

Economy Committee

10am, Friday, 13 February 2015

Strategic development areas – zone plans

Item number	7.3
Report number	
Executive/routine	
Wards	All

Executive summary

This report presents zone plans for Edinburgh's four strategic development areas (SDAs) – the city centre, the Edinburgh Waterfront, South and East Edinburgh, and West Edinburgh – for the period 2015–2020. The zone plans set out key projects relating to the spatial development of each of the four zones and the role of the Economic Development service in each project.

Links

Coalition pledges	P8 and P17
Council outcomes	CO7
Single Outcome Agreement	SO1

Strategic development areas – zone plans

Recommendations

- 1.1 To approve the updated zone plans for each Strategic Development Area.

Background

- 2.1 The Strategic Development Plan for Edinburgh and South East Scotland identifies four Strategic Development Areas (SDAs): the city centre, the Edinburgh Waterfront, South and East Edinburgh, and West Edinburgh. Zone plans for the four SDAs were approved by the Economic Development Committee in October 2011. Updated zone plans were approved by the Economy Committee in November 2013.

Main report

- 3.1 The Strategic Development Plan for Edinburgh and South East Scotland identifies four Strategic Development Areas (SDAs) within Edinburgh – the city centre, the Edinburgh Waterfront, South and East Edinburgh, and West Edinburgh.
- 3.2 The second proposed Local Development Plan states that the SDAs “will be the biggest areas of change over the next 5-10 years, providing a focus for new housing development, investment opportunities and job creation in locations with good accessibility to existing or planned public transport services.”
- 3.3 This report presents zone plans for the four SDAs. The zone plans set out key projects relating to the spatial development of each SDA – for the period 2015-2020 and the role of the Economic Development service in delivering each project.
- 3.3 The format of the zone plans has been refreshed to be more concise and action-orientated.

Measures of success

- 4.1 The projects set out in the Zone Plans will contribute to the delivery of the targets set by the Economic Development service operational plan.

Financial impact

- 5.1 The actions for Economic Development set out in the zone plans will be met from the Economic Development Service budget and from funding leveraged in from external sources.

Risk, policy, compliance and governance impact

- 6.1 The Business Partnerships work plan includes a risk register which is reviewed regularly throughout the year.
- 6.2 Risks highlighted include failure to deliver against project targets partnerships breakdown; and failure to secure funding leverage. These risks are mitigated against through management controls.
- 6.3 The work of Business Partnerships is managed and monitored in line with Council compliance and governance arrangements.

Equalities impact

- 7.1 The zone plans delivers programme one of the Council's Economic Strategy: investing in the city's development and regeneration. As part of the process of writing the Economic Strategy, and the Economic Review which informed it, a full Equality Assessment was undertaken.

Sustainability impact

- 8.1 The City of Edinburgh Council determined (in consultation with Historic Scotland, the Scottish Environment Protection Agency and Scottish Natural Heritage) that the Economic Strategy did not require undergoing a Strategic Environmental Assessment. View the Screening Determination and the Screening Report. Sustainability impacts have been taken into consideration in a project by project basis.

Consultation and engagement

- 9.1 The Strategy for Jobs aims to achieve sustainable growth through investment in jobs. As ambitious targets have been set and Council resources are limited, partnership working is fundamental to their achievement.
- 9.2 The zone plans have been consulted upon via the coordinating groups established for each of the Strategic Development Areas. The coordinating groups bring together officers involved in the spatial development of each Strategic Development Area.

Background reading / external references

The following background reading is relevant to this report

- Second Proposed Local Development Plan

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Links

Coalition pledges	P8 – Make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites
	P17 – Continue efforts to develop the city's gap sites and encourage regeneration
Council outcomes	CO7 – Edinburgh draws new investment in development and regeneration
Single Outcome Agreement	SO1 – Edinburgh’s economy delivers increased investment, jobs and opportunities for all
Appendices	Appendix 1: Zone Plans (2015–2020)

The City of Edinburgh Council – Strategic Development Areas

Zone Plans (2015–2020)

1. Introduction

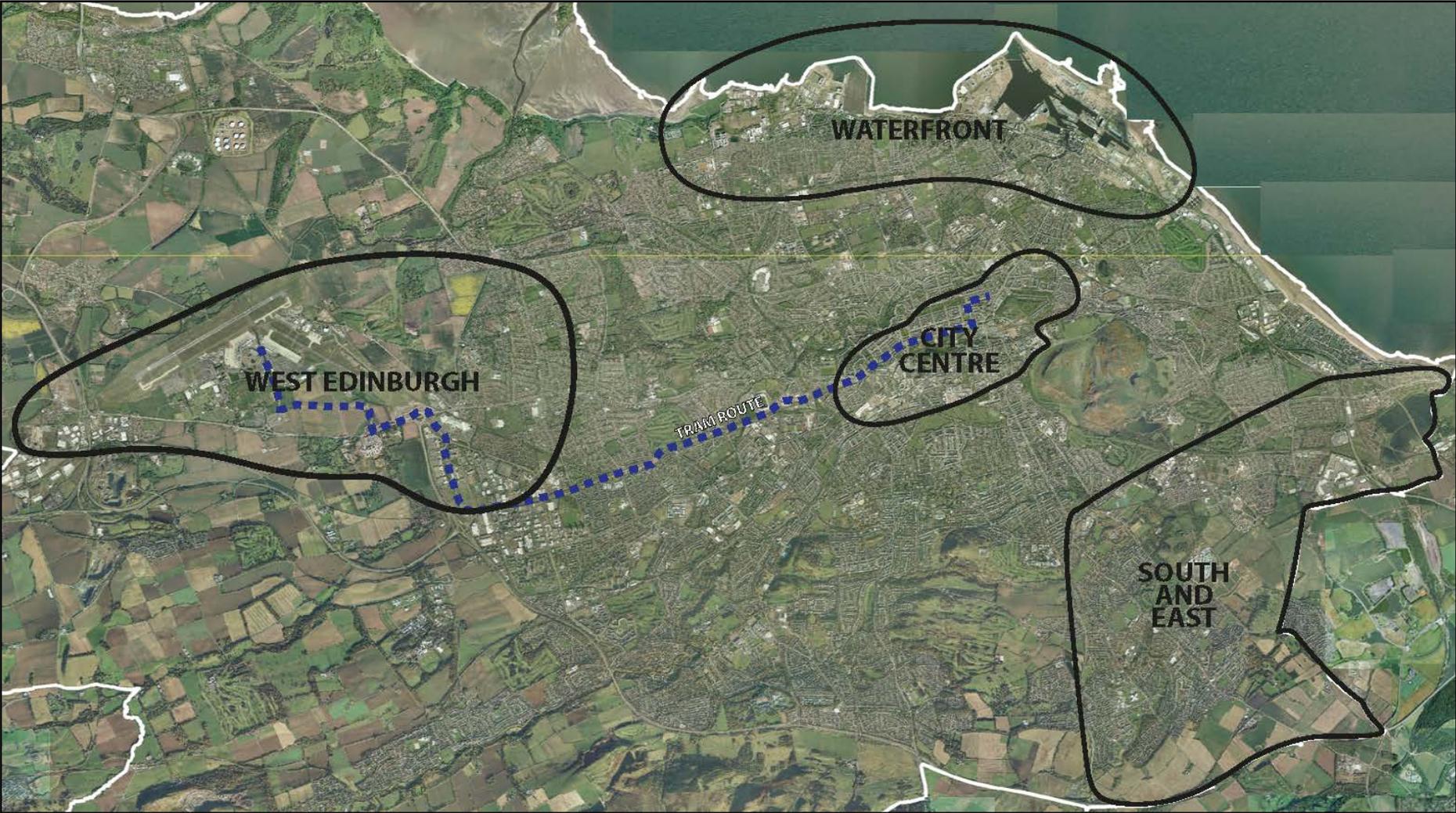
Introduction

- 1.1. This document, prepared by the Economic Development service of the City of Edinburgh Council, presents the Zone Plans for Edinburgh’s four Strategic Development Areas (SDAs) as identified by the Strategic Development Plan for Edinburgh and South East Scotland – the city centre; the Edinburgh Waterfront; South and East Edinburgh; and West Edinburgh – for the period 2015 to 2020. The Zone Plans set out key projects for each of the SDAs for the next five years and the role of the Economic Development service in delivering them.

