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Name

Response Type

On behalf of:

Supporting Info

Email

Choice **1 A**

**We want to connect our places, parks and green spaces together as part of a city-wide, regional, and national green network. We want new development to connect to, and deliver this network. Do you agree with this? - Select support / don't support**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd recognise the importance of providing a network of greenspaces which allow sites to connect with other green spaces. It is unclear what this policy would look like within the proposed LDP, however, the site at Norton Park would provide a new network of green spaces which will provide amenity value to the local community and create wider green connections into the adjacent area.

Choice **1 B**

**We want to change our policy to require all development (including change of use) to include green and blue infrastructure. Do you agree with this? - Support / Object**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd recognise the benefit of providing green and blue infrastructure provision within developments including the benefits to physical and mental wellbeing as well as benefits to the environment reducing pollution and providing habitats for wildlife. The site at Norton Park would provide significant green infrastructure within the site. Green infrastructure in the form of SUDS will help to mitigate against future flood risk from climate change. Proposed SUDS and their associated native plant species will also create habitats which encourage and support biodiversity. The site at Norton Park also proposes enhanced boundary planting set near existing tree belts to strengthen and provide variety to existing habitats, and buffer them from development.

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Choice **1 C**

**We want to identify areas that can be used for future water management to enable adaptation to climate change. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **1 D**

**We want to clearly set out under what circumstances the development of poor quality or underused open space will be considered acceptable. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land would encourage this. The current policy is not easily comprehensible and can be interpreted to be over-protective of poor quality open-space, potentially preventing positive change in the future. A number of currently identified open spaces could be more productively used by allowing development and this should be encouraged where appropriate, which will assist, for example in meeting challenging housing requirements within urban areas. That does not mean valuable open space needs to be lost.

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Choice 1 E

**We want to introduce a new 'extra-large green space standard' which recognises that as we grow communities will need access to green spaces more than 5 hectares. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd support greater access to green spaces and recognise the importance these can have on improving health and well-being. It is unclear from the above what is meant for sites 'to have access to green spaces more than 5 hectares'. If this means within a short walking distance it would be unrealistic for many sites in Edinburgh. The site at Norton Park proposes a significant amount of quality formal and informal green spaces for communities to use for a number of purposes. Whilst the quantity of public open space can play a role in encouraging use and improving mental and physical well-being, the quality of public open space is often a much stronger determinant. Any future policy on an extra-large open space standard should be flexible enough to allow development to come forward if it does not meet the standard but provides quality and accessible public open space within the site and has good public transport links which enable access to other larger green spaces.

Choice 1 F

**We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Yes / No**

Short Response

**Explanation**

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Choice **1 F**

**We want to identify specific sites for new allotments and food growing, both as part of new development sites and within open space in the urban area. Do you agree with this? - Upload (max size 3mb)**

Short Response

Explanation

Choice **1 G**

**We want to identify space for additional cemetery provision, including the potential for green and woodland burials. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **1 H**

**We want to revise our existing policies and green space designations to ensure that new green spaces have long term maintenance and management arrangements in place. Do you agree with this? - Yes/No**

Short Response

Explanation

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Choice

**We want all development (including change of use), through design and access statements, to demonstrate how their design will incorporate measures to tackle and adapt to climate change, their future adaptability and measures to address accessibility for people with varying needs, age and mobility issues as a key part of their layouts. - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd agree that the above issues are relevant considerations, however caution should be taken to avoid duplication given that many of these issues are covered by other policies. A failure to do so will only lead to adding unnecessarily to the significant amount of documents already required to accompany applications adding time and cost to both their preparation and processing.

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Choice 2 B

**We want to revise our policies on density to ensure that we make best use of the limited space in our city and that sites are not under-developed. Do you agree with this? - Yes / No**

