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The West Edinburgh Planning Framework was published jointly by the Scottish Executive, Scottish Enterprise Edinburgh and Lothian and the City of Edinburgh Council in 2003. It set out a long-term strategic vision for an area considered to be nationally important in terms of economic development, global connectivity, transport and the environment. The vision involves West Edinburgh becoming more accessible and developing as an internationally competitive business location and quality gateway to Edinburgh and Scotland.

The West Edinburgh Planning Framework has the status of a Scottish Planning Policy (SPP) and the policies it contains serve as an important input to the Development Plan for the area and are also a material consideration in development management decisions. The West Edinburgh Planning Framework was based on a number of technical papers, covering economic, transport and environmental aspects.

Since publication of the West Edinburgh Planning Framework, progress has been made both in development and in transport investment.

The Gyle Centre has been extended at one end, and the owners have aspirations for further retail growth, improvements in accessibility by public transport and enhancement of its retail and community facilities.

In Edinburgh Park, the Scottish Ministers granted permission (subject to a planning agreement) for a more intense form of development on the remaining vacant part of the site, which will lead to a further 200,000 sq. m of office use. This is expected to lead to physical capacity for a further 12,000 high quality jobs on top of the current 7,000 jobs. So far there has been consolidation of occupiers of the existing office stock, and no Phase 2 development has yet started.

The £10 million West Edinburgh Busways, marketed as Edinburgh Fastlink, is also operational, comprising 1.5 km of guided busway and other bus priorities to ease buses past chronic traffic congestion. Opened in late 2004, it is already cutting peak bus travel times by 10 minutes, and is a strong rival to car commuting into West Edinburgh.

The £4.5 million Edinburgh Park railway station, opened in January 2004, serves the Edinburgh Park employment area with which it is connected by shuttle buses during peak hours. Trains to and from Bathgate, Dunblane and Newcraighall serve the station. Patronage in the first year amounted to 240,000 person trips, over twice the forecast, and including 41% season ticket holders, i.e. regular and committed rail travellers. In the first six months of 2005, 154,000 person trips were made. This is equivalent to about 1,300 person trips per working day, or approaching 10% of the Edinburgh Park workforce.

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1 West Edinburgh is broadly the area encompassing the Sighthill, South Gyle and Edinburgh Park employment areas, the Gyle Centre, and the A8 Corridor from Gogar to Newbridge including the Airport and land between the Airport and the A8 as well as land south of the A8 from the Royal Bank of Scotland development to the Ratho Station area.
Edinburgh Airport’s rapid growth is also forecast to continue up to 13.7 million passengers per annum by 2013 and up to 26 million by 2030. The Airport has completed new runway taxiways and a multi-storey car park, the new control tower is operational, and the new south-east terminal extension was opened in September 2006. Passenger throughput has grown to 8.6 million annually and new destinations and services are regularly added.

With recent investment at the Royal Highland Centre, visitor numbers are projected to increase in future years. The Royal Highland Centre has opened its new Highland Hall and Sheep Shearing Arena as well as its new western countryside area and refurbished west and north entrances. The Royal Highland Centre is also home to a growing number of organisations connected to agriculture and the food chain, and forms a small business cluster in that sector.

In addition to all of this, the approved Edinburgh and Lothians Structure Plan 2015 proposes Newbridge/Kirkliston/Ratho and Edinburgh Park/South Gyle/Sighthill as Core Development Areas where development will be encouraged subject to the provision of key transport infrastructure and to other Development Plan policies. Redevelopment continues at Sighthill and South Gyle and there has been some incremental development at Ratho and Newbridge.

The Royal Bank of Scotland development at Gogarburn opened for business in 2005. The Royal Bank of Scotland operates a service of all day dedicated shuttle buses to and from the city centre, Edinburgh Park and South Gyle rail stations and Edinburgh Airport. South Gyle rail station serves trains to and from Fife. As a result car commuting has been reported by the Royal Bank of Scotland at a conference to be as low as 45% person trips.

The Inglisston Park and Ride site opened in September 2005 served by a dedicated fleet of buses to the city centre and is currently 80% full on weekdays.

Trams for Edinburgh have been approved by Parliament and granted Royal Assent. Phase 1A, from Newhaven to the Airport will take over the guided busway elements as part of its dedicated route on its planned opening in 2010.

The Edinburgh Airport Rail Link is currently before Parliament. This is in fact two separate rail routes from the Edinburgh-Glasgow line west of Edinburgh Park and the Edinburgh-Fife line north of Gogar. The lines will join to form a station in tunnel under the Airport, before again diverging towards Winchburgh Junction and routes to Glasgow and Dunblane, and towards Dalmeny Junction and routes to Fife and the north. These links are expected to be complete by 2012. This draft assumes that Parliament will approve these links as submitted.
The West Edinburgh Planning Framework 2006 is informed by a number of other work streams. A number of technical issues arising are outlined below, and have been reconciled in this update of the West Edinburgh Planning Framework. A summary of the supporting documents is provided in the Annexes to this document.