Policy context

- 1.2. Two Council pledges relate to the Zone Plans: “continue efforts to develop the city’s gap sites and encourage regeneration” and “make sure the city’s people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites”.
- 1.3. The Council’s Economic Strategy for 2012 to 2017 sets out four priority outcome areas, one of which is to “invest in the city’s development and regeneration”. The Strategy sets the target that “the city’s four development zones will progress, creating opportunities for affordable housing and renewed demand for commercial development”.
- 1.4. The second proposed Local Development Plan for Edinburgh sets out policies and proposals relating to development in the city. The four strategic development areas are identified as “the biggest areas of change over the next 5-10 years, providing a focus for new housing development, investment opportunities and job creation in locations with good accessibility to existing or planned public transport services.” The Local Development Plan sets out the nature and scale of development anticipated in each of the strategic development areas.
- 1.5. The Local Transport Strategy sets out transport policies for Edinburgh up to 2019. One of the stated objectives of the Strategy is “to support development in the growth areas of the city through facilitating provision of necessary transport infrastructure”. The Strategy sets out proposals for each of the four strategic development areas, with an emphasis on improved public transport linkages and enhanced pedestrian and cyclist routes.
- 1.6. The City Housing Strategy sets out housing outcomes for Edinburgh up to 2017. The Strategy identifies a need for new homes in Edinburgh – with a target of 19,500 new homes by 2022 stemming from the regional Strategic Development Plan – including significant number of new affordable homes. Key trends identified by the Strategy include the growth of the

private rented sector, increased funding pressures on the delivery of social housing and demographic change resulting in smaller household sizes.



2. City Centre Zone Plan

The vision for the city centre

- 2.1. Edinburgh's city centre stretches from Fountainbridge and the former Donaldson's School in the west to Elm Row and the foot of the Royal Mile in the east, Queen Street to the north and the Quartermile development on the site of the former Royal Infirmary to the south. The cosmopolitan city centre occupies a stunning setting with iconic, internationally celebrated architecture and is Scotland's only urban World Heritage Site comprising the Old and New Town Conservation Areas.
- 2.2. It is South East Scotland's centre for shopping, leisure, transport, culture and tourism and the vibrant hub of the region. It is home to the city centre prime retail core and historic shopping and leisure destinations such as the Royal Mile, Rose Street, the Grassmarket and the West End. There is a vibrant mix of high-end retail outlets ranging from the traditional Jenners department store to the modern Harvey Nichols, Apple, Anthropologie, and Louis Vuitton. City centre vacancy rates demonstrate that the City is performing well standing at 6.2% (City of Edinburgh Council Planning Information, September 2014) against Scottish and UK average rates of 9.1% and 10.1% respectively (Springboard, July 2014).
- 2.3. With its Castle, central green spaces and monuments, Edinburgh is one of the UK's most visited tourist destinations attracting 3.5 million visitors collectively, spending over £1 billion each year. It boasts a programme of festivals throughout the year including the world's largest annual arts festival, Edinburgh Festival Fringe which sold 2.2 million tickets in 2014; Edinburgh's Christmas drew over 3.6 million visitors and the three day Hogmanay events attracted audiences of over 120,000 with visitors from 70 countries.
- 2.4. The Exchange District provides offices for blue chip firms such as Aberdeen Asset Management, Clydesdale Bank and Standard Life. A recent £85 million expansion of the Edinburgh International Conference Centre has been completed to offer a 2,000m² multi-purpose hall and 18,000m² of grade 'A' office space.
- 2.5. In 2014, Edinburgh office take-up figures were at their highest for a decade with 81,000m² transacted through lettings and sales, up about 13% from the previous year's total of 72,000m² (JLL). This was the result of two major contributing factors, namely a spike in activity in the final quarter and the pre-letting of 10,000m² at 6 St Andrew Square to Standard Life Investments, the largest deal of its kind in more than ten years.
- 2.6. Edinburgh has excellent transport connections with the sixth largest airport in the UK by passenger numbers, handling over 10 million passengers per annum, connecting direct flights to over 130 destinations; an environmentally friendly 14 km tram system linking the city centre to the airport was completed in May 2014 and carried three million passengers in its first six months of operation; Edinburgh Waverley station is one of the UK's busiest train stations with approximately 23 million users per year with a recent £295 million upgrade and towards the west of the centre lies Haymarket station which has undergone a

£25 million upgrade to create an inter-modal transport interchange linked to the airport. Local transport is delivered by a multi-award winning bus service which serves over 118 million passengers annually.

- 2.7. The city centre provides employment for over 80,000 people in the heart of an economically strong and diverse city region of 1.6 million. More than 40% of working age residents holds degrees with a multi-lingual workforce with over 57,000 residents fluent in second languages including French, Spanish and Cantonese.
- 2.8. The city centre is also an area where people live, with a wide range of housing types and styles contributing to its character. The proposed Local Development Plan aims to ensure that development in the city centre achieves the right balance between a number of competing priorities – from realising its economic potential, to protecting its built and natural heritage, from promoting its role as a capital city to making it an attractive place to live.
- 2.9. 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 which recognises that Edinburgh has a dynamic city centre. Major developments are delivering physical changes and the Council is undertaking wide-ranging research and trialled projects during this phase which are revealing (sometimes for the first time) the movement patterns and shopping and behavioural patterns which determine how people use the city centre, as a place to live, work, travel, visit and socialise. This robust baseline of information, centred round the George Street pedestrianisation trial, will help to inform future transport, planning, design and economic development decisions in the city centre, as patterns emerge of more people visiting the city centre, yet with fewer vehicles using the roads, and more people using the city centre to socialise and window shop than before. The City Centre Vision will respond to these new opportunities and challenges.
- 2.10. 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 a 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 work with partners and key stakeholders 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 in collaboration with all of the key stakeholders.
- 2.11. The Zone Plan outlines the key strategic projects which will take place within Edinburgh's city centre over the next five years and outlines the role that Economic Development will have in the delivery of these projects.

Key developments in the city centre in 2014

- 2.12. Progress has been made on a number of major developments such as the completion of the tram line linking the City centre to West Edinburgh Business Parks and the airport in May; upgrades of both Waverley and Haymarket stations; opening of new hotels such as Motel

One Princes Street, Old Town Chambers, IBIS Styles, Accor; the new gin distillery visitor attraction and bar, Heads and Tails in the West end; and new retailers such as Apple, Samsung, and Tommy Hilfiger in the retail core.

- 2.13. The Edinburgh 12 initiative was created by the City of Edinburgh Council in 2013 to help progress strategically important gap sites across Edinburgh's city centre. In adherence with Capital Coalition Pledge 17: "*Continue efforts to develop the city's gap sites and encourage regeneration*" the Council is committed to supporting development across the City. The Edinburgh 12 has the potential to deliver: gross development value in excess of £2.14 billion; up to 20,000 full-time equivalent jobs and 28,000 construction jobs; 1,706 hotel bedrooms; 121,000m² of grade 'A' office space; 74,000m² of retail and leisure space; and 1,590 residential units. For more information refer to the [Edinburgh 12 Monthly Bulletin](#).
- 2.14. It is also important that the City has a continuous supply of development sites coming forward and in that regard the council has been working closely with developers, agents, landowners and other key stakeholders to identify the next wave of sites. To date around fifty sites have been included in the Development Pipeline and these are currently being assessed against a range of criteria to identify what support, if any, they require to progress.
- 2.15. As part of city wide support to the City centre and local town centres, the Council continues to work with the business communities to encourage them to come together to create business associations and establish Business Improvement Districts (BIDs) where appropriate. Edinburgh is the city with the greatest number of BIDs in Scotland. There are three existing BIDs in Edinburgh – Essential Edinburgh; Greater Grassmarket; and Queensferry Ambition – with a ballot on the creation of a West End BID due to be completed in March 2015.
- 2.16. For more information on the eight local town centres in Edinburgh, please refer to the Projects Table below.
- 2.17. The City Centre Programme has been created as part of the Council's activity to ensure the Capital remains attractive for those who live, work, invest and visit. The Programme is being led by the City Centre Programme Manager and is supported by and complements activity delivered by Economic Development, such as the Edinburgh 12. The Programme will deliver city-wide public realm improvements.

Key projects for the city centre (2015-2020)

Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
Town centres				
Town Centre Management	Traders associations; local businesses	Deliver on the 2009 Town Centre Strategy in the 8 designated town centres. Work with local traders, other parts of the Council and other stakeholders to deliver a range of low-cost high impact events to encourage footfall to town centres and raise the visibility to both residents and shoppers.	Edinburgh Town Centre vacancy rates compare favourably with Scottish and UK averages.	A reduction in resources may leave the service unable to react appropriately should vacancy rates start to increase.
Royal Mile Action Plan	Royal Mile Business Association; tour operators	Contribute to the cross-service Royal Mile Action Plan delivery team.	The pedestrian environment has been improved by the introduction of a bus gate to control accepted traffic. There have been physical environment/public realm improvements in areas such as the Lawnmarket, the Canongate, St Mary's Street and Niddrie Street.	
Business Improvement Districts				
West End BID	West End BID; West End Traders Association	Support the BID Steering Group to form a BID. Provide seed corn funding and financial support to deliver additional services as resources allow. Continue to facilitate delivery of projects and services per the BID business plan.	Footfall is increased within the BID area. A more vibrant and welcoming West End has been created by improving the public realm and trading environment. The West End has been promoted as a go-to destination. Expanded leisure opportunities have been created in the West End.	Unsuccessful ballot in 2015; unsuccessful renewal ballot in 2020.
Greater Grassmarket BID	Greater Grassmarket BID	Provide support to help the BID deliver its Business Plan. Provide financial support to deliver additional services/projects.	A sense of place has been created within the Grassmarket area. Footfall, dwell time and expenditure in the area has increased. Businesses have been assisted to make cost savings. Antisocial behaviour in the area has reduced. Accessibility to the area has been improved.	Unsuccessful renewal ballot in 2018.