Short Response

**Explanation** ACROSS THE CITY, ON BOTH URBAN AND GREENFIELD SITES, HOUSING DEVELOPMENT MUST ACHIEVE A MINIMUM OF 65 DWELLINGS PER HECTARE. Taylor Wimpey and Hallam Land Ltd are broadly supportive of the desire to increase densities and make efficient use of space. However, whilst in principle we are generally supportive of higher densities, we would caution against an overly prescriptive approach to setting a general minimum density standard. Regarding the Site at Norton Park, it benefits from being situated close to excellent existing and planned public transport facilities which could deliver a high density development. As shown in the Development Framework and Vision Document submitted with these representations, the site proposes an Urban Core which could support a range of high density mixed uses including residential development. Appropriate site densities should be determined on the characteristics and context of the site and the surrounding area. When setting densities issues should be considered holistically such as urban form, historic character, building typologies, prevailing sunlight and daylight levels, green infrastructure and amenity space. There are a number of successful developments, Leith Fort for example, which would not have been able to come forward if there was a requirement of 65dph. As we understand, the Council uses the gross site area to calculate site density which could result in unachievable densities if there are natural constraints on sites or where a site has built or natural infrastructure requirements. There is also a need for some housing of lower densities for the provision of family homes. This is reflected in the Council's current guidance which requires that a minimum of 20% housing is provided for family use. A lack of suitable family home provision may lead to families moving out of the city in order to find more suitable accommodation which have access to higher amounts of amenity space and private gardens. In conclusion, whilst we generally support increasing housing densities and would work with the Council to achieve its ambitions, we would caution against an overly simplistic and prescriptive approach to setting minimum densities. WHERE IDENTIFIED IN THE PLAN, HIGHER DENSITY HOUSING DEVELOPMENT WITH A MINIMUM OF 100 DWELLINGS PER HECTARE WILL BE REQUIRED. As we have set out above, Taylor Wimpey and Hallam Land Ltd are supportive of higher density housing in locations which are appropriate and we would work with the Council to meet its ambitions. This should be weighed up against other planning policy considerations and site constraints to ensure this is both desirable and feasible. A VERTICAL MIX OF USES TO SUPPORT THE EFFICIENT USE OF LAND This is a broad statement and it is unclear what this would look like as a policy in City Plan 2030. Taylor Wimpey and Hallam Land are broadly supportive of encouraging a vertical mix of uses provided they are in appropriate locations. As part of the Site at Norton Park we are proposing an Urban Core which could support a vertical mix of uses where the lower levels of development, particularly at the street front, could accommodate more 'public' uses such as convenience stores, retail, eateries and drinking establishments, and upper levels of the Urban Core could accommodate a commercial element of offices and live/work units as well as residential development in the form of apartments. Whilst we are broadly supportive of vertical mixed uses in appropriate locations, in other locations they may not be appropriate. Vertical mixed use developments are suitable for town centres and major transport corridors where there is a demand for street-front retail and commercial activities. A requirement for vertical mix use in areas where there is a lack of demand for such a use could lead to an overprovision of commercial / retail uses in areas where there is simply no demand and

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which could lead to vacant units. Therefore, whilst encouraging vertical uses in appropriate locations, there needs to be recognition that this may not be appropriate or desirable in all areas.

Choice **2 C**

**We want to revise our design and layout policies to achieve ensure their layouts deliver active travel and connectivity links. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd are generally supportive of a policy to achieve better layouts for active travel and connectivity. The Development Framework and Vision Document, which has been submitted with these representations, shows an indicative Masterplan for the site which has been developed to consider the six qualities above and more. 2.27 The proposed primary and secondary roads of the site allow for a pervasive and connected footpath and cycleway network, set back from the road behind green verges for safety and environmental quality. Shared surface raised tables interrupt the streets to mark nodal points, key junctions and crossing points. Larger lengths and areas of shared surface raised table are located around the neighbourhood parks and outside the primary school. These look to promote slow traffic speeds and give pedestrians and cyclists priority. These features, alongside the well-considered, central location of the school between a primary and secondary road, ensure safe walking and cycling routes to school.

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Choice **2 D**

**We want all development, including student housing, to deliver quality open space and public realm, useable for a range of activities, including drying space, without losing densities. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land agree in principle that all development should deliver high quality open space usable for a range of activities whilst allowing for higher densities. The site at Norton Park would provide a varied and dynamic green infrastructure network consisting of formal areas of public open space with opportunities for children's play and sport alongside more naturalistic landscapes which can accommodate other forms of active recreation. Urban parklands establish two of the green corridors through the site. These will consist of managed, contemporary, high quality areas of public open space support formal sport and play opportunities for all ages in an urbanised setting. There will also be a number of Neighbourhood parks which will provide future residents with local recreation opportunities and children's play facilities. In addition to the more formal public open space it is proposed that there will be an Informal linear park running along the perimeter of developed areas providing for active recreational activities such as walking, cycling, running and informal/ natural children's play as well as habitat creation.

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Choice **3 A**

**We want all buildings and conversions to meet the zero carbon / platinum standards as set out in the current Scottish Building Regulations. Instead we could require new development to meet the bronze, silver or gold standard. Which standard should new development in Edinburgh meet? - Which standard?**

Short Response

**Explanation** It is important that measures to reduce Carbon are brought in safely, efficiently and in the knowledge that they will make a real and lasting reduction to carbon emissions however we are of the firm view that emissions standards for new buildings should continue to sit within the building standards regulatory regime. The Platinum standard of the build regulations is currently incomplete (i.e. the text under the sub headings in the current document is 'not currently defined' for all sections except CO2 emissions), therefore it is not known what the rest of the standard will require. This is critical when looking at the overall design, functionality and efficiency of buildings. It is therefore very difficult to quantify the impact that the Platinum standard will have on the design, build program and cost of buildings. Moreover, it is not clear whether the required supply chain and expertise to implement any additional measures is available. The Scottish Government has responsibility for amending building regulations to ensure future sustainability. In our view it is critical that LDP policies should align with these, otherwise there is a significant risk that different Councils will have differing requirements. Housebuilders and their supply chains would find it almost impossible to work in such an adhoc and piecemeal policy context.

