</td>
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<tr>
<td>Agreement on contributions to West Edinburgh infrastructure</td>
<td>Discussions ongoing with CEC</td>
<td>Infrastructure investment is essential to allow future increase in activity and development at RHASS as well as other planned growth at airport and IBG.</td>
<td>Overall West Edinburgh Infrastructure (utilities, roads and environment) likely to be circa £30m. RHC expected to make proportionate contribution.</td>
<td>CEC to work with RHASS to secure agreement on level of contributions to transport and utilities infrastructure as part of wider EIDP infrastructure requirements.</td>
<td>Agreement in principle to findings of WETA (mid 2011) Agreement to cost allocations of WETA (end 2011)</td>
<td>Unlocking required infrastructure to facilitate future development of RHASS and wider area (transport &amp; utilities) Failure to secure agreement with RHASS with regards to appropriate contributions – Continuing dialogue on this issue via EIDP.</td>
<td></td>
</tr>
<tr>
<td>Leisure/ Visitor Attractions</td>
<td>Ongoing re-development underway.</td>
<td>Significant component of City’s tourism offer and on-going viability of the Zoo is essential.</td>
<td>Overall masterplan investment envisaged at circa £60m but funding availability will determine overall investment possible.</td>
<td>CEC dual role as adjacent landowner and planning authority. RZSS responsible for delivery of development aspirations and associated fundraising.</td>
<td>Arrival of Pandas and associated investment in facilities (complete late 2011) Land swap deal considered (tbc) New joint management plan in place for</td>
<td>Allow Zoo to retain its position as 2nd most popular paid visitor attraction in Scotland. Sustain visitor numbers of circa 600,000 per annum and economic contribution to the City economy of Zoo and CEC cannot reach agreement on land swap issues – Continue on going dialogue Zoo cannot raise funds to deliver planned development – Proposals are developed on a phased basis to allow...</td>
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<tr>
<td>Securing sustainable future of Edinburgh International Climbing Arena</td>
<td>Ongoing</td>
<td>Key component of the City’s sports / leisure infrastructure with a national / international draw.</td>
<td>£940,000 Roof repairs required. £550,000 allocated over period 2012-14</td>
<td>CEC grant towards operational cost.</td>
<td>Climbing centre reduces annual operational losses - ongoing. Need for operational subsidy reduced to acceptable level or removed (2013)</td>
<td>Operationally viable business supporting local jobs and generating economic benefits for the local economy. Centre unable to reduce operational losses &amp; situation becomes unsustainable forcing centre to close – continual review of operations, targets &amp; operational model continually reviewed</td>
<td></td>
</tr>
<tr>
<td>Securing sustainable future for Port Edgar Marina</td>
<td>Completed</td>
<td>Key component of the City’s sports / leisure infrastructure</td>
<td>CEC owned facility which is operated by Edinburgh Leisure. EL withdrawing from operation 2013.</td>
<td>Identification of new operational model (2012) New operational structure in place, securing long term future of the facility (2013)</td>
<td>Operationally viable business supporting local jobs and generating economic benefits for the local economy. Unable to identify future operator for facility requiring it to close – commence options review immediately to allow for appropriate solution by 2013</td>
<td></td>
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<tr>
<td>Tynecastle Options Appraisal</td>
<td>Hearts FC in administration BDO are Administrators for Hearts FC</td>
<td>Secure long term future of facility as key part of the West of the City’s community infrastructure</td>
<td>Estimated cost of new / refurbished stadium circa £50m</td>
<td>CEC landowners of adjacent sites and planning authority. Hearts FC are landowners and will be responsible for project delivery and investment BDO</td>
<td>Agreed long term development strategy (2011) Commence investment in existing or new stadium (2013/14)</td>
<td>Operationally viable business making a positive contribution to the local economy. Unable to identify financially or technically viable solution - Full option appraisal to explore all options and constraints to development HoMLFC unwilling / unable to invest in new facilities – Ongoing dialogue with club</td>
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Wester Hailes
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<tbody>
<tr>
<td>Healthy Living Centre</td>
<td>Completed August 2013</td>
<td>Creation of new HLC to jointly provide range of community health and social services</td>
<td>£10m</td>
<td>CEC and NHS Lothian joint project via ‘Hub’ initiative</td>
<td>Centre opens (2013)</td>
<td>Improvement in range of health indicators across local community.</td>
<td></td>
</tr>
<tr>
<td>Westside Plaza Shopping Centre</td>
<td>Securing long term viability of the centre as key component of local community infrastructure.</td>
<td>TBC</td>
<td>AWG own shopping centre, CEC hold ground lease. Council have adjacent landholdings such as library etc and have a key role in securing wider area regeneration.</td>
<td>Reduced vacancy rates and new tenants secured (ongoing)</td>
<td>Secure long term future for town centre and associated facilities and services</td>
<td>Lack of demand / operator interest restricts investment in the centre and long term viability – work actively with owners to promote investment opportunities</td>
<td></td>
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</table>