Key projects for the city centre (2015-2020)

Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
Essential Edinburgh BID	Essential Edinburgh BID	Work in partnership with Essential Edinburgh on some large projects and offers ongoing support. Provide funding for joint projects subject to resources, e.g. 'This is Edinburgh'.	£5 million has been raised by the levy over five years to deliver projects and initiatives in the BID Business Plan. Additional funding has been raised from local government and partner agencies. EE has used its advocacy role to represent levy payer interests and lobby to improve the trading environment. The BID profile has been raised in order to attract footfall and spend into the City Centre. Mechanisms and projects have been created to deliver business savings by economies of purchasing power such as trade waste, utilities, etc. A safe, clean, attractive and accessible BID area is maintained	Unsuccessful renewal ballot in 2018.
City Centre Improvement Programme				
George Street Trial	George Street traders; Essential Edinburgh BID	Support the project and collaborate with the City Centre Programme Manager where required, e.g. input to public space report.	A trial to provide a new civic space on George Street by creating a one-way traffic flow on one side of the street, maintained car parking in the central reservations and a two way cycle lane on what had previously been two lanes of carriageway has been successfully completed. Traders on George Street have been given the opportunity to extend their outlets with the use of marquees and platforms provided by Essential Edinburgh.	Businesses have lost some car parking which may cause problems for some. The trial lasts only one year and its continuation will depend on feedback (public feedback has so far been positive but there has been criticism in relation to the marquees and platforms on the street).
West End	West End BID	Supportive role in collaboration with the City Centre Programme Manager and via support to the BID.	Public realm improvements have been completed to de-clutter spaces and revitalise the area following the delivered tram works. A more prescriptive approach to uses and management of public space is established.	Improvements have been well received but this could change if space is not managed.
Edinburgh 12 Pipeline Sites				
34B Haddington Place	S Harrison	Work with S Harrison Developments to resolve issues arising during delivery of the development.	The development of student accommodation with some associated retail is completed.	

Key projects for the city centre (2015-2020)

Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
Register Lanes	Chris Stewart Group; TIAA Henderson Real Estate; Royal Bank of Scotland; Scottish Government	Work with the partners to progress the actions outlined in the feasibility study. Lead the Register Lanes Working Group and support the Delivery Group chaired by Councillor Frank Ross.	£97 million of new development: 3,700m ² of retail/leisure accommodation has been delivered completed comprising 178 hotel bedrooms or 97 quality serviced or private apartments, 2,100m ² of new offices, an increase in net employment of 250 jobs and £6 million of public realm improvements.	Lack of consensus/alignment of proposals.
6-8 Market Street	The EDI Group; Edinburgh World Heritage	Support EDI as require throughout development.	A 103 bedroom hotel has been completed in addition to improved road alignments.	
Edinburgh 12 Sites				
New Waverley	Artisan REI; McAleer and Rushe	Provide support for the development as required and as resources permit.	A mixed use development of approx 20,400m ² (residential, civic square, retail and leisure facilities) comprising 188 residential units, 13,300m ² of office space, 6,100m ² of retail/leisure space and 403 hotel bedrooms is completed.	
Dewar Place	ScottishPower; Scottish Enterprise; Network Rail	Facilitate discussions with ScottishPower and Scottish Enterprise on the redevelopment of the site.	The site has been redeveloped, to include a new pedestrian connection between Dewar Place and Conference Square.	Infrastructure constraints make the development of the site unviable.
Donaldson's College	CALA Homes; City and Country	Provide support for the development as required and as resources permit.	Donaldson's College has been redeveloped to deliver 113 residential units.	The project has an adverse impact on local traffic movements.

Key projects for the city centre (2015-2020)

Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
Fountainbridge	Grosvenor; AMA; The EDI Group	Provide support for the development as required and as resources permit.	350 residential units, 13,000m ² of office space, 2,000m ² of retail/leisure space, and 180 hotel bedrooms have been delivered. The Filmhouse has relocated to a new location within the development.	The Filmhouse relocation does not proceed.
The Haymarket Edinburgh	Interserve; Network Rail	Facilitate discussions around various infrastructure issues. Work with Interserve on construction recruitment.	A development comprising 30,000m ² of office space, 3,800m ² of retail/leisure space; and 435 hotel bedrooms is completed.	Infrastructure constraints relating to the rail tunnels delay or disrupt the development.
India Buildings	Jansons	Provide support for the development as required and as resources permit.	The India Buildings has been redeveloped and brought back into productive use.	
8-20 King's Stables Road	Kennedy Wilson	Work with colleagues in Corporate Property to promote this Council-owned site. Engage with interested parties with parity.	The site has been developed within a wider development brief including Argyle House, Silk Night Club and residential apartments on West Port.	
Quartermile	Moorfield	Assist with the promotion of the site. Help create a sense of place and community e.g. animation on external hoardings and drums on Middle Meadow Walk, events such as markets in public squares.	518 residential units, 18,500m ² of office space and 3,600m ² of retail space have been delivered.	
Royal High School	Duddingston House Properties	Provide support for the development as required and as resources permit.	A top-of-the-market hotel has been delivered.	An appropriate occupier for the site cannot be secured.

Key projects for the city centre (2015-2020)

Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
3-8 St Andrew Square	Mayforth; Standard Life; Bowmer and Kirkland	Provide support for the development as required and as resources permit.	9,800m ² office space and 7,900m ² of retail/leisure space has been delivered.	
Edinburgh St James	TIAA Henderson Real Estate; Historic Scotland; Edinburgh World Heritage	Provide support for the development as required and as resources permit.	138 residential units, 2,300m ² of office space, 49,000m ² of retail/leisure space and 417 hotel bedrooms have been delivered.	
Shrubhill	Ziggurat; Places for People	Provide support for the development as required and as resources permit.	401 residential units, 4,100m ² of retail/leisure space, 121 hotel bedrooms and 260 student housing bedrooms have been delivered.	

3. Waterfront Zone Plan

The vision for the Edinburgh Waterfront

- 3.1. The Edinburgh Waterfront stretches from Gypsy Brae in the west to Seafield in the east, encompassing the former industrial hub of Granton, the historic fishing village of Newhaven and the commercial port of Leith. The Waterfront is home to some of Edinburgh's largest remaining brownfield sites, representing well over 100 hectares of land ripe for regeneration. This, coupled with the unique backdrop of the Firth of Forth, makes the Waterfront a major development opportunity. Challenges remain, however, in the form of heavy contamination on brownfield sites at Forthquarter and North Shore; intermittent flooding at North Shore and Lower Strand; the constraints imposed by the operations of a major working port; and relatively weak transport links.
- 3.2. The second proposed Local Development Plan (published June 2014) identifies the Waterfront as a strategic development area. The strategic aims of the LDP in relation to the Waterfront are to:
 - Transform the Waterfront into one of the city's landmark features;
 - Attract high quality developments which will contribute towards economic prosperity in the city region;
 - Create distinctive high density urban quarters and build exemplar sustainable communities with a reduction in the influence of the car in design and layout;
 - Support regeneration in adjoining areas and provide an incentive for the construction of the tram.
- 3.3. The vision for the Waterfront as set out in the LDP is primarily one of housing-led mixed-use regeneration, with the LDP indicating that the Waterfront has capacity for approximately 14,800 additional residential units. The LDP acknowledges a shift away from the predominantly flatted development originally envisioned for the area towards a greater number of townhouses. The LDP also proposes the delivery of new primary schools at Waterfront Avenue and Western Harbour, new commercial uses on Ocean Esplanade and new green-space and cycle/footpaths throughout.
- 3.4. The Leith Docks/Seafield area is identified as an industry area by the LDP. The LDP also supports short-term light industrial development on North Shore given the constraints to the development of this area for residential uses. Granton is no longer designated as an employment centre given limited interest from commercial tenants.
- 3.5. Leith is densely built-up and much regeneration has already taken place. Major opportunities remain for residential development on Western Harbour and for commercial-led mixed-use development on Ocean Esplanade. There are a number of historic buildings with the potential to be sensitively redeveloped for new uses.
- 3.6. At Granton, the proliferation of brownfield sites presents significant opportunities for residential-led development. Some sites are ready for immediate development, while

others face constraints such as contamination or flooding. Connectivity remains a challenge and weak transport links leave some sites relatively isolated.