Choice **4 A**

**We want to work with local communities to prepare Place Briefs for areas and sites within City Plan 2030 highlighting the key elements of design, layout, and transport, education and healthcare infrastructure development should deliver. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd are not against the idea of creating place briefs however stakeholders will need to be well-informed about constraints and opportunities, to avoid unrealistic expectations and outcomes. Place Briefs should also be developed in collaboration with the land owner and house builder and not just the local community as is suggested above.

Customer Ref: 01708 Response Ref: ANON-KU2U-GPHY-Y

Supporting Info Yes

Name James Wall

Email james.wall@turley.co.uk

Response Type Agent / Consultant

On behalf of: Taylor Wimpey and Hallam Land Ltd

Choice 4 B

**We want to support Local Place Plans being prepared by our communities. City Plan 2030 will set out how Local Place Plans can help us achieve great places and support community ambitions. - How should the Council work with local communities to prepare Local Place Plans?**

Short Response Not Answered

Explanation

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On behalf of:

Supporting Info

Email

Choice **5 A**

**We want City Plan 2030 to direct development to where there is existing infrastructure capacity, including education, healthcare and sustainable transport, or where potential new infrastructure will be accommodated and deliverable within the plan period. Do you agree with this? - Yes / No**

Short Response

**Explanation**

Taylor Wimpey and Hallam Land agree that development should be directed where there is existing infrastructure or where potential new infrastructure will be accommodated. We would be happy to work with the Council in order to provide any necessary infrastructure requirements. We have considered infrastructure requirements as follows:  
**EDUCATION**The Norton Park Site falls within West Edinburgh which is made up of Norton Park, IBG and Crosswinds. Within West Edinburgh the assessment of new schools infrastructure has indicated that 3 new non-denominational schools would be required and 1 secondary school. The site at Norton Park has identified a land allocation of 1.40ha which has been reserved for a primary school and which is centrally located within the Vision Framework plan to equalise travelling distances to the school. 97% of the proposed residential dwellings are within the recommended 1,000m walking distance of the school. Community playing fields with sports pitches, community building and associated parking are located adjacent to the school so pupils can utilise this resource as well as new and existing residents. The community playing fields will accommodate a 1.90ha site.  
**HEALTHCARE INFRASTRUCTURE**With regard to healthcare infrastructure, we note that the Edinburgh Health and Social Care Partnership will prepare a Primary Healthcare Appraisal as part of preparing the Proposed Plan. Should the Site at Norton Park to be identified as an area needing health infrastructure then this would be provided within the proposed urban core as part of any development proposals.  
**SUSTAINABLE TRANSPORT INFRASTRUCTURE** Taylor Wimpey and Hallam Land are strongly supportive of the delivery of a tram or Bus Rapid Transit (BRT) through Norton towards Newbridge which would serve the development with even greater public transport than already exists. The Vision Framework and Indicative Masterplan submitted with these representations indicates two options for this potential tram route. One of the options is, as is indicated in the Transport Mobility Plan, for the tram to run along the A8 and for a tram halt on the A8 Glasgow Road on the northern boundary of the site. The other option would be for the tram to run through the Urban Core of the site with a tram halt being located in the Urban Core where you could expect high pedestrian densities due to a number of services and facilities such as shops, employment and the school. This additional halt would allow residents to be at Edinburgh Park Central within 12 minutes. Sustainable transport measures would encourage the introduction of a regular bus service operating through the Site and potentially a Bus Rapid Transit (BRT). Bus stops have been located at regular intervals along the primary and secondary roads to maximise the number of homes which could benefit from these public transport services. The Urban Core would also be close to good, high frequency public transport routes. The locations of the bus stops have ensured that 94% of the developed site is within a 400m walking distance of a bus stop. The permeable and efficient road layout would also deliver a fully integrated street based pedestrian and cycle network. The proposed primary and secondary roads would allow for a pervasive and connected footpath and cycleway network, set back from the road behind green verges for safety and environmental quality. Shared surface raised tables interrupt the streets to mark nodal points, key junctions and crossing points. Larger lengths and areas of shared surface raised table are located around the neighbourhood parks and outside the primary school. These look to promote slow traffic speeds and give pedestrians and cyclists priority.