**West Edinburgh Residential Developments**

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<tr>
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<tbody>
<tr>
<td>Encourage take up of existing residential consents</td>
<td>Ongoing</td>
<td>West Edinburgh currently has allocation of 800 units which are not yet under construction. Encouraging and supporting take up of these allocations/consents would contribute towards City Region’s overall housing need</td>
<td>TBC</td>
<td>Council to work with developers to help reduce development constraints. Developers responsible for delivery of new homes.</td>
<td>Year on year increase in new starts and completions (ongoing)</td>
<td>Increase in number of new house starts across all tenures.</td>
<td>Market fails to bring forward existing consented development – ensure ongoing dialogue between CEC and developers to understand and help reduce development constraints where possible</td>
</tr>
<tr>
<td>Support appropriate new residential</td>
<td>Ongoing</td>
<td>Contribute towards delivery of Edinburgh’s City Housing Strategy.</td>
<td>TBC</td>
<td>CEC as Housing Authority to encourage new starts and tenure</td>
<td>Year on year increase in new starts and</td>
<td>Increase in number of new house starts across all tenures</td>
<td>Market fails to bring forward appropriate new development</td>
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<tr>
<td>development opportunities</td>
<td></td>
<td>Contribute towards meeting housing demand in Edinburgh and across the wider city region</td>
<td>diversification.</td>
<td>CEC as Planning Authority to identify opportunities through development plan and support appropriate proposals.</td>
<td>completions (ongoing)</td>
<td>Contribute to SESplan target (as agreed at SESplan meeting on 31 September 2013)</td>
<td>opportunities or to take up existing consents – CEC to work with market to identify viable development opportunities and to help unlock constraints</td>
</tr>
<tr>
<td>Review of long term strategic housing allocations through the Strategic and Local Development Plan.</td>
<td>Ongoing</td>
<td>Provide appropriate sites to meet City Regions’ housing need.</td>
<td>TBC</td>
<td>CEC as planning authority will give consideration to issues via SDP and LDP. Landowners / developers responsible for delivery.</td>
<td>SESPlan indicates scale of housing (2012) – new housing allocations to be agreed at meeting on 31 September 2013</td>
<td>Additional residential land allocated to meet future housing needs of the City</td>
<td>New proposals not supported by Planning Policy - Work with Planning and Developers to develop joint understanding of development viability and planning policy.</td>
</tr>
<tr>
<td>Sighthill</td>
<td></td>
<td>Creation of new mixed tenure community</td>
<td>TBC</td>
<td>CEC leading the delivery of the programme and Demolition of remaining blocks</td>
<td>Provision of up to 320 mixed tenure</td>
<td>Unable to identify development partner</td>
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<tr>
<td>21st Century Homes</td>
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<td>TBC</td>
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<tr>
<td>masterplan agreed</td>
<td></td>
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<td></td>
<td>will seek development partner</td>
<td>(completed 2012)</td>
<td>new homes in a key regeneration area</td>
<td>Mitigation: Continuing communication with market and build on success of Gracemount experience</td>
</tr>
<tr>
<td>Continued support for Edinburgh Napier University campus</td>
<td>Ongoing</td>
<td>University is a key driver of the City’s economic prosperity as well as key local employer.</td>
<td>£60m invested to date in new Sighthill campus (opened 2011)</td>
<td>CEC role as Planning Authority but also as adjacent landowner and developer under 21st Century Homes Initiative.</td>
<td>Agree principles of development masterplan between CEC and Napier</td>
<td>Provision of key university campus with associated education and employment opportunities.</td>
<td>Unable to reach agreement to accommodate both residential development and educational provision – Continue dialogue to agree co-ordinated approach to the area.</td>
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**Edinburgh International Development Partnership**