Key developments in the Edinburgh Waterfront in 2014

- 3.7. Progress has been made on a number of residential developments in the Waterfront. Hart Builders has begun construction of a 96 unit development at Goosander Place in the Western Harbour. The Port of Leith Housing Association has been granted planning consent for a development of 50 to 60 units on a gap site at Ocean Way. In Granton, Persimmon is in talks to acquire a site at Forthquarter for residential development.
- 3.8. The City of Edinburgh Council has agreed to acquire the Custom House building in Leith from National Museums of Scotland using its Common Good Fund. The Council plans to partner with developers to refurbish the building.
- 3.9. National Grid Property has placed the 'B' listed Granton Gasholder on the market for a restoring purchaser as part of a SHEP test relating to its application to demolish the structure. The restoration or demolition of the gasholder would help unlock the development of the surrounding land.
- 3.10. The second phase of the Leith Programme has commenced, delivering improvements to the roads, pavements and cycle-paths of Leith Walk. The first phase of works was completed on Constitution Street in November 2013.
- 3.11. The Scottish Government has proposed an expansion of the National Galleries of Scotland storage and maintenance facility at Madelvic, to include public-facing facilities.
- 3.12. Edinburgh's tram line opened to the public in May, carrying 1.5 million passengers in its first 100 days of operating. With the tram now operating successfully, the Council is investigating the potential for extending the tram line.
- 3.13. An Economic Framework for Leith has been produced that sets out actions for the retention and creation of jobs in Leith. The Economic Framework nests within the Economic Strategy for 2012-17 and the Waterfront Zone Plan. The Economic Framework identifies six priority outcomes for 2014 to 2017 relating to the development and regeneration of Leith.

Key projects for the Edinburgh Waterfront (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>Forthquarter The development of the remaining vacant land at the Forthquarter.</p>	National Grid Property (landowner)	Helping National Grid Property market the land to purchasers.	The question of the Gasholder has been resolved and the structure is either restored or demolished, allowing the decontamination of the site for redevelopment in line with the LDP.	The question of the Gasholder is not resolved and contamination continues to act as a barrier to the development of the site.
<p>Leith town centre The animation of Leith town centre.</p>	Business owners in Leith	Support the decoration of shop shutters on Great Junction Street by local artists.	Leith has been animated through a series of art projects.	Funding cannot be identified.
<p>Ocean Terminal The enhancement of the Ocean Terminal shopping centre and the surrounding land.</p>	Resolution Property (landowner)	Work with Resolution Property to support its ambitions for the development of Ocean Terminal and the surrounding land. Identify potential tenants from the small business community for short-term occupation of vacant units.	The "B" listed former paint shed has been brought into productive use.	
<p>Madelvic The development of a National Collections Facility at Madelvic by the Scottish Government.</p>	Waterfront Edinburgh (landowner); Scottish Government; National Galleries of Scotland; National Museums of Scotland; RCAHMS	Work with the Scottish Government to promote a public-facing development. Work with Estates Services to link the Gateway North site with the development. Lobby for a high-value use for the former Granton car factory that safeguards the future of the building.	The development of the National Collections Facility is underway. A sustainable future use for the former Granton car factory has been identified.	<p>The project is slow to proceed due to funding issues.</p> <p>The project offers limited public facing facilities.</p>
<p>Leith infrastructure works The delivery of new infrastructure at Leith (harbour relief road / public esplanade / finger pier / new harbour lock gates) as required.</p> <p>Estimated cost: £84 million.</p>	Forth Ports (landowner); Scottish Government; Scottish Futures Trust; Resolution Property	Watching brief, reactivating dormant TIF proposal in line with market demand.	A project plan has been put in place for the infrastructure in line with market demand.	<p>The Scottish Government may no longer be willing to support a TIF scheme at the Waterfront in light of the St James GAM.</p> <p>Revenues from the new development profile may be inadequate to fund the required borrowings.</p>

Key projects for the Edinburgh Waterfront (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>Granton Harbour The mixed-use redevelopment of Granton Harbour.</p>	<p>Granton Central Developments (developer and principal landowner); Granton Harbour Users Group; Forth Ports</p>	<p>Work with the developer and harbour users to support their aspirations for the future of the harbour. Identify funding options for the refurbishment of the Powder House.</p>	<p>Work is substantively underway on the redevelopment of Granton Harbour in line with the LDP. The Middle Pier has been safeguarded for recreational boating uses. The "Powder House" building has been redeveloped, safeguarding its long-term future.</p>	<p>Infrastructure constraints cannot be resolved.</p>
<p>Promenade Complete the next section of the Promenade. Estimated cost: ~£700,000.</p>	<p>Waterfront Edinburgh; Sustrans</p>	<p>Secure project funding, secure land rights, secure planning consent.</p>	<p>The stretch of promenade between North Shore and West Harbour Road has been completed.</p>	<p>Match funding cannot be secured. Environmental restrictions associated with the Firth of Forth SPA delay construction work.</p>
<p>Newhaven Harbour Dredging Newhaven Harbour and making other improvements to support cruise liner traffic.</p>	<p>Forth Ports (landowner); Cruise Forth</p>	<p>Work to promote Edinburgh as a cruise destination in line with the wider Cruise Tourism Strategy.</p>	<p>The infrastructure at Newhaven Harbour has been improved to provide a safe and welcoming environment for cruise ship tenders.</p>	
<p>Gypsy Brae The animation of Gypsy Brae recreation ground to increase its amenity for residents and visitors.</p>	<p>Edinburgh Cricket and Sports Club (ground leasee)</p>	<p>Work with the Edinburgh Cricket and Sports Club to deliver their proposals for a cricket pitch and pavilion. Explore other opportunities to enhance the amenity of the recreation ground.</p>	<p>Gypsy Brae is a widely used recreation ground. The removal of trees and fencing allows permeability to North Shore Plot A.</p>	<p>The amenity of Gypsy Brae is compromised by illegal vehicle movements.</p>
<p>North Shore Plot A The decontamination of North Shore Plot A to allow for it to be redeveloped. Estimated cost: £1.5 million.</p>	<p>Waterfront Edinburgh (landowner)</p>	<p>Working with Waterfront Edinburgh to identify funding for the decontamination of the site.</p>	<p>North Shore Plot A has been decontaminated and made available for redevelopment in line with the LDP. The removal of trees and fencing allows permeability to Gypsy Brae.</p>	<p>The costs of decontamination are prohibitive and preclude the redevelopment of the site for the foreseeable future.</p>

Key projects for the Edinburgh Waterfront (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>North Shore Identifying a strategy for the development of the vacant land at North Shore.</p>	Long-leaseholders on North Shore.	Work with Estates Services and Planning to prepare a development brief for the land in question and identify a strategy for releasing the land for development.	A development brief has been prepared for the land and the Council has a strategy in place for the release of the land in a way that maximises income and supports the realisation of the LDP.	Constraints on North Shore such as flooding and weak transport links bar the release of the land for development.
<p>Custom House Carrying out a mixed-use redevelopment of Custom House on Commercial Street to include benefits for the local community.</p>	Scottish Historic Buildings Trust	Work with Culture and Sport to market the building to development partners and occupiers.	Custom House has been redeveloped, safeguarding the long-term future of the building and providing an asset that benefits the Leith community.	The costs associated with refurbishing Custom House are high enough that the project becomes unviable.
<p>HMS Edinburgh Moving the type-42 destroyer <i>HMS Edinburgh</i> to a permanent berth in Edinburgh and renovating the ship to serve as a visitor attraction. Estimated cost: ~£10 million.</p>	Ministry of Defence; "Save HMS Edinburgh" campaign group; Forth Ports (landowner)	Watching brief, providing support to the "Save HMS Edinburgh" campaign group as requested where resources allow.	<i>HMS Edinburgh</i> has been berthed in Edinburgh and in the process of being converted to a self-financing visitor attraction, safeguarding her long-term future.	The "Save HMS Edinburgh" campaign group is unable to secure sufficient funds to acquire the ship and she is sold by the MOD for recycling.
<p>Leith BID In line with demand from the local business community, a business improvement district has been created for Leith.</p>	Leith levy payers	Work with the Leith business community to prepare a project plan for the creation of a business improvement district. Work with the elections team to hold a ballot.	A business improvement district has been created for Leith.	The local business community of Leith does not support the creation of a BID.