Economic and Property Market Update

The economy of Edinburgh and the Lothians is expected to generate demand for around 550,000 sq. m. of new additional floorspace for business (Class 4) uses through to 2015. Outstanding planning permissions at Edinburgh Park and Newbridge alone have a capacity of approximately 375,000 sq. m. Total office development potential in Edinburgh as a whole is estimated at approximately 1,228,000 sq. m., including locations such as the City Centre, Waterfront and Leith. There is additional potential from relocation, redevelopment and conversion. These are therefore regarded as having potential to provide more than an adequate supply of land for identified demand for economic development in Edinburgh and the Lothians to 2015 at least. There will be issues over its location, quality and commercial viability but even after 2015, a recent study of economic and property market issues in West Edinburgh (summarised at Annex 1) confirms that there is no need to identify sites on Green Belt land in West Edinburgh to meet forecast demand for general Class 4 business use.

It therefore appears that any significant release of Green Belt land for general Class 4 development in West Edinburgh would be at the expense of Structure Plan core development areas and would largely displace jobs from elsewhere. This would result in partially developed areas of already allocated land which are unable to reach critical mass for the provision of high quality public transport or the delivery of wider development plan strategy or policy objectives such as urban regeneration. This suggests that the economic development opportunity that exists in the area should be dedicated to niche markets defined by policy.

The West Edinburgh Planning Framework suggested that internationally competitive development for corporate headquarters could be a niche market for West Edinburgh. The market review concludes that European headquarters and shared service centres can be mobile in an international sense, although global headquarters are not internationally mobile; West Edinburgh could be competitive in this market but not unique; but Scottish Development International and Scottish Enterprise interest in the concept in West Edinburgh could raise its profile. Given the reserve of current Green Belt land around the Airport with excellent European and Scottish connectivity, West Edinburgh Planning Framework 2006 can provide the policy context to capitalise on this opportunity, reallocate land for international business development, and provide the context for public and private sector partners putting in the necessary advance infrastructure to produce an effective land supply for marketing.

Background papers are available as shown or on the Scottish Executive website www.scotland.gov.uk/planning/ and include:
- BAA Edinburgh Airport Master Plan July 2006
- Strategic Environmental Assessment of West Edinburgh Planning Framework 2006
- Report of West Edinburgh Planning Framework 2006 Transport Model
- Report of Feasibility Study for relocation of Royal Highland Centre
- Report of Gogar Burn Partnership
Edinburgh Airport is experiencing rapid year-on-year passenger growth. Much of this is fuelled by low cost operators, and current forecasting suggests that increased fuel costs and environmental measures such as extension of carbon emissions trading to the aviation sector will continue to be offset by disposable income and propensity to fly. The 2003 White Paper suggests that passenger numbers could grow from 7 million per annum in 2004 to between 19 million and 26 million by 2030. Such passenger figures would support more direct flights to a greater range of destinations than exists at present and increase both competitive business links and inbound tourist traffic.

In line with the Air Transport White Paper policy, Edinburgh Airport Master Plan (July 2006) details how the Airport will develop between now and 2030. A summary is at Annex 2. The Master Plan proposes expansion of terminal, aircraft stance and taxiway provision to the south west of the current terminal. This requires land occupied by the 120 hectare Royal Highland Centre. Between 2013 and 2020 the Airport will require 34 hectares, with a further 51 hectares required between 2020 and 2030. The White Paper indicated that by 2013 the Royal Highland Centre would require to be relocated, as it could not remain a viable entity on that part of its present site not required by Edinburgh Airport Limited. At some point after 2020, it is likely that a second main parallel runway will need to be built north of the current main runway, requiring 280 hectares of land. From 2020 until the second main runway is operational, the existing crosswind runway will be increasingly used for take-offs, but once the second main runway is opened, the crosswind runway will be closed to airborne traffic. The White Paper proposed that the south-east section of it could then be surplus to airport operational purposes, though the Edinburgh Airport Master Plan retains the land to enable aircraft to manoeuvre to maintenance hangars, the south east terminal remote stands, and the cargo area.

As the Airport grows from 8.6 million passengers per annum in 2005-06 to up to 26 million passengers in 2030, the tram and rail links are forecast to increase the public transport share of surface access to the airport from about 20% currently with bus to 44% in 2021. While that is a significant contribution to sustainable transport access, it still means that car access will grow on a person-trip basis by around 100% by 2030. One of the issues to be addressed by the West Edinburgh Planning Framework 2006 is therefore how to plan for double the number of cars seeking to access the Airport, given the congestion on the current road network. The National Transport Strategy contains policy interventions to further reduce the rate of growth in car use.

The Edinburgh Airport Master Plan provides an indication of the likely development required to accommodate the growth anticipated by the White Paper. This growth is dependent on continuing trends in demand for air travel, which are themselves influenced by a number of potentially volatile factors. Edinburgh Airport currently enjoys the benefit of permitted development rights for operational development within its operational land, subject to prior notification to City of Edinburgh Council. Exceptions to these rights include new or extended runways and any development requiring an Environmental Impact Assessment.
23 The *Edinburgh Airport Master Plan* envisages expansion beyond the current land ownership, and at that point a full planning application will be required for operational airport use of the proposed expanded area. The area for which any planning permission is granted would also enjoy permitted development rights unless these were withdrawn by the Scottish Ministers or by City of Edinburgh Council as part of the process of granting consent for the expansion. That may be done to ensure high standards of development, to control car parking or other access arrangements, or for other justified planning purposes.