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Choice 5 B

**We want City Plan 2030 to set out where new community facilities are needed, and that these must be well connected to active travel routes and in locations with high accessibility to good sustainable public transport services. Do you agree with this? - Yes / NO**

Short Response

Explanation

Choice 5 C

**We want to reflect the desire to co-locate our community services close to the communities they serve, supporting a high walk-in population and reducing the need to travel. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice 5 D1

**We want to set out in the plan where development will be expected to contribute toward new or expanded community infrastructure. Do you agree with this? - Yes / No**

Short Response

Explanation

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Choice 5 D2

**We want to use cumulative contribution zones to determine infrastructure actions, costs and delivery mechanisms. Do you agree with this? - Yes / No**

Short Response

Explanation The Council's current cumulative methodology has been recently rejected by the Government. Further work by the Council is therefore needed to demonstrate that its approach to contributions meets the various tests in the Scottish Government Circular including that contributions need to relate to the proposed development and be proportionate.

Choice 5 E

**We want to stop using supplementary guidance and set out guidance for developer contributions within the plan, Action Programme and in non-statutory guidance. Do you agree with this? - Yes / No**

Short Response

Explanation We agree that statutory supplementary guidance should no longer be used, which is in any case not supported by the new Planning Act. It is essential that all matters, including developer contributions which have a significant implication for the viability and delivery of housing, are included within the LDP and not within Action Programmes or non-statutory guidance. This approach allows for consultation and independent scrutiny, which must be the case for such important matters.

Customer Ref: 01708      Response Ref: ANON-KU2U-GPHY-Y  
Name: James Wall  
Response Type: Agent / Consultant  
On behalf of: Taylor Wimpey and Hallam Land Ltd

Supporting Info: Yes  
Email: james.wall@turley.co.uk

Choice      6 A

**We want to create a new policy that assesses development against its ability to meet our targets for public transport usage and walking and cycling. These targets will vary according to the current or planned public transport services and high-quality active travel routes. Do you agree with this? - Yes / No**

Short Response: Yes

**Explanation** This is vague and it is unclear what the policy would look like in the proposed LDP. However, Taylor Wimpey and Hallam Land Ltd are supportive of directing development to the most accessible locations which can encourage public transport use and active travel. Norton already has good access to key public transport infrastructure including being within close proximity of the tram route to the airport, frequent bus services on the A8 (and proximity to Ingliston Park and Ride) and the Edinburgh Gateway rail/tram interchange. Above and beyond these existing strengths, the land at Norton Park provides an opportunity to become one of the most accessible locations for new development in the West Edinburgh SDA, through the realisation of a tram extension or bus rapid transit (BRT) to Newbridge, and potentially a new rail / tram interchange at Ratho Station. We consider this proximity to public transport to be the key factor which should drive forward new development in the Edinburgh region, to ensure that future development is truly located in the most sustainable and accessible locations. It is unclear what this future policy and targets would look like however we would suggest a collaborative approach is taken with the land owners and developers when setting targets.

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Choice **6 B**

**We want to use Place Briefs to set the targets for trips by walking, cycling and public transport based on current and planned transit interventions. This will determine appropriate parking levels to support high use of public transport. Do you agree with this? - Yes / No**

Short Response

**Explanation** As we have set out above, Place Briefs should be developed in collaboration with the landowner/developer and we would encourage early engagement. The Site at Norton Park is located in a sustainable, accessible location which will reduce car dependency. The site's location on a strategic corridor with the potential for a tram extension to Newbridge and possible bus rapid transit route will offer excellent public transport and active travel options. However, whilst we recognise the ambition of reducing car dependency, a balance needs to be struck between encouraging public transport and active travel, and ensuring that there is realistic and adequate parking provision. A lack of formal parking provision can often result in inappropriate parking on the streets and curb. This can cause problems for emergency vehicles being able to access certain properties, cyclists who have to navigate around cars parked on streets and pushchair users.

Choice **7 A**

**We want to determine parking levels in development based on targets for trips by walking, cycling and public transport. These targets could be set by area, development type, or both and will be supported by other measures to control on-street parking. Do you agree with this? - Yes / No**

Short Response

**Explanation** Refer to our response to Choice 6 (B).

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Choice **7 B**

**We want to protect against the development of additional car parking in the city centre to support the delivery of the Council's city centre transformation programme. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **7 C**

**We want to update our parking policies to control demand and to support parking for bikes, those with disabilities and electric vehicles via charging infrastructure. Do you agree with this? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land Ltd are unclear how this policy would seek to 'control demand' for parking. However, we generally support cycling parking, providing disabled parking spaces and electric vehicle parking via the provision of charging infrastructure. The site at Norton Park would provide cycle storage in all homes as well as in public spaces. Furthermore, electric vehicle charging infrastructure will be provided in homes and public spaces. Disabled parking spaces will also be provided where required particularly where there is flatted development and public spaces.