4. South and East Zone Plan

The vision for South and East Edinburgh

- 4.1. The primary focus of the South and East Development Plan will be the sustainable growth of the area. At a strategic level this includes development at the BioQuarter¹, recognised as a Special Economic Area within the Local Development Plan, and the ongoing regeneration of Craigmillar.
- 4.2. It is recognised that the growth of this area will make a significant contribution to meeting the Local Development Plan (LDP) economic development objectives and to the creation of jobs in line with the Economic Strategy.
- 4.3. The second proposed LDP identifies South and East Edinburgh as a Strategic Development Area. The area is expected to experience major change over the next five to seven years. The SDA includes the housing areas of Liberton, Newcraighall and Gilmerton in which a substantial number of residential units are proposed for the area² and potentially new school facilities.
- 4.4. The Zone Plan area includes two retail hubs identified as commercial centres in the proposed Local Development Plan³; Cameron Toll at its most northerly point and Fort Kinnaird to the East. The £13 million leisure expansion of Fort Kinnaird will provide jobs and attract shoppers.
- 4.5. The area covered by the South and East Edinburgh Zone Plan covers both urban and rural land immediately adjoining the border with Midlothian Council. Though lying outwith the zone area there must be cognisance of the opportunities to link with development within Midlothian at Shawfair and Millerhill and of the potential benefits of the Borders Railway

Key developments in South and East Edinburgh in 2014

- 4.6. Private and affordable housing development is ongoing in Craigmillar. The Council is working with PARC to support the delivery of housing masterplans for the town centre, Greendykes and Wauchope within the next 10 years⁴.
- 4.7. Places for People (Scotland) is developing 73 new affordable homes in partnership with Cruden Homes (East) which plans to build homes for open market sale. The first development of Council housing, through the 21st Century Homes programme was

¹ A landmark £600m life sciences development which extends over 100 acres and is one of the world's top ten centres for biomedical commercialisation

² 3,155 units identified in the Second Proposed LDP (to be delivered by 2024)

³ Published in June 2014

⁴ Update on Housing Development Plans at Craigmillar, Health Social Care and Housing Committee September 2014

completed in July 2014 providing 46 mid market rent homes and 14 new social rented homes for the area.

- 4.8. The proposed redevelopment of the town centre will deliver shopping and leisure facilities, mixed tenure housing, jobs and training, improved infrastructure and capital from the sale of private homes to further support development in the area. A site has also been identified for a new high school. The PPP planning application was approved subject to the conclusion of a suitable legal agreement on 17 December 2014.
- 4.9. Castlebrae Business Centre secured £1.9 million of funding from the Scottish Government's Regeneration Capital Grant Fund, along with £500,000 from Historic Scotland. Initial work has started on the refurbishment of the building.
- 4.10. Planning permission was granted in April 2014 for a new community, health and well-being centre located at the Thistle Foundation, Craigmillar. The Thistle Foundation provides health, well-being and lifestyle management services and works to integrate veterans, disabled and non-disabled people and communities, building resilience and capacity within individuals.
- 4.11. The Edinburgh BioQuarter's commercialisation team was awarded approximately £500,000 to support business creation activity.⁵ Over the past four years this team has creating more than 10 new life science businesses which have collectively attracted £30 million of funding and generated 24 jobs. Building Nine at the BioQuarter is nearing capacity with strong interest in remaining space. The completion of major lettings earlier in the year to The Farr Institute (1,000m²) and ADRC (400m²) also increased occupation levels substantially. Construction work has started on the new Royal Hospital for Sick Children at the Edinburgh BioQuarter with a projected completion date of 2016/2017.
- 4.12. The new development of Fort Kinnaird's leisure extension has commenced. The £13 million scheme will be completed in spring 2015. A seven screen cinema and six new restaurants form part of the proposal. Primark will open its second Edinburgh store at Fort Kinnaird (in 2015) and TK Maxx and Fat Face have recently opened at the retail park. A public inquiry decision is expected in early 2015 regarding a further development of retail space at the retail park.⁶
- 4.13. The Recruitment and Skills Centre at Fort Kinnaird has been open for a year and 1,000 jobseekers have secured work and developed their skills through the Centre's training and job search services. 90% of the Fort Kinnaird retailers that recruited for Christmas positions did so through the Centre, which resulted in 380 local jobseekers securing work and over a third of those continued into permanent jobs with their employers.
- 4.14. The proposed creation of a cycling hub in Hunter's Hall Park is being lead by the Council. This £2 million development includes an outdoor velodrome, BMX track, speedway track and

⁵ From the European Regional Development Fund

⁶ 5,612 sqm

two 3G pitches⁷. The Culture and Sport Committee approved the next steps of the proposal on 16 December 2014 and it is envisaged that the project will be completed within 24 months.

- 4.15. It is estimated that the Borders Railway will encourage approximately £33 million of benefits for the Scottish economy⁸. The line is due to open in September 2015.

⁷ With the retention of six existing grass pitches

⁸ www.bordersrailway.co.uk/project/overview.aspx

Key projects for South and East Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>Craigmillar Town Centre Next phase of the Craigmillar Town Centre development which is set out in the Craigmillar Urban Design Framework (CUDF) (2013). Planning Permission in Principle submitted August 2014 for a mixed use development comprising retail, housing, restaurant and public realm improvements (14/03416/PPP)</p> <ul style="list-style-type: none"> • associated initial Gross Value Added (GVA) (from job creation) is expected to be approximately £10 million • GVA from construction value is approximately £36 million • overall construction value (development, infrastructure and associated works) calculated to be approximately £50 million <p>It is envisaged enabling works could be commenced in Q4 2015 with completion projected to be within five to ten years.</p>	PARC Craigmillar (project lead)	<p>Planning consultations Supporting principle of regeneration Promote the potential for apprenticeships and employment opportunities Investor support</p>	<ul style="list-style-type: none"> • Food store – 4,000 m² • Retail/Leisure – 4,600m² • Restaurant – 1,000m² • Housing - 335 units • Provision of town centre/civic space/public realm improvements • 368 jobs supported by retail and leisure uses • approximately 724 person years of direct employment 	Market demand; occupier interest; infrastructure costs
<p>Edinburgh BioQuarter A vision for Edinburgh BioQuarter articulated in a five year action plan which incorporates the plans for Phase two. Increasing the density, integration and connectivity of the site through a coordinated approach maximising innovation, collaboration and commercialisation through culture change and facilitative interaction and support, marketing and attraction of inward</p>	Scottish Enterprise (project lead); NHS Lothian; University of Edinburgh	<p>Attendance on behalf of CEC at the Public Sector Action Plan work stream meetings (Company Formation, Growth and Academic:Industry Collaborations, Inward Investment and External Marketing and Infrastructure) Attendance at BioQuarter Partners Forums Liaising and coordination with</p>	<ul style="list-style-type: none"> • The EBQ is recognised as a Global Top 10 cluster for biomedical research • The economic value of Scotland's internationally renowned knowledge base in the Life Sciences sector is maximised. • Delivering net additional employment impact of 6,000 on-site jobs and 6,800 at a 	Funding; governance arrangements; failure to attract tenants; delays in obtaining relevant consents

Key projects for South and East Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>investment</p> <p>Attention and masterplanning is currently focused on specific plots to develop a central hub.</p>		<p>other CEC colleagues on matters concerning the EBQ</p> <p>Investor promotion</p> <p>Organisation of delegations</p> <p>Maximising training opportunities and links with local communities</p> <p>Work with the BioQuarter partners to explore international collaboration opportunities in target markets</p>	<p>Scotland wide level (fully developed)</p> <ul style="list-style-type: none"> a net GVA impact of £1 billion is delivered by 2029 Winning private investment of £250 million 	
<p>Little France Parkland</p> <p>Obtaining funding to realise the potential of the parkland areas located between the Edinburgh BioQuarter and Greendykes/Craigmillar</p> <p>Provide improved connections for walkers/cyclists and develop the green infrastructure to provide an area for leisure and recreation creating additional links to areas of employment</p> <p>Works will include shared cycle/footpath creation, planting, development of biodiversity areas, and provision for informal play</p> <p>Timescale – up to 2020</p> <p>Cost – potentially up to £2.6million</p>	<p>Edinburgh Lothians Greenspace Trust;</p> <p>Scottish Enterprise;</p> <p>University of Edinburgh;</p> <p>NHS Lothian;</p> <p>Forestry Commission Scotland;</p> <p>PARC</p> <p>Craigmillar</p>	<p>Coordination of, and input to, meetings</p> <p>Information gathering</p> <p>Assist in securing EU funding</p> <p>Seeking funding opportunities and submitting bids</p>	<p>Creation of a new park to improve health, accessibility and aid regeneration.</p> <p>The setting of the Edinburgh BioQuarter and Greendykes is enhanced</p> <p>Environmental, social and economic benefits created for the whole community and the south and east of Edinburgh</p>	<p>Obtaining funding (including match funding); timescales</p>
<p>District Heating</p> <p>£5 million (approx) 4 megawatt district heating scheme at Edinburgh BioQuarter to provide heat and possibly power for future EBQ development</p>	<p>Scottish Enterprise;</p> <p>University of Edinburgh;</p> <p>NHS Lothian</p>	<p>CEC to lead project to delivery stage and evaluate potential for job opportunities</p>	<p>Reduce energy consumption</p> <p>Reduce fuel poverty</p> <p>Lower fuel bills (inc businesses)</p> <p>Jobs created in sustainable energy and supply chains</p>	<p>Governance;</p> <p>infrastructure requirements;</p> <p>delays in obtaining relevant statutory consents; capital investment project resource;</p>