24 Since the estimates of air passenger numbers at Edinburgh Airport were produced for the Air Transport White Paper in 2003, the Scottish Executive has published its Sustainable Development Strategy *Choosing Our Future*, and has revised its Climate Change Programme. Underlying both of these is the need to create increasing economic prosperity within sustainable environmental limits. The UK Government has also adopted similar policies. A key ambition is to reduce the levels of greenhouse gas emissions. Air travel contributes a significant amount of total emissions and its contribution is increasing at a fast rate. It will therefore be appropriate to take account of sustainable development and climate change policies when air passenger forecasts at Edinburgh and other Scottish airports are next calculated. If appropriate, that may lead in turn to the need to review the West Edinburgh Planning Framework to reflect any changes in the air passenger forecasts.

**Royal Highland Centre Relocation**

25 A site search exercise was undertaken in the areas of City of Edinburgh Council and West Lothian Council, informed by criteria from the Royal Highland and Agricultural Society of Scotland. This exercise identified and ranked potential sites and the top ranked site proved acceptable in principle for a further more detailed feasibility study to be undertaken.

26 The detailed feasibility study, summarised at Annex 3, has demonstrated that the Royal Highland and Agricultural Society of Scotland can be accommodated on land to the south of the A8 on a modernised like-for-like basis. The study has further demonstrated that the land provides sufficient space to create a more efficient operation of services for the Society and provide room for their enhancement.

27 An issue with the site however is its relationship to possible options for a link road from the M8 motorway east of Claylands to Edinburgh Airport. There are a range of options for such a link, but all of the options save for an easternmost link would have serious implications for the integrity of the site and its access arrangements. It is doubtful if the easternmost option could be built in any case given constraints in its corridor arising from the Edinburgh Airport Rail Link alignment, the Ingliston Park and Ride site and its projected extension, and the tram line alignment. All options would, because of the need for a junction with the M8, for bridging over the railway and the A8, and in the prevailing terrain require the road to be elevated on bridges and embankments. This is likely to be an expensive solution, to have serious effects on land severance and to be environmentally intrusive. There is also an operational issue in respect of fitting in junctions on the M8 with sufficient weaving distance between Claylands and Hermiston.
Access to the new National Showground site will be from the south side of the Airport dumbbell junction in the east; from a new junction in the vicinity of Hallyards Road junction with the A8 in the west (this junction will also access any new western link road to the Airport); and for lorry and animal float servicing from a southerly access off Freeland's Road.

**Transport Appraisal and Land Use Transport Modelling**

A study using a slightly modified version of the Transport Model for Scotland tested existing transport infrastructure against the demands of existing development, the growth forecast in the *Edinburgh and Lothians Structure Plan 2015* and development proposals in the *Edinburgh Airport Master Plan*. Testing of the role and timing of EARL, Trams for Edinburgh Phase 1A, and road infrastructure improvements enabled judgements to be made about network capacity and the ability for it to accommodate additional development.

West Edinburgh currently generates large travel demands from commuters, people travelling through the area to and from Edinburgh and locations to the north and west, Airport users and other activities. Public transport serves parts of the area, but is primarily bus based, and subject to traffic congestion. The road network is either at or near maximum operating capacity. Without policy interventions the number of vehicle kilometres on the West Edinburgh road network (combined peaks) is set to increase by 10% between 2006 and 2011 as a result of already committed development and current airport growth. This will lead to a growth in congestion from 2006 to 2011 of 111%. As a result of that growth continuing to 2021, vehicle kilometres grow by a further 7% and congestion by a further 56%. The model compares the effects of the policy interventions proposed in the draft *West Edinburgh Planning Framework 2006* to the base situation in 2021 arising from existing and committed development.

The model concludes that in comparison with the 2021 base case, the Tram Phase 1A and EARL with the Gogar Link Road to the Airport can together reduce congestion in West Edinburgh by 15%. Adding a link from the Airport to the M8 would only reduce congestion by a further 1%. However, the addition of two developments of the equivalent size of the Royal Bank of Scotland at Gogarburn, with tram, EARL and Gogar Link Road increases congestion by 22%, while with the Gogar Link Road alone, it increases congestion by 32%. Adding mode share constraints to new development allocations to require 45% public transport access, and with tram, EARL and Gogar Link Road, reduces the effect to a 6% increase in congestion. It can therefore be deduced that if new business development could replicate the reported Royal Bank of Scotland mode share, congestion would be increased by only 2%. So new development need not add significantly to congestion if carefully managed. Further detail is given in Annex 4.
Sustainable Development Framework for the Gogar Burn Catchment

32 The Gogar Burn Partnership was initiated by SEPA with the aim of developing strategic environmental solutions to the Gogar Burn on a catchment basis to improve and enhance the water environment in terms of flood risk, water quality and ecology. A Sustainable Development Framework was commissioned by the Group to identify environmental solutions for the lower catchment (north of the Union Canal) that will also allow for the continuing development of the area.

33 The Gogar Burn Partnership Group project has identified 10 improvement components in the Gogar Burn water catchment, and has assessed these with the objective of creating a Sustainable Development Framework for the Gogar Burn. A more detailed feasibility study of these components is being undertaken to assess the most suitable combination of solutions. It is expected that these solutions could not only have benefits for the water environment of the Gogar Burn, but would also benefit the construction of EARL, Airport expansion and development of other key sites.