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Choice **7 D**

**We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan. Do you agree with this? - We want to support the city's park and ride infrastructure by safeguarding sites for new park and ride and extensions, including any other sites that are identified in the City Mobility Plan or its action plan.**

Short Response

Explanation

Choice **8 A**

**We want to update our policy on the Cycle and Footpath Network to provide criteria for identifying new routes. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **8 B**

**As part of the City Centre Transformation and other Council and partner projects to improve strategic walking and cycling links around the city, we want to add the following routes (along with our existing safeguards) to our network as active travel proposals to ensure that they are delivered. Do you agree with this? - Yes / No**

Short Response

Explanation

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Choice 8 C

**We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice 8 C

**We want City Plan 2030 to safeguard and add any other strategic active travel links within any of the proposed options for allocated sites. We also want the City Plan 2030 to include any new strategic active travel links which may be identified in the forthcoming City Plan 2030 Transport Appraisal, the City Mobility Plan, or which are identified through this consultation. Do you agree with this? - Upload new cycle routes**

Short Response

Explanation

Choice 9 A

**We want to consult on designating Edinburgh, or parts of Edinburgh, as a 'Short Term Let Control Area' where planning permission will always be required for the change of use of whole properties for short-term lets. Do you agree with this approach? - Yes / No**

Short Response

Explanation

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Choice 9 B

**We want to create a new policy on the loss of homes to alternative uses. This new policy will be used when planning permission is required for a change of use of residential flats and houses to short-stay commercial visitor accommodation or other uses. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice 10 A

**We want to revise our policy on purpose-built student housing. We want to ensure that student housing is delivered at the right scale and in the right locations, helps create sustainable communities and looks after student's wellbeing. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice 10 B

**We want to create a new policy framework which sets out a requirement for housing on all sites over a certain size coming forward for development. Do you agree with this? - Yes / No**

Short Response

Explanation

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Choice **10 C**

**We want to create a new policy promoting the better use of stand-alone out of centre retail units and commercial centres, where their redevelopment for mixed use including housing would be supported. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **11 A**

**We want to amend our policy to increase the provision of affordable housing requirement from 25% to 35%. Do you agree with this approach? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land support the Council's aspirations of delivering more affordable homes and the Land at Norton Park development would comply with any affordable housing policy which is contained within the LDP. There needs to be a full mix of homes, including both affordable homes and market homes so that everyone can find a home that is affordable to them in terms of their income. Whilst we agree with the Council's aspiration of delivering more homes, we express some caution over the proposed change to increase the provision of affordable housing requirement from 25% to 35%.

The guidance in Scottish Planning Policy relating to the level of affordable housing provision states that: "Planning authorities should consider the level of affordable housing contribution which is likely to be deliverable in the current economic climate, as part of a viable housing development. The level of affordable housing required as a contribution within a market site should generally be no more than 25% of the total number of houses." (para. 129, SPP) There needs to be a balance struck between encouraging affordable housing provision and not prohibiting market housing coming forward. Increasing the required provision of affordable housing without consideration of viability could constrain sites and prevent other sites from coming forward. This would be particularly felt where there are sites which could incur high remediation costs (such as brownfield / previously development land) and which are therefore more marginal in terms of viability. If the Council is committed to a 35% target, it should consider the cumulative impact of increasing the financial burden on homebuilders from contributions sought in other policy areas. If the cumulative impact of policy asks makes development economically unviable, efforts to boost the supply of affordable housing will fail.

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Choice **11 B**

**We want City Plan 2030 to require a mix of housing types and tenures – we want the plan to be prescriptive on the required mix, including the percentage requirement for family housing and support for the Private Rented Sector. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice **12 A**

**Which option do you support? - Option 1/2/3**

Short Response

Explanation

Choice **12 B1**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Calderwood**

Short Response

Explanation

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Choice **12 B2**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - Kirkliston**

Short Response

Explanation

Choice **12 B3**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - West Edinburgh**

Short Response

Explanation

Choice **12 B4**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - East of Riccarton**

Short Response

Explanation

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Choice **12 B5**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Support - South East Edinburgh**

Short Response

Explanation

Choice **12 B6**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Calderwood**

Short Response

Explanation

Choice **12 B7**

**Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - Kirkliston**

Short Response

Explanation

Customer Ref: 01708 Response Ref: ANON-KU2U-GPHY-Y

Supporting Info Yes

Name James Wall

Email james.wall@turley.co.uk

Response Type Agent / Consultant

On behalf of: Taylor Wimpey and Hallam Land Ltd

Choice 12 B8

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - West Edinburgh

Short Response Not Answered

Explanation

Choice 12 B9

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - East of Riccarton

Short Response Not Answered

Explanation

Choice 12 B10

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Support Greenfield - Object - South East Edinburgh

Short Response Not Answered

Explanation

Customer Ref: 01708      Response Ref: ANON-KU2U-GPHY-Y  
Name: James Wall  
Response Type: Agent / Consultant  
On behalf of: Taylor Wimpey and Hallam Land Ltd