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<tr>
<td>Ongoing development of EIDP to secure delivery of West Edinburgh vision</td>
<td>Ongoing</td>
<td>Necessary to provide co-ordinated approach to securing long term development that achieves the vision</td>
<td></td>
<td>CEC to chair EIDP and provide officer support to progress initiatives.</td>
<td>EIDP announces launch of phase 1 infrastructure package.</td>
<td>Committed approach to securing long term development for the benefit of West Edinburgh</td>
<td>EIDP drifts from core focus and fails to secure delivery on the ground – remit of EIDP is clear and production of Implementation plans provides joint</td>
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<tr>
<td>Broadening of EIDP on key issues</td>
<td>Ongoing</td>
<td>Partnership engaging with neighbouring stakeholders on a range of matters including energy and masterplanning.</td>
<td></td>
<td>CEC continue to chair EIDP and provide officer support to progress initiatives. Other partners responsible for delivery of individual project components as well as ensuring overall integration of the projects.</td>
<td>Selected EIDP Board meetings include other invited Parties (ongoing)</td>
<td>Coordinated approach to all West Edinburgh activity to maximise benefits for City as a whole as well as individual landowners / business / investors / communities etc</td>
<td>Broadening group results in lack of focus and dilutes achievements of EIDP to date – keep core EIDP clear focus and invite other parties on wider issues as required.</td>
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Development Zone Plan - West Edinburgh
### Medium term objectives – End 2017