Strategic Environmental Assessment

34 A Strategic Environmental Assessment (SEA) has been undertaken to inform the West Edinburgh Planning Framework 2006 and deals more fully with the environment of West Edinburgh and with the forecast impacts of different strategy options. It does not seek to address direct environmental impacts of the 2003 Air Transport White Paper. It does, however, consider the elements of the Airport development over which the West Edinburgh Planning Framework 2006 has influence, including the surface access strategy for the Airport, and will make recommendations for the final West Edinburgh Planning Framework 2006 in light of the environmental considerations and responses to consultation on these. Reference should be made to the draft Environmental Report. A summary is at Annex 6.

Environmental Noise Directive

35 The European Directive 2002/49/EC relating to the assessment and management of environmental noise (The Environmental Noise Directive) was transposed into Scottish Regulations in 2006. This directive concerns noise from road, rail and air traffic and within large urban areas including Edinburgh, from industry, including ports. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. Edinburgh and Edinburgh Airport are included within the first round of noise mapping and action planning. Maps must be produced by 30 June 2007, with the action plans following a year later in 2008. During the second round (2012-13) all agglomerations, major roads, major railways and major airports as defined by The Environmental Noise Directive will be mapped and then action plans will be developed for them. With major developments foreseen at Edinburgh Airport and also in West Edinburgh itself there may be a need for extra mapping and action planning beyond the normal 5-yearly cycle required by the Directive.
Questions on the West Edinburgh Planning Framework 2006 Background Report should be directed to Tom Williamson (0131 244 7531) or by email to tom.williamson@scotland.gsi.gov.uk
Copies of this document can be obtained by telephoning our planning helpline 08457 741 741 or Planning Division direct on 0131 244 7543. The West Edinburgh Planning Framework 2006, West Edinburgh Planning Framework 2006 Background Report, related background papers on economy, transport and environment as well as other Scottish Executive planning publications can be viewed on the Scottish Executive website: [www.scotland.gov.uk/planning/](http://www.scotland.gov.uk/planning/)
Introduction

01 Ryden were appointed to undertake an analysis of economic and property market prospects to inform the draft West Edinburgh Planning Framework 2006.

02 A cascade of recent and emerging planning policy holds that West Edinburgh, while currently Green Belt with a series of enclosed development nodes, is a competitive location with a national role in economic development.

03 The Framework for Economic Development in Scotland (2004) focuses on six elements of the national economic infrastructure which play a crucial role in facilitating and stimulating economic development. Of these, planning and transport are of particular relevance to West Edinburgh. Further strategic documents supporting these arguments include Measuring Progress Towards a Smart, Successful Scotland (2005); and Scottish Enterprise’ Operating Plan 2006-09.

04 Edinburgh Economic Analysis and Benchmark Report (BAK Basel Economics, May 2006) reports that Edinburgh’s GDP per capita is 15% lower than a benchmark group of metropolitan regions, but is catching up due to above average growth in employment and productivity. The Economic Case for Growing the Edinburgh City Region (Experian, May 2006) suggests that Edinburgh will continue to match or exceed national economic performance; this is supported by various independent forecasts of economic growth.

05 The Social & Economic Impact of Airports in Europe (ACI Europe) provides evidence of linkages between airports and regional business economies. Airports are seen as impacting positively upon national and regional economies. One particular impact is upon business location. Detailed studies at Schiphol Airport (Amsterdam), Zurich, Frankfurt, Paris, Hamburg, Vienna, Munich and others demonstrate that airports are crucial to business, particularly sectors such as banking and insurance, which are important to Edinburgh. However, the importance of immediate co-location with airports for non-aerospace industries is not proven.

Property market

06 Edinburgh’s office property market enjoyed a boom period between 1999 and 2001, fuelled largely by expansion in the financial services and ICT sectors. Subsequently, terrorist attacks in the USA, accounting scandals and a stockmarket downturn undermined the office market. During 2003 and 2004, the city’s office market tentatively began to recover to reach average take-up levels of around 80,000 sq. m per annum. A more stable office market has emerged 2004-2006, based upon the city’s existing occupier base, rather than new and/or incoming businesses.

07 West Edinburgh suffered more than central Edinburgh during the early 2000’s market downturn. Sales and lettings slumped and rents fell by 30%. The city centre appears better-placed than peripheral locations to withstand market downturns.
Recent activity confirms that the West Edinburgh office market is recovering. However, the market is currently dominated by smaller transactions at South Gyle and Heriot-Watt Research Park. The exception is one larger deal concerning Miller Group at the company’s Edinburgh Park.

West Edinburgh’s industrial property market is smaller than its office market, but is nevertheless significant. A strategic edge-city location offering access to the trunk road network and Airport are strong attractions for the industrial and distribution sector. However, lower land values can make it difficult for industrial uses to compete with other development attracted to West Edinburgh, such as offices, retail and car showrooms.

Supply of industrial property in West Edinburgh rose considerably after 2001. Annual take-up is in the range 11,000–50,000 sq. m.; take up is higher in those years when larger buildings are sold or let, including during 2005-06 through lettings to IKEA, E-Net and the sale of the Ethicon facility to City of Edinburgh Council.