Supporting Info: Yes

Email: james.wall@turley.co.uk

Choice 12 BX

Do you support or object to any of the proposed greenfield areas? (Please tick all that apply) - Explain why

Short Response: Not Answered

**Explanation**

Please refer to the Vision Document submitted with these representations for greater detail on why the site should be allocated and what is proposed. Allocating the land at Norton Park for residential-led mixed use development provides a key opportunity for a sustainable, accessible and inclusive development which will help meet housing need and demand. The site is located in the West Edinburgh SDA which, as set out in SESPlan1, is an internationally recognised area of economic importance. In the City Plan 2030 Housing Study the site has been identified as being suitable for development in the site assessment. We agree with the conclusion that the site is suitable for development, however, we do not agree with the conclusions for a number of the specific assessment criteria. We have provided our reasoning in the full representation which has been attached to this questionnaire. Unfortunately the format of this questionnaire does not allow our table to be inserted. The development would support the creation of integrated mixed-use neighbourhoods that combine residential, employment, commercial and community uses with easy to access facilities and services. The site is well contained by the railway line to the south and is well associated with the existing settlement of Ratho. This provides a robust green belt boundary which is a feature of SPP (para. 51) which states that when setting green belt boundaries LDPs should give consideration to: "establishing clearly identifiable visual boundary markers based on landscape features such as rivers, tree belts, railways or main roads. Hedges and field enclosures will rarely provide a sufficiently robust boundary." The site at Norton Park has good access to key public transport including frequent bus services on the A8 and the in-progress Edinburgh Gateway rail link. Above and beyond these existing strengths, land at Norton provides an opportunity to become one of the most accessible locations for new development in West Edinburgh through the proposed tram extension or bus rapid transit (BRT) to Newbridge and potentially a new rail / tram interchange at Ratho Station. We consider this proximity to public transport to be the key factor which should drive forward new development in Edinburgh and why the Land at Norton Park should be allocated in City Plan. The site is also effective and deliverable in accordance with paragraph 55 of the Planning Advice Note (PAN) 2/2010: Affordable Housing and Housing Land Audit being free will be free of constraints satisfying the following seven criteria: Ownership: the site is in the ownership or control of a party which can be expected to develop it or to release it for development. Taylor Wimpey are a volume housebuilder who could commence development of the site for residential-led use in the short term; Physical: the site, or relevant part of it, is free from constraints related to slope, aspect, flood risk, ground stability or vehicular access which would preclude its development. The development of the site is not precluded by any of those factors listed; Contamination: an assessment of contamination will be carried out however we do not envisage that there will be any issues; Deficit funding: the site is in an attractive area for housing development and as such no funding deficit is anticipated as a result of this development;

Marketability: development of this site can be started within the lifetime of the LDP; Infrastructure: the site is free of infrastructure constraints and any required infrastructure will be provided by the developer to allow development; and Land use: residential-led mixed use development is the preferred use of the land in planning terms. In summary, as set out in Homes for Scotland's representation, the preferred housing strategy is not a viable strategy to meet housing need and demand, and there needs to be a combination of brownfield and greenfield sites identified within City Plan 2030. The Land at

Customer Ref:  Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

Norton Park would deliver a sustainable, well connected mixed use development following the principles set out in the Choices document. The site is effective and deliverable and could contribute immediately to the housing land supply following allocation in the emerging LDP and the subsequent submission of a planning application.

Choice **12 C**

**Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload**

Short Response

Explanation

Choice **12 C**

**Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload**

Short Response

Explanation

Customer Ref:

01708

Response Ref:

ANON-KU2U-GPHY-Y

Supporting Info

Yes

Name

James Wall

Email

james.wall@turley.co.uk

Response Type

Agent / Consultant

On behalf of:

Taylor Wimpey and Hallam Land Ltd

Choice 12 C

Do you have a greenfield site you wish us to consider in the proposed Plan? - Greenfield file upload

Short Response Yes

Explanation

Choice 12 D

Do you have a brownfield site you wish us to consider in the proposed Plan? - Brownfield sites upload

Short Response No

Explanation

Choice 13 A

We want to create a new policy that provides support for social enterprises, start-ups, culture and tourism, innovation and learning, and the low carbon sector, where there is a contribution to good growth for Edinburgh. Do you agree with this? - Yes / No

Short Response Not Answered

Explanation

Customer Ref: 01708 Response Ref: ANON-KU2U-GPHY-Y

Supporting Info Yes

Name James Wall

Email james.wall@turley.co.uk

Response Type Agent / Consultant

On behalf of: Taylor Wimpey and Hallam Land Ltd

Choice 14 A

**We want City Plan 2030 to support the best use of existing public transport infrastructure in West Edinburgh and accommodate the development of a mix of uses to support inclusive, sustainable growth. We will do this through ‘an area of search’ which allows a wide consideration of future uses within West Edinburgh without being tied to individual sites. Do you support this approach? - Yes / No**