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<tr>
<td><strong>West Edinburgh Infrastructure</strong></td>
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<tr>
<td>Completion of Edinburgh/Glasgow Improvements Programme (EGIP)</td>
<td>Delivery of the Dalmeny Chord remains uncertain and works are not programmed into current EGIP timetable. EIDP to continue to put pressure on Scottish Government and Network Rail for early completion</td>
<td>Programme of improvements to improve connectivity between main cities. Key linkages in West Edinburgh through Edinburgh Gateway and Edinburgh Park.</td>
<td>£750m investment programme in overall Central Scotland network</td>
<td>Network Rail / Transport Scotland / Scotrail responsible for overall delivery.</td>
<td>350km of line electrified (2016) Edinburgh/Glasgow 13 trains per hour and fastest 35 minutes. Edinburgh Gateway Interchange at Gogar to become operational end-2016</td>
<td>Significantly enhanced rail infrastructure and improved connectivity of West Edinburgh to rest of Central Scotland. Increasing labour pool for West Edinburgh investment</td>
<td>Public sector funding cuts result in cut backs or delays in investment programme – Programme is phased and work packages are already being let. Current commitment remains to delivering overall investment as a national infrastructure investment priority. No commitment to deliver the Dalmeny Chord is made by Transport Scotland/Network Rail. Mitigation: EIDP continues to lobby government and make the case for investment</td>
</tr>
<tr>
<td><strong>Road Transport Infrastructure</strong></td>
<td>Essential upgrades to the road network required as key part of overall West Edinburgh Transport requirements and designed to complement an overall modal shift towards public transport</td>
<td>Overall package of investment to secure Phase 1 of road infrastructure works estimated at £15-£17m. CEC as Roads Authority responsible for working with partners to identify and deliver roads infrastructure. CEC as landowner and other public/private landowners responsible for financing of key roads investment projects.</td>
<td>Completion of Newbridge and Gogar roundabout improvements (2016/17)</td>
<td>Enhanced road infrastructure and connectivity in parallel with modal shift to public transport</td>
<td>Overall cost of provision of essential infrastructure is prohibitively expensive and makes development unviable – detailed design and cost planning and cost allocation is ongoing to develop a deliverable solution to transport</td>
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<tr>
<td><strong>International Business Gateway</strong></td>
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<tr>
<td>Planning Permission in Principle Agreed</td>
<td>Phase 1 Masterplan to be formally approved in line with West Edinburgh Strategic Design Framework</td>
<td>Estimated cost of planning applications for first phases of development in region of £500k.</td>
<td>CEC as planning authority. Landowners (including CEC) as applicants</td>
<td>Phase 1 masterplan proposals granted PPP (2013/14)</td>
<td>Clear demonstration to the market of progress and commitment to the project to release first phase of circa 190,000 sq m of development</td>
<td>Delays in assessing utilities etc delay ability to submit PPP – the overall programme for IBG is long term in nature and it is appropriate that it is taken forward in phases as further market and cost implications emerge</td>
<td></td>
</tr>
<tr>
<td>Completion of Phase 1 development infrastructure</td>
<td>Necessary to allow market to bring forward development opportunities</td>
<td>Overall cost of infrastructure circa £11m</td>
<td>CEC and other EIDP partners/ landowners to jointly bring forward infrastructure development in association with utilities</td>
<td>Initial infrastructure works completed (2015)</td>
<td>Delivery of serviced plots capable of accommodating circa 190,000 sq m of commercial development</td>
<td>Delays in assessing utilities etc delay site start / completion – the overall programme for IBG is long term in nature</td>
<td></td>
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<tr>
<td>Activity</td>
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<tr>
<td>Completion of first phase of development</td>
<td></td>
<td>First plots of Phase 1 completed and associated public realm as demonstration of partner commitment and the proven market demand for the project.</td>
<td>TBC</td>
<td>CEC and other EIDP partners/landowners to jointly bring forward development.</td>
<td>First occupiers on site (early 2017/18)</td>
<td>Initial plots likely to see development of circa 50,000 sq m to include hotel and office.</td>
<td>Market fails to bring forward initial developments or subsequent occupiers – Phased approach to development to ensure opportunities only brought forward when market conditions are appropriate.</td>
</tr>
<tr>
<td>Clear phased delivery plan in place for remainder of Phase 1</td>
<td></td>
<td>Entire IBG requires a long term commitment and clear delivery plan is necessary to ensure long term market interest in the area</td>
<td>TBC</td>
<td>CEC role as chair of EIDP to continue to provide support to partners and other landowners in preparing clear delivery plan.</td>
<td>Work programme set out (2015)</td>
<td>Delivery plan in place</td>
<td>Limited success in initial stage of Phase 1 reduces interest in bringing forward remainder - Appreciate long term nature and scale of opportunity and bring forward development on phased basis.</td>
</tr>
</tbody>
</table>

providers. CEC also has role as Roads Authority and as Planning Authority to ensure delivery of Section 75 contributions to infrastructure.

and it is appropriate that it is taken forward in phases.

Failure to secure necessary funding to allow infrastructure delivery – ongoing discussions with all parties regarding extent of works required.

Clear phased delivery plan in place for remainder of Phase 1 requires a long term commitment and clear delivery plan is necessary to ensure long term market interest in the area.

CEC role as chair of EIDP to continue to provide support to partners and other landowners in preparing clear delivery plan.


Delivery plan in place.

Limited success in initial stage of Phase 1 reduces interest in bringing forward remainder - Appreciate long term nature and scale of opportunity and bring forward development on phased basis.