Existing development nodes remain the subject of active development and proposals across the office, industrial, commercial, research, aviation and leisure market sectors.

Market Forecasts

Despite no net growth, the industrial property market requires a ready supply of sites and older buildings to create new supply. This may be at existing industrial sites in Edinburgh, although land prices can be high and some industrial activities are pushed out to the Lothians and Fife.

In the office sector, substantial employment growth continues to drive market demand. Forecasts suggest a requirement for around 550,000 sq. m. of new offices to 2015. Demand will not occur in a straight line. Economic cycles influence development rates, as do structural market shifts.

The current office supply pipeline in Edinburgh is 1,228,000 sq. m., nearly double the total in 2001. The city centre accounts for 20% of this pipeline. Peripheral locations account for 80% – a major market shift. West Edinburgh (Edinburgh Park, South Gyle and Newbridge) account for 44% of pipeline supply, or 540,000 sq. m.

Of this pipeline supply, 671,000 sq. m. is planned by 2015 – equivalent to 122% of forecast demand. The development pipeline should therefore accommodate market needs. These volumes are not fixed and the market will adjust to accommodate economic cycles and shifts, windfall sites/buildings and changing development densities and mixes.

Conclusions

The policy case for development in West Edinburgh remains strong. A cascade of recent and emerging policy picks up the signals contained in the West Edinburgh Planning Framework 2003 – that this is a competitive location with a national role in economic development.
The property market case is weaker:

> Current demand for offices is stable. Over-supply is being gradually eroded, but there is no pressing market constraint at the moment.

> Forecast demand for offices has increased, but the city’s pipeline supply has doubled. A substantial 44% of this pipeline is in West Edinburgh.

> The RBS investment demonstrates the attraction of West Edinburgh for major economic development land uses, but this is a near-unique situation as global headquarters are typically not mobile.

> There is continued activity within existing development locations in West Edinburgh, although planning applications have declined 2000-2006.

> Demand for industrial property is for replacement buildings and consumer-led sectors, although air-related uses are a niche for West Edinburgh.

> The evidence for developing directly adjacent to Edinburgh Airport is weak. European Airport business parks are located 5-20 minutes travel time from their airports. Edinburgh Park is comparatively well-located.

Consequently, existing development locations in West Edinburgh can accommodate forecast market requirements across a range of market sectors to 2015, and potentially well beyond.

It is appropriate to again conclude that development in West Edinburgh should continue through intensification at existing sites, subject to the following exceptions:

> **Capital investment** around Edinburgh Airport. The Edinburgh Airport Master Plan, investment in surface transport, reorganisation of existing land uses and Showground relocation may create opportunities for appropriate development. Such development may form part of cross-funding packages or simply a result of prudent land use planning.

> **Major, mobile investment(s).** For example, an international headquarters or aviation-related use which due to its scale and/or specific requirements cannot be accommodated elsewhere in Edinburgh. While the city’s development pipeline and Airport proximity of Edinburgh Park mean that there should be few exceptions, it will be prudent to consider the opportunity to allocate land around the expanding airport in the anticipation of a limited number of opportunities emerging over the longer term.

> **A major shift in the market balance.** Exceptional market growth in association with any loss of (current or future) major sites from employment use could compromise the city’s capacity to accommodate forecast future demand. For example, new peripheral development areas typically require investment in site servicing, transport and enabling development, which may not necessarily come forward as anticipated.

These exceptions suggest that any revisions to land use planning policy for development in West Edinburgh should be criteria-based for exceptional forms of mobile investment, rather than permissive of general economic development land uses.
Background


02 BAA Edinburgh continue to support the key conclusions of the White Paper regarding the growth of Edinburgh Airport. Sustainable airports are regarded as one important key to continued social and economic growth and prosperity, providing world-wide business and leisure connections and valuable employment opportunities. The *Edinburgh Airport Master Plan* does not revisit the debate on air traffic growth and airport expansion, regarding that as having been addressed during the White Paper formulation process. The final *Edinburgh Airport Master Plan* therefore concentrates on how BAA intend to turn the White Paper into reality.

03 BAA have a vision for Edinburgh Airport. Through sustained investment in the airport’s infrastructure and through the continuing development of a strong and lasting route network, Edinburgh will become one of Europe’s leading airports, supporting the city, supporting Scotland, and promoting social and economic prosperity.

The Edinburgh Airport Master Plan

04 The final *Edinburgh Airport Master Plan* looks at the development of the Airport up to 2013 and from 2013 to 2030. In the first period the plan sets out in some detail how the airport will develop, largely within its existing boundaries. The terminal building will expand to cater for the forecast increase in passengers from 8.5 million per annum today to around 13 million in 2013. Runway and taxiway systems, surface access, sustainable development and environmental protection implications of this are dealt with.

05 Beyond this first period, the plan is less detailed, as passenger estimates by 2030 range from 19 million to 26 million (central case 23 million), and aircraft movements between 155,000 and 241,000 a year. But growth beyond 2013 will require the purchase of land by BAA beyond the existing airport boundary.