Key projects for South and East Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
			Reduction in carbon emissions Potential extension of heat network (housing areas) Deliver affordable energy Meet pledges (P50) and council outcomes (CO18)	phasing
Edinburgh 12 Cameron Toll Edinburgh 12 pipeline site. Recently on the market and purchased in August 2014. 8,900m ² shopping mall generating an annual income of £3.5m. Extant consent for 11,800m ² expansion.	Oaktree Capital Management in partnership with Hunter Asset Management (new owners)	Progressed and supported as part of the Edinburgh 12 project.	There could be potential for the redevelopment of the site or refurbishment and extension of the existing shopping centre in line with approved (or amended if relevant) planning permission.	Future site development depends on the future ownership of the site and the strategy of the new owners; delays obtaining relevant consents if required
Employment Opportunities Recruitment and Skills Centre at Fort Kinnaird. Supporting Fort Kinnaird retailers and local businesses with recruitment and workforce development, and helping local jobseekers find and retain employment.	Fort Kinnaird; British Land; Joined up for Business partners (Business Gateway, Jobcentre Plus, Capital City Partnership, Skills Development Scotland, and Edinburgh Cyrenians)	Funding and delivery	The retention of temporary workers in permanent employment Providing employment opportunities within an area of deprivation Successfully resourcing the expansion of Fort Kinnaird and supporting retailers	Funding
Borders Railway Investment Prospectus Building a website that will host an inward investment prospectus for the new Borders Railway. To be completed by March 2015	Midlothian Council; Scottish Borders Council (lead)	Inward Investment support Inputting to the Investment Prospectus and updating the CEC relevant information Resource Enhance links with the Edinburgh BioQuarter	Highlight site-specific development opportunities in a geographically defined "Railway Corridor" for housing, commercial and leisure developers. It will include tourist attractions, major town centre developments, and businesses from key growth sectors.	Timescales; completion of works; resource; project management

5. West Edinburgh Zone Plan

The vision for West Edinburgh

- 5.1. 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, a combination of high quality built and natural environments, and is a major location for both employment and housing.
- 5.2. West Edinburgh includes significant areas of land earmarked for both housing and commercial development in the second proposed Local Development Plan and is identified as a key economic development area by the Scottish Government. Economic Development opportunities in West Edinburgh are particularly focussed around two key locations: Edinburgh International, comprising Edinburgh Airport, the Royal Highland Centre and the proposed International Business Gateway; and Edinburgh Park together with the wider South Gyle business area.
- 5.3. The growth potential of West Edinburgh is underpinned by the zone's existing and planned transport infrastructure and the high degree of regional and international connectivity that results from this. The continued growth of Edinburgh Airport and the increasing number of international and long-haul destinations served helps West Edinburgh maintain its position as one of Scotland's prime locations for business and inward investment. Through the integration of transport infrastructure, commercial investment, the development of new and existing communities, and a focus upon high quality place-making, the West Edinburgh Zone offers significant potential to deliver sustainable development in Edinburgh.
- 5.4. The vision for West Edinburgh can only be achieved through a positive approach to planning, development and investment which involves land owners, public agencies, businesses, communities and investors. It is such an approach that is being promoted by the Edinburgh International Development Partnership.

Planning context

- 5.5. West Edinburgh has held 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 this has been reflected in the development of planning policy.
- 5.6. The West Edinburgh Planning Framework (2008) gave 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 Framework set out a range of defined objectives and actions, the delivery of which have been the key focus of the Edinburgh International Development Partnership over recent years. The principles set out in the WEPF have been enshrined in both the second proposed Local Development plan and the third National Planning Framework. Having been considered to have served its substantive purpose, the WEPF was

subsequently withdrawn by the Scottish Government in September 2014. This move was supported by the Edinburgh International Development Partnership and through relaxing the strict criteria for occupiers at the IBG, is considered to help unlock the IBG as a commercial led urban extension to the city.

- 5.7. NPF3 (2014) identifies West Edinburgh as a national development in the context of the strategic development and enhancement of Edinburgh Airport. Through continued national development status West Edinburgh remains considered important to the delivery of the Government's spatial and economic strategies. The NPF recognises that West Edinburgh is a significant location for investment with opportunities at the airport, the National Showground and the International Business Gateway (IBG). It notes that development will require continued co-ordination and planning to achieve a successful business-led city extension which fulfils its potential for international investment, new jobs and high quality of place.

Key developments in West Edinburgh in 2013/14

- 5.8. 2014 was a significant year for the West Edinburgh Zone in terms of connectivity. Tram Line 1A became operational to paying passengers in May 2014 connecting a range of key economic development locations in West Edinburgh including Edinburgh Airport, the IBG and Edinburgh Park to the City Centre. Over 3 million passengers were carried by the Edinburgh Trams over the period May to December 2014.
- 5.9. The continued growth of Edinburgh Airport has also been a notable success for the Zone in 2014. Edinburgh Airport saw a record 10.27 million passengers pass through the terminal in 2014, a 4% increase on 2013 figures. The airport also saw the establishment of new long haul routes to Qatar, Chicago and Philadelphia which have in turn resulted in an 89.6% increase in long-haul traffic at Edinburgh Airport. The growth in passenger numbers and flight routes is being supported by an ongoing programme of development and 2014 saw the completion of a £25 million terminal extension which includes enhanced security facilities and additional retail space.
- 5.10. Another transport project of note is the Queensferry Crossing. This project will have a significant impact upon West Edinburgh through improving the Zone's connections to Fife and the North. The project has made considerable progress through 2014 and is on-track, under budget and scheduled for completion in 2016. Plans are also advancing for the proposed Edinburgh Gateway Station at Gogar. Preparatory works are underway on the site and the project was put out to tender in late 2014.
- 5.11. In terms of development, despite the far improved macro-economic climate over the past two years, the level of new development in West Edinburgh continues to be limited with no major additions being made to the amount of office floorspace in the zone. There does however remain over 395,000m² of consented office accommodation in the pipeline, including around 200,000m² at the Edinburgh Park Southern Phase and, following the acquisition of Edinburgh Park by Parabola Real Estate in late 2013 and their appointment of

a new masterplanning team, it looks likely that some of the existing office consents will soon move towards delivery. In terms of office uptake, the market in West Edinburgh has however been strong, particularly so at Edinburgh Park. The completion of the tram, combined with highly competitive rents being a key factor in the revival of demand for office space across the Zone.

- 5.12. Only one hotel was under development in West Edinburgh in 2014 - a 160 bedroom Ibis Styles at Lochside View, Edinburgh Park. Proposals for hotels at both the Royal Highland Centre and at Edinburgh Airport have struggled to reach delivery over recent year although some headway is now being made with The Ability Group having announced in late 2014 plans for a 175 bedroom Hampton Hilton Hotel at Edinburgh Airport. Work on this hotel is expected to get underway in late 2015.
- 5.13. In terms of the residential market, no significant housing was completed within the West Edinburgh Zone over the period 2013-14 although approximately 570 houses were developed across the wider Rural West Edinburgh Local Plan area. The West Zone remains however central to the city's future housing needs with the Second Proposed Local Development Plan making an allocation of 2,800 new houses being made in the West Edinburgh Strategic Development Area. 2014 has therefore seen plans emerge for significant housing developments at West Craigs, Cammo, South Gyle and within the International Business Gateway boundary.
- 5.14. Despite the challenging macro-economic conditions a range of factors have ensured that West Edinburgh remains an area of considerable importance and attraction as a place to both live and work. A number of important infrastructure projects in the area are also committed or underway, including the £1.4 billion Queensferry Crossing, the Edinburgh Glasgow Improvement Programme (EGIP) and the new Edinburgh Gateway Station at Gogar. As a result, the West Edinburgh zone is in a strong position to capitalise upon a continuing improvement in the economic climate.