Phased basis of project results in loss of ‘place making, a key development.
### Development Zone Plan - West Edinburgh

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<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Begin consideration of master planning remainder of site</td>
<td></td>
<td>Overall project is envisioned as a long term strategic development over a 30-50 year period. Master planning of each phase will take place in accordance with overall WE Strategic Design Guidance and other policy context.</td>
<td>TBC</td>
<td>CEC role as chair of EIDP to continue to provide support to partners and other landowners in preparing wider masterplan. CEC role as Planning Authority to provide guidance in preparation of masterplan in accordance with WE Strategic Design Framework and other policy context.</td>
<td>Commence 2nd phase master planning (Underway - 2013)</td>
<td>IBG Stage 2 masterplan</td>
<td>Limited success in Phase 1 reduces interest in bringing forward Phase 2 – Appreciate long term nature of entire development and bring forward masterplan in phases in accordance with WE Strategic Design Framework</td>
</tr>
</tbody>
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### Multi-Use Venue

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<tr>
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<tbody>
<tr>
<td>Completion of venue and associated public realm</td>
<td>Key catalyst project in IBG.</td>
<td></td>
<td>TBC</td>
<td>Exact role dependant on preferred operational role to be determined in business case study. CEC likely to be involved with other landowners and developers in some form of partnership</td>
<td>Completion (2017)</td>
<td>Delivery of international standard venue, approx 90,000 sq ft, 12,000 capacity.</td>
<td>Major cost overrun / failure to deliver project - Appointment of experienced design/delivery / operational team from the outset to minimise project risk.</td>
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### Edinburgh Park

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<tr>
<td>Commence Phase 2 development activity</td>
<td></td>
<td>Area is integral part of West Edinburgh and completion of Phase 2 is key to securing long term viability of the area</td>
<td>TBC</td>
<td>CEC is JV partner with Miller and through NEL Board will share risk / profit associated with delivery.</td>
<td>Site start (2014)</td>
<td>Commence delivery of up to 2m sq ft of commercial development or new homes.</td>
<td>Market fails to recover sufficiently to allow development to commence – timing, nature and mix of</td>
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</table>
## Development Zone Plan - West Edinburgh