Growth 2005-2013

06 To cater for growth in the period 2005-2013, aircraft parking stands will increase from 27 (capable of accommodating 31 aircraft) to between 37 and 45; the terminal building will be extended, including the new south-east pier opened in September 2006. Two aircraft maintenance hangars are likely to be needed, and on-airport car parking capacity of 6,200 could rise to between 9,500 and 10,500. Public transport mode share target for 2007 is 25%. The tram and rail link proposals are scheduled...
to be operational in the period to 2013. New external road links are also likely to be required. Car parking strategy will be reviewed within an integrated sustainable surface access strategy. BAA is working with relevant bodies to assess and mitigate environmental impacts of the airport on the local area. An additional 15.5 hectares of land will be required by 2013 to enable ancillary facility development.

Rapid access and egress taxiways will be required on Runway 06/24 (the main runway) by 2013 but Runway 12/30 (the crosswind runway) will be used exactly as at present. Runway 06/24 may be extended within the airport’s boundary to allow a take-off length of approximately 3km. The current allocated 27 aircraft parking stands will be increased to between 37 and 45 stands, by continuing to develop the south-east ramp, utilising land on which the long stay car park is currently sited. The single terminal will be incrementally extended both to the east and south to provide enhanced check-in capacity, departure lounge, baggage sorting and reclaim, and additional retail and passenger facilities.

Additional short-stay multi-storey car parking will be built and a full analysis of long-stay car parking is in progress. Two additional maintenance hangars will probably be needed and built east of runway 12/30 adjacent to the cargo village. Enhanced ancillary facilities will require acquisition of 11 hectares of land south east of the existing aircraft maintenance area. This will require resolution of current flood plain issues, probably as an outcome of the Gogar Burn Partnership proposals.

BAA consider that there is underprovision of on-airport hotel accommodation and anticipate that two new hotels will be needed by 2013. Land will be allocated within the airport boundary for this purpose, although these hotel proposals will be subject to planning applications to City of Edinburgh Council.

BAA support an integrated approach to surface access issues. The reviewed Airport Surface Access Strategy, taking a short- to medium-term tactical view, will be developed and published during 2006. Concerns include Eastfield Road as a congested single strategic access to the Airport. BAA believe that they can increase public transport mode share to 25% by end 2007 solely using bus services. They await the outcome of the West Edinburgh Planning Framework 2006 transport modelling to demonstrate requirements for further road access.

Growth 2013-2030

Between 2013 and 2030, passenger numbers could grow to 26 million a year with over half travelling to and from international destinations. The number of aircraft parking stands could grow to between 58 and 69. Cargo and mail tonnage could grow to 106,500 tonnes a year from 54,000 tonnes today.
Additional land purchase is required. For cargo 4.5 hectares by 2020 and a further 5.5 hectares by 2030 north east of the airfield will be acquired. West of the airfield, 34 hectares of Royal Highland and Agricultural Society of Scotland land will be required by 2020 for additional terminal and aircraft apron capacity, and a further 51 hectares by 2030 for similar purposes. An additional 280 hectares north of the airfield would be required by 2030 for a second runway. The relocation of the Royal Highland Centre will be necessary by around 2013.

Runway 12/30 will be retained for aircraft manoeuvring to the south-east ramp and cargo/maintenance area. Aircraft stands would increase to between 43 and 59 by 2020, and between 64 and 69 by 2030. The stand development strategy is to develop to the west on RHASS land incrementally, followed by further development of remote stands south of the south east ramp. The single terminal will also extend to the west with two new piers, from 2013 onwards.

Without prejudice or commitment to providing a second parallel main runway, the Edinburgh Airport Master Plan indicates that it would be north of Runway 06/24 and have a centreline separation from it of between 760 metres and 915 metres, would be between 2.5 and 3 km long, and that both runways would normally operate in segregated mode, i.e. at any one time one runway would deal with departures and the other with arrivals. There will be implications for the course of the River Almond, and at this time a zone of possible requirement will be safeguarded.
The UK White Paper *The Future of Air Transport* contains proposals for the development of Edinburgh Airport that will require the relocation of the Royal Highland and Agricultural Society of Scotland (RHASS) from Ingliston by 2013. That position was confirmed in the draft BAA *Edinburgh Airport Outline Master Plan* and again in the *Edinburgh Airport Master Plan*. The RHASS have opposed this move and would still wish to remain on their existing site. However, pragmatically, they have recognised the sense in contingency planning, and have joined with Scottish Executive, City of Edinburgh Council, West Lothian Council and Scottish Enterprise Edinburgh and Lothian to examine alternatives.

A site search was conducted by consultants based on criteria set by RHASS and slightly modified by the public authorities. Around a dozen sites were examined against the criteria, and ranked, and of three or four sites that could have met the criteria adequately, one stood out as likely to be a much better choice than the others, and importantly, likely to be acceptable to the RHASS.

That site has therefore been the subject of a detailed feasibility study, examining its physical capability to house the RHASS requirements, including aspects such as surface access and utilities servicing, as well as assessing the capacity of the landscape to absorb the RHASS functions. Landscape architects produced a possible layout for the new site which provides for all the functions currently within the Royal Highland Centre. As may be expected, the layout has been subject to comments, and it will continue to evolve through negotiation to meet objectives of the parties involved.