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p><u>Edinburgh International Development Partnership</u> A strategic partnership between major landowners, local and national government, and national agencies. The partnership works to realise the economic development potential of West Edinburgh, an area recognised as being of national strategic importance through the Scottish Government’s National Planning Framework 3.</p> <p>The vision for Edinburgh International is constructed around three key elements. These are:</p> <ul style="list-style-type: none"> • Expansion of Edinburgh Airport • Redevelopment of the Royal Highland Centre, Scotland’s National Showground • Development of the International Business Gateway <p>Economic analysis carried out to inform the Development Partnership’s work has concluded that by 2030, Edinburgh International has the potential to contribute between £2.2 and £4.4 billion GVA to the Scottish economy, and contribute to the creation of c.3,600 additional full-time equivalent jobs (FTE’s) across Scotland.</p> <p>Key work streams include transport infrastructure, the delivery of enabling utilities and also opportunities for sustainable development and low carbon energy.</p>	<p>Scottish Enterprise; Scottish Government; Transport Scotland; New Ingliston Ltd; Edinburgh Airport; Royal Highland and Agricultural Society of Scotland; Murray Estates; Frogmore Salmon Harvester</p>	<p>The Partnership is chaired by the City of Edinburgh Council’s Director of Economic Development.</p> <p>Management of the Partnership is undertaken by the Business Partnerships Team. This includes the chairing and management of working groups and the ongoing management of the partnership’s website: www.scotlandsglobalhub.com</p>	<p>The partnership seeks to deliver economic benefit through:</p> <ul style="list-style-type: none"> • Facilitating the delivery of infrastructure required to increase international sustainable connectivity in support of further growth in all of Scotland’s key sectors; • Supporting inward investment through the provision of an even more globally competitive location for international business; • Providing more opportunities for our companies to play a more active role in international markets through increased global connectivity; • Helping to unlock the significant further growth potential of the Scottish economy through facilitating growth to the west of Edinburgh and to help realise the full potential of Edinburgh City Regions’ strengths; and • Creating a quality gateway to Scotland and Edinburgh that maximises the opportunity of achieving higher densities of mixed use development close to public transport nodes. 	<p>Continued partner buy-in is essential to ensure the effective sharing of information and alignment of proposals.</p> <p>Early investment in key enabling infrastructure will be critical to realising the overall potential of the EIDP area.</p>

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p><u>International Business Gateway (IBG)</u> A strategic reserve of economic development land adjacent to Edinburgh Airport. The total IBG area extends to over 85 hectares and has the long term physical development capacity to accommodate up to circa 500,000m² of development. The site offers huge long term potential for commercial development underpinned by access to the airport, the motorway network and the on-site provision of a new railway station and tram stops.</p> <p>The IBG is safeguarded in planning policy terms through NPF3 and the Second Proposed Local Development Plan.</p> <p>A first phase masterplan is being produced jointly by the main landowners which provides for up to approximately 200,000m² of mixed commercial development adjacent to Eastfield Road and the associated tram stop. These proposals will inform the submission of a Planning Permission in Principle application in 2014.</p> <p>The IBG is part of the Edinburgh International Development Partnership</p>	<p><u>Landowners</u> New Ingliston Ltd; Murray Estates Ltd; Frogmore Salmon Harvester; Mayforth/Lloyds Banking Group (West Craigs)</p> <p><u>Other stakeholders</u> EIDP</p>	<p>Inputting to and supporting the masterplanning of the Phase 1 and Phase 2 areas</p> <p>Assistance identifying funding and investment partners</p> <p>Promotion and marketing</p> <p>Identification and securing infrastructure funding for Phase 1 IBG, including inclusion n proposals for an Edinburgh city Deal.</p>	<ul style="list-style-type: none"> • The submission and subsequent approval of a planning application for Phase 1 of the International Business Gateway • The identification of an appropriate delivery mechanism for the International Business Gateway Phase 1 area • The securing of funding to deliver enabling transport and utilities infrastructure • The start of construction on the first phases of the IBG • The creation of a vibrant, high quality place 	<p>The development has yet to achieve planning consent although there has been input from the Council and Scottish Government's Planning teams throughout the masterplanning and implementation planning process.</p> <p>Enabling infrastructure costs remain unachievable and present a burden upon development</p> <p>No agreement is reached between the EIDP partners to work collectively to fund infrastructure</p> <p>The vision for the IBG is 'watered down' with the area becoming more focussed upon housing and less so on economic development</p>

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
<p>Edinburgh Airport Edinburgh Airport is Scotland's primary gateway for visitors and has seen strong levels of passenger growth over recent years. In 2014 total passenger numbers exceeded 10 million for the first time.</p> <p>The EDS is supporting Edinburgh Airport to deliver its growth plans as outlined in their 2011 Masterplan. The masterplan seeks to secure the long term position of the airport through staged growth over two key periods: 2010-2020 and 2020-2040.</p> <p>Edinburgh Airport is currently undertaking a programme of works to increase airport capacity, enhance the customer experience and allow it to compete more energetically on the international stage. £150 million is to be invested in the airport over a five year period in order to ensure that its facilities reflect the predicted growth in passenger numbers.</p> <p>The works include a new £25 million terminal expansion as well as new car parking facilities and the development of additional hotel accommodation at the airport. The Airport are also continuing to work with the EIDP, Edinburgh Trams and other transport stakeholders to enhance connections between the airport, city and wider region.</p> <p>Edinburgh Airport is part of the Edinburgh</p>	Edinburgh Airport; Marketing Edinburgh; EIDP	<p>Partnership in route promotion and marketing.</p> <p>Lobbying for route development funding from the Scottish Government and the reduction in APD to enhance connections between Edinburgh and key target markets</p> <p>Hotel Development – Site Promotion</p>	<p>Edinburgh Airport continues to be Scotland's national airport and key international gateway.</p> <p>Increased direct air routes to key international destinations, in particular destinations in North America, the Middle East and Asia are seen as major targets which offer access to potential investment channels.</p>	<p>opportunities.</p> <p>Eastfield Road is the sole access to the airport and is currently nearing capacity. Further growth in passenger numbers without appropriate levels of investment in the surrounding transport infrastructure will limit the economic development opportunity.</p> <p>The airport continues to hold Permitted Development Rights with a result being that there is little opportunity to control or influence levels of development, including car parking provision. Further, there is no opportunity to seek developer contributions through the planning system.</p>

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
International Development Partnership				
<p>Royal Highland Centre The Royal Highland Centre(RHC) is Scotland's National Showground and hosts over 200 events a year. The centre attracts over 1.2 million visitors and currently contributes around £250 million annually to the Scottish Economy.</p> <p>A 20-year masterplan has been developed and approved by the Council's Planning Committee, pending agreement on legal matters. S75 discussions ongoing between CEC and RHASS. This 20-year Masterplan incorporates flexibility to improve the offering to a wider and more international clientele, building on the success of the Royal Highland Show and other leading events.</p> <p>The Royal Highland Centre is part of the Edinburgh International Development Partnership</p>	Royal Highland and Agricultural Society of Scotland; EIDP	<p>Input to work being undertaken to investigate opportunities for 'green' energy</p> <p>Marketing of development opportunities associated with the approved masterplan</p>	<p>Extension and rationalisation of the core showground area of the site, including removal, enhancement and development of buildings, pedestrian and vehicular routes and landscape structure.</p> <p>Enhanced accessibility to the site, with improved / new access junctions and routes, offering optimised pedestrian, public transport and vehicular connectivity and circulation.</p> <p>Creation of a series of gateways improving the first impression of the site and the wider area, while also improving the arrival point to both Scotland and Edinburgh.</p> <p>Rationalisation of surrounding ancillary, service and parking uses to the west, north and east of the core showground area of the site, ensuring efficient use and a more legible structure.</p> <p>Development of appropriate supporting and related uses, including commercial, office, hotel, conference and retail, to assist in improving the relationship</p>	No agreement is reached between the EIDP partners to work collectively to fund infrastructure preventing delivery of individual masterplans

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
			between the site and its context, to meet the local demand for these uses and to assist in facilitating investment elsewhere on the site.	
<p>Edinburgh Park Business Partnerships is working with Parabola Real Estate to help shape and deliver plans for 33 acres of development land at Edinburgh Park.</p> <p>Planning consent has been granted for the development of two and a quarter million square feet of office space whilst the second proposed LDP sets out a vision for a thriving business and residential community.</p>	Parabola Real Estate	<p>Edinburgh Park is identified as an Edinburgh 12 Pipeline site and will therefore benefit from an associated level of service from the Economic Development service</p> <p>The BP team is inputting to investigations being made by Parabola into the potential for a multi-use venue or similar cultural facility to be developed at Edinburgh Park.</p>	<ul style="list-style-type: none"> • Attracting businesses to Edinburgh • The creation of a community with strong links to the city centre • Potential to deliver a new cultural facility on site 	
<p>West Edinburgh Transport West Edinburgh is a strategic location in terms of Edinburgh's regional and national connectivity. However, with the area being a focus for significant levels of residential and commercial development, there are significant pressures being placed upon the existing transport infrastructure.</p> <p>Work is therefore taking place with Transport Scotland, Scottish Government, CEC Transport and Planning, neighbouring Local Authorities and landowners, to consider key transport infrastructure.</p> <p>Areas of particular focus include Newbridge and</p>	Transport Scotland; Network Rail; West Lothian Council		<p>Unlocking major development sites across the zone and in neighbouring Local Authority areas.</p> <p>The improved access to key economic development opportunity areas and places of employment.</p>	