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<td><strong>Edinburgh Airport</strong></td>
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<tr>
<td>Continued delivery of Airport Masterplan</td>
<td></td>
<td>Edinburgh Airport is key component of City’s and Scotland’s transport infrastructure and ongoing programme of investment is essential.</td>
<td>TBC</td>
<td>Edinburgh Airport responsible for overall delivery. CEC to work alongside airport to facilitate development</td>
<td>Additional stands (2015)</td>
<td>Continued growth in passenger numbers towards 2020 forecast of 12m and increase in routes operated (especially international)</td>
<td>Lack of access to finance restricts airport’s ability to invest in infrastructure – Investment is seen as long term requirement and delivery could be re-phased as finance allows.</td>
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<tr>
<td>Consideration of Permitted Development Rights issues</td>
<td>To ensure compliance with masterplan and consistency with other plans.</td>
<td></td>
<td>Edinburgh Airport, CEC</td>
<td></td>
<td>Airport development is consistent with wider local and strategic plans.</td>
<td>Issue not addressed - unconstrained development (especially car parking) at Airport and limited ability of CEC to influence the associated impact on road infrastructure.</td>
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<tr>
<td><strong>Royal Highland Showground</strong></td>
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<tr>
<td>Continued delivery of RHASS masterplan</td>
<td>RHS is key component of West Edinburgh is Scotland’s national showground. Continuing programme of investment to secure its long term viability is essential.</td>
<td>TBC</td>
<td>RHASS responsible for overall delivery. CEC to work alongside airport to facilitate development.</td>
<td>Delivery of new MacRobert pavilion and core showground area expansion (2015) Operation of new agriculture/food hub and Centre of Excellence (2014/15)</td>
<td>Continued operation of RHS and increase in number and size of events and associated visitor numbers. Creation of new agriculture/food centre of</td>
<td>Lack of access to finance restricts RHASS ability to invest in site – Investment is seen as long term requirement and delivery could be re-phased as finance allows.</td>
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<tr>
<td>Leisure/ Visitor Attractions</td>
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<tr>
<td>Edinburgh Zoo - On-going programme of investment in facilities</td>
<td>Key component of City’s leisure / tourism offer.</td>
<td>TBC</td>
<td>RZSS responsible for delivery and financing. CEC role as Planning Authority and in supporting investment.</td>
<td>Disposal of western portion of zoo to raise investment funds (2015)</td>
<td>Increase in visitor numbers and additional economic impact generated by zoo and visitor spend.</td>
<td>Delay in market recovery or reduction in capital receipt – RZSS requires capital receipt to fund investment and will delay investment until sufficient funds are available.</td>
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<tr>
<td>West Edinburgh Residential Developments</td>
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<tr>
<td>Submission of PPP for new residential developments identified as part of SDP/LDP review</td>
<td>Provision of range of housing to meet City-wide housing demand.</td>
<td>TBC</td>
<td>House builders to prepare and submit applications. CEC role as Planning Authority.</td>
<td>PPP granted (2014/15)</td>
<td>Increase in City’s consented housing land supply.</td>
<td>Planning Policy restricts development opportunities - Work with Planning and developers to develop joint understanding of development viability and planning policy.</td>
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<tr>
<td>Commence phase 1 delivery of new residential sites providing range of housing type</td>
<td>Provision of range of housing to meet City-wide housing demand.</td>
<td>TBC</td>
<td>House builders / developers responsible for delivery.</td>
<td>Site start (2014/2015) First phase completions (2015)</td>
<td>Increase in number of housing completions across the City. Reduction in City’s housing need figures.</td>
<td>Market conditions restrict delivery of new developments – Medium / long term market view appears positive but exact timing of delivery will depend on market conditions.</td>
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<td>Sighthill</td>
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<td>Completion of 21st Century Homes programme</td>
<td>Creation of new mixed tenure community.</td>
<td>£40m</td>
<td>CEC leading the delivery of the programme and will seek development partner(s)</td>
<td>Site start 2013 Site completion 2016 and homes occupied.</td>
<td>Provision of up to 320 mixed tenure new homes in a key regeneration area.</td>
<td>Site delivery costs increase – development is programmed as part of committed 21st Century Homes</td>
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<tr>
<td>Continued growth of Edinburgh Napier University campus</td>
<td></td>
<td>University is a key driver of the City’s economic prosperity as well as key local employer.</td>
<td>TBC</td>
<td>CEC role as Planning Authority but also as landowner and developer under 21st Century Homes Initiative.</td>
<td>New phase of development.</td>
<td>Provision of key university campus with associated education and employment opportunities in a key regeneration area. Currently 5,000 staff and students based on campus.</td>
<td>Insufficient land to allow continued on-site expansion – Ongoing development of estates strategy. Unviable business case to support additional growth – Ongoing development of business case for investment</td>
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</table>
## Long term objectives – Beyond 2017