In principle, RHASS are comfortable with developing proposals for this site should they indeed be required to move, and the next phase of consultancy is to prepare a business plan for undertaking the relocation with all that that involves. The RHASS have also agreed to the site being identified within this draft *West Edinburgh Planning Framework 2006*. This site is on the south side of the A8 virtually opposite the current Royal Highland Centre, and is to be known as Scotland’s National Showground at Norton Mains. It has the general advantage of enjoying all the strategic locational advantages of the current site, and providing the opportunity to develop a modern fit for purpose unified site, with efficiency benefits rather than continue to operate in a site that has grown organically with facilities dating over 30 or 40 years.

There are a number of detailed implementation issues to be resolved on transport and other infrastructure provision, as well as ensuring a financial package that will allow relocation, but none of these seem insuperable. The next phase of consultancy will take the rest of 2006, and a number of investigations and assessments required by utilities providers could take up to 2 years to devise a solution. Thereafter it is thought that it could take 3 or 4 years to prepare detailed designs, get planning permission and construct the new site. If RHASS has to move by 2013, it is already in effect on the critical path.

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3 This excludes the car auctions currently at Ingliston, and the Sunday Market which has now ceased.
01 Transport modelling for the *West Edinburgh Planning Framework 2006* uses a bespoke version of Transport Model for Scotland (TMfS) and its land use component TELMoS. Key zones in West Edinburgh are split to give more detail and local validation is improved. The Airport demand substitutes more detailed Edinburgh Airport Rail Link surface access modelling for the data in TMfS.

02 Mode share and parking assumptions from the Scott Wilson work underpin the modelling of the Airport demand. On-site parking is assumed to rise from 5,700 at 2001 (6,400 today) to 10,600 in 2026. The current public transport mode share (bus) is 20%, and with both tram and EARL operative at 2021 it is assumed to have risen to 44%.

03 The model tested tram from Ocean Terminal to the Airport at 2011 and the full network at 2021; Edinburgh Airport Rail Link (EARL); a Gogar Link Road from the Gogar roundabout north and west to the main airport access roundabout by the Hilton Hotel; links from the Airport to the M8, variously involving west facing or full junctions on the M8 at Freelands Road and a short version from the south side of the A8 dumbbell junction for the Airport to the M8; a Ratho Link Road west from the Airport to join the A8 east of Newbridge; and a link from economic development land at Gogar to join the link to the M8 directly. Up to two economic developments on the Royal Bank of Scotland model were tested on land at Gogar and on the part of the current Royal Highland Centre site not required by the Airport expansion. As well as infrastructure, economic development was tested with two mode share constraint options for the development.

04 Results show vehicle hours lost to congestion compared to free-flow travel speeds (am peak, pm peak, and combined peaks); vehicle kilometres by geographical sector on the same basis; and emissions data by geographical sector.

05 Taking 2006 as the base year (calculated within the model from a 2002 observed base), reference case congestion (before taking into account any transport interventions) is forecast to grow between 2006, 2011 and 2021 as shown in the Table below. It clearly illustrates the rate of growth of congestion in West Edinburgh, high compared to the City Centre or Corstorphine Corridor or A71 Corridor in the period to 2011 and overall in the period from 2011 to 2021.

<table>
<thead>
<tr>
<th></th>
<th>West Edinburgh</th>
<th>City Centre</th>
<th>Corstorphine Corridor</th>
<th>A71 Corridor</th>
<th>Rest of Edinburgh</th>
<th>Lothians &amp; Fife</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-2011</td>
<td>111%</td>
<td>75%</td>
<td>46%</td>
<td>22%</td>
<td>248%</td>
<td>142%</td>
</tr>
<tr>
<td>2011-2021</td>
<td>56%</td>
<td>36%</td>
<td>32%</td>
<td>50%</td>
<td>39%</td>
<td>51%</td>
</tr>
</tbody>
</table>
Against that background growth, transport interventions can be forecast as to their effects. Looking at road measures assessed singly, and focusing on West Edinburgh, the Gogar Link Road will reduce 2021 congestion by 10%, while the Ratho Link Road will reduce it by 8%. The M8 full link with all ways junction on the M8 reduces congestion by 7%, while all other options have a reduction forecast of under 5%. Combined measures result in the tram, EARL and Gogar Link Road having a forecast reduction of 15%, while adding to these an M8 link road adds a further reduction in congestion of only 1%. Given that it is unlikely that a link to the M8 would be a single road intervention, its contribution as part of a package added to the more likely schemes to be built suggests it is not justified on modelling grounds, given the other factors of its buildability, environmental intrusion and severance of the new National Showground site. In addition, there are significant doubts as to whether an economic case for the M8 link could be made.

In comparison to the base reference case at 2021 (5,181 vehicle hours congestion in West Edinburgh) tram, EARL and Gogar Link Road together in 2021 reduce congestion by 15%, adding one new development at Gogar and one at Ingliston increases congestion by 22%; a direct connection from the Gogar development to a M8 link significantly reduces that to 7% increase in congestion; imposing public transport mode shares of up to 45% on new developments also significantly reduces congestion to 6% increase. Assuming a mode share similar to that reported for Royal Bank of Scotland would reduce the effects of two developments to a 2% increase in congestion. Controlling mode share at new developments therefore has a marginally greater effect than investing in a full M8 link and a link from that to the development sites.