Key projects for West Edinburgh (2015-2020)				
Project description	Key stakeholders	Role of Economic Development	Target project outcomes	Risks to the project
Gogar Roundabouts, Edinburgh Gateway Station, Edinburgh Park Station.				
<p><u>Edinburgh Canal Partnership and Canal Strategy</u> The Edinburgh Union Canal Strategy identifies The Calders, Wester Hailes and Ratho as canal ‘hubs’ around which development and activity should be focussed.</p> <p>In January 2014 the Canal Partnership recognised the Calders Gateway as a focus area for the period 2014-16. The Calders Gateway sits at the transition between the urban and rural stretches of the Union Canal in Edinburgh and within a neighbourhood which experiences considerable deprivations. The Calders Gateway project constitutes three key elements:</p> <ul style="list-style-type: none"> • Bridge 8 Hub – a social enterprise which provides a range of canal focussed outdoor activities, in particularly aimed at young people. The medium-term ambition is to develop a purpose built hub facility at the Calders Gateway site which supports the activities offered by Bridge 8 and acts as a visitor destination on the Union Canal. • Edible Estates – A project being taken forward in partnership between Edible Estates and the South West Neighbourhood Partnership (City of Edinburgh Council) to make land available for the development of a community food growing hub at the Calders and a patchwork of micro market gardens throughout the estate. • Canal College - an outdoors heritage skills 	<p>Scottish Canals; Bridge 8; Edible Estates; Scottish Waterways Trust; South West Regeneration Team; Calders Gateway Stakeholders Group</p>	<p>The Econ Dev service is helping identify, apply and secure funding for project along the length of the Union Canal and in particular at the Calders Gateway.</p> <p>Inputting to the masterplanning process and ensuring alignment with other strategic priorities of the Council’s.</p> <p>Supporting social enterprises through Business Gateway</p>	<p>The increased use of the Union Canal as a leisure and transport corridor resulting in an economic windfall for communities along its length.</p> <p>The strengthening of the Union Canal as a ‘destination’</p>	<p>An inability to secure funding and to deliver the full aspiration for the Calders Gateway.</p> <p>The piecemeal development of the Calders Gateway resulting in a far reduced social and economic impact.</p>

Key projects for West Edinburgh (2015-2020)				
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<p>training programme for young people living in Edinburgh or Falkirk. It is designed as a Stage 3 level programme for 16-25 year olds who are not in employment, further education or training. Volunteers complete the 14 week course on the Forth and Clyde Canal, Union Canal and at The Falkirk Wheel</p> <p>The Calders Gateway project is integrated with work being undertaken by South West Neighbourhood Partnership across the Calders Estate</p>				
<p>West Edinburgh Strategic Housing Sites The Second Proposed Local Development Plan, approved by CEC Planning Committee in June 2014 sets an allocation of 2800 new houses in West Edinburgh.</p> <p>Key sites identifies include</p> <ul style="list-style-type: none"> • Cammo (500-700 houses) • Maybury (1,700-2,000 houses) • IBG Phase 1 (300-400 houses) • Edinburgh Park/South Gyle (450-700 houses) 	Housing Developers	Planning commentary on proposals as they emerge	<p>The provision of much needed new housing, including affordable housing, to meet the pressures of an increasing demand for labour and a growing city.</p> <p>Houses that are part of well designed places and are connected by strong public transport links to places of employment and leisure.</p>	<p>Lack of investment in supporting transport and utilities infrastructure hampers the rate of housing development</p> <p>Local opposition to major housing proposals</p>
<p>National Performance Centre for Sport A flagship facility adjacent to Heriot-Watt University which is intended to offer elite training facilities for Scotland's athletes. The £30 million multi-sport centre will offer world class training facilities for individual athletes and squads, high performance coaching and cutting edge sports medicine. The facility is being funded by Sports Scotland, Heriot Watt University and the City of Edinburgh Council.</p>	Sports Scotland; Heriot-Watt; University; JLL	<p>The Economic Development service worked on the initial bid which secured the facility for Edinburgh in 2013</p> <p>The service has subsequently worked with JLL to market the hotel opportunity on the site and will continue to offer</p>	<p>The creation of further world-class sports training facilities in Edinburgh.</p> <p>The strengthening of West Edinburgh's position as allocation for sport through integration with the Edinburgh International Climbing Arena and the potential</p>	

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		support throughout the development process.	WaveGarden complex at Ratho	
<p><u>Queensferry Ambition</u> The South Queensferry Business Improvement District established following a ballot of eligible businesses in 2012. The BID seeks to deliver over £500,000 of additional investment, raised through a combination of a business rates levy and CEC grants into Queensferry over the period 2012-17.</p> <p>The Queensferry Ambition Business Plan sets out a range of projects to be delivered within the following four themes:</p> <ul style="list-style-type: none"> • Events, marketing and promotion • Accessibility and attractiveness • Invest • Business led, business managed 	Queensferry Ambition; West Neighbourhood Partnership	<p>CEC work with the Queensferry on a number of projects in the area, while also providing financial support on a sliding scale on an annual basis.</p> <p>Projects include events, promotion and marketing; improve accessibility and attractive; helping businesses attract investment and facilitating business networking and lobbying on their behalf.</p>	<p>Make South Queensferry the destination of choice where people enjoy visiting, working, shopping, investing and living during the day and night time.</p> <p>Give local organisations the power to raise funds locally to be spent locally, with the aim of improving their own trading environment.</p>	Unsuccessful renewal ballot after 5 years (2017)
<p><u>Cruise Tourism Strategy and Action Plan</u> A Cruise Strategy and associated Action Plan have been developed by the Business Partnerships Team, in order to support growth in the cruise sector and associated industries.</p> <p>In West Edinburgh, Cruise Tourism is of particular importance at Queensferry where the Hawes Pier is used for tender transfers to cruise ships berthing at Hound Point.</p>	Cruise Forth; Fife Council; Forth Ports; Queensferry Ambition	<p>The Econ Dev service will work to deliver the Cruise Strategy through the following actions:</p> <ul style="list-style-type: none"> • Continuing to support a quality welcome, via Cruise Forth, for Edinburgh as a destination for cruise passengers. • Supporting and educating businesses within the local area on how to welcome cruise passengers and offer facilities that appeal. • Promoting Edinburgh as a 	<p>An increase visitor numbers and total visitor spend in Edinburgh extending tourism's footprint.</p> <p>The creation of sustainable jobs.</p>	<p>Lack of funding to invest in supporting infrastructure such as the Hawes Pier or a potential deepwater terminal</p> <p>Lack of funding to promote Edinburgh as a destination to cruise industry</p>

Key projects for West Edinburgh (2015-2020)				
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		destination port.		
<p>Cycling Strategy A strategy has been developed which seeks to promote cycling tourism in Edinburgh</p> <p>The associated action plan outlines four key themes:</p> <ul style="list-style-type: none"> • Targeted advance promotion of cycling opportunities in Edinburgh to increase cycling holiday bookings from high value cycle tourists • Readily accessible information regarding cycling opportunities at tourist hubs designed to encourage visitors to spontaneously explore the whole city by bicycle • Help businesses take advantage of increased opportunities to work with cycling tourists <p>The Union Canal towpath is a key opportunities associated with the Cycling Strategy in West Edinburgh.</p>	<p>Sustrans; Spokes; Midlothian Council; Scottish Borders; East Lothian; Transform Scotland; VisitScotland; West Lothian Council</p>	<p>The Econ Dev service works in partnership with Scottish Canals to manage the implementation of the Edinburgh union Canal Strategy. The strategy seeks to promote use of the Union Canal corridor. The Econ Dev service works to ensure the Canal Strategy is aligned with the Cycling Strategy and will champion projects which deliver shared ambitions.</p>	<p>An increase visitor numbers and total visitor spend in Edinburgh extending tourism's footprint.</p>	<p>Lack of investment in cycling infrastructure</p>
<p>Connect at West Edinburgh An independently funded initiative with the close input of CEC but no financial impact for the Council Connect@West Edinburgh seeks to illustrate availability of West Edinburgh commercial property from information supplied by developers and agents</p>	<p>Landlords and agents in West Edinburgh; investors in West Edinburgh; commercial businesses in West Edinburgh</p>	<p>Supervisory/instructive- highlighting any key Council messaging for inclusion and maintaining a productive relationship between key partners in the generation of new site content Identify the specific advantages of first class office space in the West of the city for expanding business, inward investors and inward locating businesses</p>	<p>Develop original content to showcase commercial development, rental opportunities and increased amenity in West Edinburgh</p>	<p>Agent participation is key to maintaining up to date records - we are supported by contacts in EBF to mitigate this.</p>