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<td><strong>West Edinburgh Infrastructure</strong></td>
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<tr>
<td>Forth Replacement Crossing</td>
<td>National project with local impacts including on West Edinburgh communities such as S Q’ferry. Improved national connectivity.</td>
<td>£1bn cost Economic revenue estimated at £1.3bn Economic impact of increased employment estimated at £6bn* (*from FRC Update newsletter January 2011)</td>
<td>Led by Transport Scotland</td>
<td>Contract awarded April 2011 - completed Completion 2016</td>
<td>Reduced travelling times and increased mobility Potential adverse environmental impact.</td>
<td>Delivery on time and in budget.</td>
<td></td>
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<tr>
<td>Tram line expansion to Newbridge</td>
<td>Essential component of overall vision for area as a sustainable extension to the city. Extension of tram route to Newbridge will further connect key residential and business locations.</td>
<td>TBC</td>
<td>Edinburgh Trams and CEC responsible for delivery of trams in conjunction with private operators.</td>
<td>Opening of tram connection to Newbridge (2025)</td>
<td>Improved connectivity of residential and business communities in West of the City and to wider central Scotland.</td>
<td>Failure to secure additional funds for expansion – clear business case needs to be developed once initial phases are operational.</td>
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<tr>
<td>Ongoing delivery of this long term strategic project over 30-50 period</td>
<td>Establishment of new business and residential district acting as a full integrated part of the City.</td>
<td>TBC</td>
<td>CEC as planning authority. Landowners (including CEC) to take forward delivery.</td>
<td>Phase 2 of development starts on site (2021)</td>
<td>Creation of new sustainable community accommodating future growth of the City The site has long term capacity to accommodate up to 500,000 sq m.</td>
<td>Development fails to materialise – Long term nature and strategic master planning of the scheme should result in ultimate delivery albeit timings and pace of delivery will be dictated by market conditions.</td>
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<tr>
<td>Continued delivery of masterplan</td>
<td>Continuing to improve City’s global connectivity and position as</td>
<td>TBC</td>
<td>Airport operators to take forward development opportunities.</td>
<td>Gogarburn diversion (2018)</td>
<td>Growth in passenger numbers to circa 12m by</td>
<td>Unable to secure adequate finance to allow completion of</td>
<td></td>
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<tr>
<td>Consideration of need for major expansion</td>
<td>Significant increase in passenger numbers and/or cargo may lead to requirement for significant expansion in the period post 2030-2040 including additional runway and acquisition of RHS site</td>
<td>TBC</td>
<td>Airport operators to consider future operational requirements including implications for adjacent landowners. CEC as Planning Authority</td>
<td>Passenger numbers reach 20m (2040)</td>
<td>Provision of additional passenger, aircraft and cargo facilities including second runway Edinburgh retains position as 5th busiest airport in UK. Environmental concerns restrict capacity for future growth – ongoing consideration of need to achieve sustainable growth objectives</td>
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<tr>
<td>Royal Highland Showground</td>
<td>RHS is key component of West Edinburgh is Scotland's national showground. Continuing programme of investment to secure its long term viability is essential.</td>
<td>TBC</td>
<td>RHASS responsible for overall delivery. CEC to work alongside airport to facilitate development. Relocation of British Car Auctions (2016) Formation of new east public arrival space and public transport hub (2020) Development exhibition hall and new indoor exhibition space (2020+)</td>
<td>Continued operation of RHS and increase in number and size of events and associated visitor numbers.</td>
<td>Unable to secure completion of entire programme - programme is phased and can be delayed or re-phased if financing requires this.</td>
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<tr>
<td>Consideration of required relocation of showground</td>
<td>To facilitate long term growth of airport, relocation to site south of A8 may need to be considered</td>
<td>TBC</td>
<td>RHASS responsible for overall delivery in conjunction with Airport. CEC to work alongside RHASS/Airport to secure long term future.</td>
<td>Possible relocation required by 2030/2040</td>
<td>Long term future of Showground secured. Relocation is required in much shorter term than currently envisaged – ongoing discussions between Airport / RHASS to ensure all parties have clear understanding of timings.</td>
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<tr>
<td>Edinburgh Park</td>
<td>Area is integral part of West Edinburgh and completion of Phase 2 is key to securing long term viability of the area</td>
<td>TBC</td>
<td>CEC is JV partner with Miller and through NEL Board will share risk / profit associated with delivery.</td>
<td>Completion of second phase of Edinburgh Park (2025)</td>
<td>Long term delivery of up to 2m sq ft of commercial development or mixed used community with commercial and residential uses.</td>
<td>Market conditions fail to recover to make development viable— timing, nature and mix of development activity will be dependent on market recovery and delivered on a phased basis.</td>
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(ii) Map