Looking at vehicle kilometres tells a similar story. At 2021, the reference case for West Edinburgh is 344,740 vehicle kilometres. Transport interventions without the new developments at Gogar or Ingliston all reduce vehicle kilometres except the link to the M8 with all ways slips at the M8, which has no effect on vehicle kilometres. Adding in 2 new developments adds to vehicle kilometres, but again the option with a 45% public transport mode share at the new developments has the most beneficial effect.
In conclusion therefore, it would seem that provision of the tram, EARL and the Gogar Link Road as a package have the greatest beneficial effect, while the link to M8 appears to add little to this package. As an alternative route to the west, a Ratho Link Road from the Airport to the A8 east of Newbridge may also be beneficial. Taking into account specific economic development for international business worsens the congestion again, though strict planning controls to support public transport mode share has the greatest beneficial effect.
Description of the Study

01 The Scottish Environment Protection Agency set up a partnership group including Scottish Executive, City of Edinburgh Council, Scottish Enterprise Edinburgh and Lothian, Scottish Natural Heritage, BAA Edinburgh Airport, tie, and land development interests to investigate issues of hydrology and water quality in the Gogar Burn catchment area.

02 The Gogar Burn in its lower catchment (north of the Union Canal) is both subject to flooding (particularly in the area immediately south of the Airport) and to poor water quality due to unattenuated and untreated surface water run-off from the Gyle Centre, Edinburgh Park and South Gyle. The Edinburgh Airport Rail Link Bill proposes a minor diversion of the Burn to facilitate construction of the Airport station, but the station nevertheless requires considerable flood protection works, and the passenger route from station platforms to airport terminal would be complicated by the main concourse having to be elevated above the 1 in 200 flood level. Areas of land that would otherwise be ideal for international business development form part of the flood plain and are subject to periodic flooding.

03 Consultants therefore investigated the issues and proposed a number of component options to overcome the flooding issue and deal with water quality and habitat. These included diversion and restoration of the route of the Gogar Burn, creation of new or modified flood retention areas, and proposals to deal with water quality. Further work is proceeding to determine the detailed feasibility of preferred options and to cost these. However, there are promising combinations of components that could both benefit the Gogar Burn itself, and remove the flood problem from the area of the Airport Station and potential development land.

Principles Derived from the Sustainable Development Framework for the Gogar Burn for the West Edinburgh Planning Framework 2006

04 The Sustainable Development Framework for the Gogar Burn, adopted by the Gogar Burn Partnership Group convened by the Scottish Environment Protection Agency (SEPA), derived the following principles:

> All surface water runoff from new developments constructed after 1st April 2006, or from construction sites operated after 1st April 2006, must be drained by sustainable drainage systems (SuDS) or equivalent, in compliance with the Controlled Activities (Scotland) Regulations 2005.

> The principle of a sustainable drainage solution for the Gyle Surface Water Outfall should be accepted. The location and nature of the drainage system require further research.

> The upper catchment has a strategic role to play in the development of the lower catchment, by providing flood storage and flow attenuation; the location and extent of flood storage require further research. It is recommended that discussions with landowners of Improvement Component 8 are commenced, with a view to gaining their support and cooperation. Further assessment work is required to determine the extent of flood storage.
> Restoration, improvement and realignment of the Gogar Burn channel will secure improvements in habitat, river morphology, landscape and amenity and will ensure land is available for economic use, therefore it is proposed that the principle of these improvements be accepted. It is recommended that discussions are commenced with landowners of Improvement Components 4, 5 and 6 (on the basis that not all of the Improvement Components may be required) with a view to gaining their support and cooperation. Further assessment is required to determine which is the preferred realignment option.

> Implementation of any of the Improvement Components should maximise landscape, ecological and amenity benefits and minimise impact on archaeological and heritage features. In particular, consideration should be given to linking the Gogar Burn corridor with the wider foot/cycle path network and strengthening the river landscape character.
A draft Environmental Report under the terms of the Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004; SSI no. 258, otherwise known as a Strategic Environmental Assessment (SEA) has been undertaken alongside this draft West Edinburgh Planning Framework 2006 and deals more fully with the environmental situation in West Edinburgh and with the forecast impacts of different strategy options.

A Scoping Report was prepared which set out the basis of the assessment, and views were received from the consultation authorities (Historic Scotland, Scottish Environment Protection Agency and Scottish Natural Heritage). The Assessment set out clear objectives and based the assessment on three scenarios to give a meaningful comparison. By comparing the West Edinburgh Planning Framework 2006 objectives against the SEA objectives, pointers to the strategic environmental impacts of West Edinburgh Planning Framework 2006 enable responses to be made. Such responses could be changes of approach, mitigation strategies, or rebuttal/justification of West Edinburgh Planning Framework 2006 policy.

The Consultation Draft of West Edinburgh Planning Framework 2006 has been developed in the knowledge of the development of the draft SEA, and has adopted elements of the mitigation strategies raised by the SEA in respect of the options adopted in the draft West Edinburgh Planning Framework 2006.

The three scenarios include a base case (the West Edinburgh Planning Framework 2006 as it would be without benefit of the SEA), a general economic development scenario, and a scenario giving overriding precedence to environmental factors.