Short Response Not Answered

**Explanation** We are broadly supportive of ‘an area of search’ which allows a wide consideration of future uses within West Edinburgh depending on the findings of the West Edinburgh Study and future decisions by the Scottish Government on uses within West Edinburgh. Whilst we would support this approach in principle, it is important to identify individual, sustainable sites in City Plan 2030 which can support a range of uses including housing. The Local Development Plan is responsible for identifying enough land to deliver the required number of homes to meet housing need and demand. The Land at Norton Park is one of the most sustainable and accessible sites in West Edinburgh. The City Mobility Plan which is currently being consulted upon shows that the site would also benefit from a potential new tram route or a bus rapid transit (BRT) link through the site.

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info   
Email

Choice **14 B**

**We want to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and allocate the site for other uses. Do you agree with this approach? - Yes / No**

Short Response

**Explanation** Taylor Wimpey and Hallam Land welcomes the Council’s proposals to remove the safeguard in the existing plan for the Royal Highland Showground site to the south of the A8 at Norton Park and the site allocated for other uses. The Policy contained within the existing plan states that: “The site of the Royal Highland Centre may be required for airport uses in the long term to meet air passenger growth forecasts. Therefore, development which would prejudice the long-term expansion of Edinburgh Airport will not be supported, except where it is compatible with the current use of the site by the Royal Highland Centre, in the context of this policy.” Reference to the relocation of the Royal Highland Showground is also made in National Planning Framework 3 (NPF3). The current safeguard and reference in NPF3 sterilises the site for alternative uses and this needs to be removed in order for the other uses to come forward, such as residential development, to accommodate sustainable and inclusive urban growth. As we have made clear in our representations, we do not consider that the Council’s preferred option, to only allocate brownfield land, is deliverable and therefore there is a requirement for the LDP to allocate suitable greenfield sites for development in order to meet housing need and demand. The site at Norton is a greenfield site provides a key opportunity for a sustainable, connected mixed-use development that will help to meet the significant demands for new housing provision within Edinburgh. The City Plan 2030 Housing Study states that the site is considered suitable for development, however, any allocation would be on the condition of the removal of this constraint. It is therefore important that the safeguard is removed for the site to be allocated. We have made separate representations to the NPF4 early engagement consultation requesting that reference to the safeguard is removed. We would encourage the Council to enter dialogue with the Scottish Government as soon as possible given that a proposed City Plan 2030 and proposed NPF4 are due out at the same time. We would also encourage the Council to enter into dialogue with Edinburgh Airport and RHASS as soon as possible. As we understand, the RHASS has some concerns around the removal of the safeguard and the impact it could have on operations (particularly regarding car parking during peak times) if the airport seeks to expand into their existing grounds. The resolution of this matter, balancing the operational land requirements of the airport and RHASS, will facilitate the removal of the safeguard.

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

Choice 14 C

**We want City Plan 2030 to allocate the Airport's contingency runway, the "crosswinds runway" for the development of alternative uses next to the Edinburgh Gateway interchange. Do you agree with this approach? - Yes / No**

Short Response

Explanation

Choice 15 A

**We want to continue to use the national 'town centre first' approach. City Plan 2030 will protect and enhance the city centre as the regional core of south east Scotland providing shopping, commercial leisure, and entertainment and tourism activities. Do you agree with this? - Yes / No**

Short Response

Explanation

Choice 15 B

**New shopping and leisure development will only be allowed within our town and local centres (including any new local centres) justified by the Commercial Needs study. Outwith local centres, small scale proposals will be permitted only in areas where there is evidence of a lack of food shopping within walking distance. Do you agree? - Yes / No**

Short Response

Explanation

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

Choice 15 C

**We want to review our existing town and local centres including the potential for new identified centres and boundary changes where they support walking and cycling access to local services in outer areas, consistent with the outcomes of the City Mobility Plan. Do you agree? - Yes / No**

Short Response

Explanation

Choice 15 D

**We want to continue to prepare and update supplementary guidance for our town centres to adapt to changing retail patterns and trends, and ensure an appropriate balance of uses within our centres to maintain their vitality, viability and deliver good placemaking. Instead we could stop using supplementary guidance for town centres and set out guidance within the plan. Which approach do you support? - Yes / No**

Short Response

Explanation

Choice 15 E

**We want to support new hotel provision in local, town, commercial centres and other locations with good public transport access throughout Edinburgh. Do you agree with this approach? - Yes / No**

Short Response

Explanation

Customer Ref:  Response Ref:

Supporting Info

Name

Email

Response Type

On behalf of:

Choice 15 G

**We could also seek to reduce the quantity of retail floorspace within centres in favour of alternative uses such as increased leisure provision and permit commercial centres to accommodate any growing demand. Do you agree with this approach? - Yes / No**

Short Response

Explanation

Choice 16 A1

**We want to continue to support office use at strategic office locations at Edinburgh Park/South Gyle, the International Business Gateway, Leith, the city centre, and in town and local centres. Do you agree? - Yes / No**

Short Response

Explanation

Choice 16 A2

**We want to support office development at commercial centres as these also provide accessible locations. - Yes / No**

Short Response

Explanation

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice **16 A3**

**We want to strengthen the requirement within the city centre to provide significant office floorspace within major mixed-use developments. Do you agree? - Yes / No**

Short Response

Explanation

Choice **16 A4**

**We want to amend the boundary of the Leith strategic office location to remove areas with residential development consent. Do you agree? - Yes / No**

Short Response

Explanation

Choice **16 A5**

**We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Yes / No**

Short Response

Explanation

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice 16 A5

**We want to continue to support office development in other accessible locations elsewhere in the urban area. Do you agree? - Do you have an office site you wish us to consider in the proposed Plan?**

Short Response

Explanation

Choice 16 B

**We want to identify sites and locations within Edinburgh with potential for office development. Do you agree with this? - Yes/No**

Short Response

Explanation

Choice 16 C

**We want to introduce a loss of office policy to retain accessible office accommodation. This would not permit the redevelopment of office buildings other than for office use, unless existing office space is provided as part of denser development. This would apply across the city to recognise that office locations outwith the city centre and strategic office locations are important in meeting the needs of the mid-market. Or we could Introduce a 'loss of office' policy only in the city centre. - Yes / No**

Short Response

Explanation

Customer Ref:  Response Ref:

Name

Response Type

On behalf of:

Supporting Info

Email

Choice 16 E1

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Leith Strategic Business Centre**

Short Response

Explanation

Choice 16 E2

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newbridge**

Short Response

Explanation

Choice 16 E3

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - Newcraighall Industrial Estate.**

Short Response

Explanation

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

Choice 16 E4

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Support - The Crosswinds Runway**

Short Response

Explanation

Choice 16 E5

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Leith Strategic Business Centre**

Short Response

Explanation

Choice 16 E6

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newbridge**

Short Response

Explanation

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

Choice 16 E7

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - Newcraighall Industrial Estate.**

Short Response

Explanation

Choice 16 E8

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Yes / No - Do not support - The Crosswinds Runway**

Short Response

Explanation

Choice 16 EX

**We want to identify proposals for new modern business and industrial sites to provide necessary floorspace at the following locations. Do you agree? - Explain why**

Short Response

Explanation

Customer Ref:  Response Ref:   
Name   
Response Type   
On behalf of:

Supporting Info

Email

Choice 16 F

**We want to ensure new business space is provided as part of the redevelopment of urban sites and considered in Place Briefs for greenfield sites. We want to set out the amount expected to be re-provided, clearer criteria on what constitutes flexible business space, and how to deliver it, including the location on-site, and considering adjacent uses, servicing and visibility. Do you agree? - Yes / No**

Short Response

Explanation

Choice 16 G

**We want to continue to protect industrial estates that are designated under our current policy on Employment Sites and Premises (Emp 8). Do you agree? - Yes / No**

Short Response

Explanation

Choice 16 H

**We want to introduce a policy that provides criteria for locations that we would support city-wide and neighbourhood goods distribution hubs. Do you agree? - Yes / No**

Short Response

Explanation

**Customer Ref:**

01708

**Response Ref:**

ANON-KU2U-GPHY-Y

**Supporting Info**

Yes

**Name**

James Wall

**Email**

james.wall@turley.co.uk

**Response Type**

Agent / Consultant

**On behalf of:**

Taylor Wimpey and Hallam Land Ltd

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- KEY**
- Site Boundary
  - Murray Estates ownership
  - Alternative tram route with additional halt
  - Primary routes with raised road junctions (Bus Rapid Transit route)
  - Secondary routes with raised road junctions (Bus Rapid Transit route)
  - Residential streets
  - Mixed-use urban core. To include shops/retail, food and drink, health facilities, commercial offices, coworking units, communal working hubs and higher density residential
  - Higher density residential
  - Medium density residential
  - Lower density residential
  - Primary school with playing field
  - Playing fields, community building and Neighbourhood Equipped Area of Play
  - Public open space with foot and cycle paths
  - Neighbourhood park with children's play area/Local Equipped Area of Play
  - Retained existing and proposed tree and hedgerow infrastructure/planning
  - Attenuation basins
  - Potential Future MB Airport Interchange safeguarded land
  - Existing active travel route
  - Committed improvements to active travel route

1. Safeguarded tram route as defined in the Edinburgh Local Development Plan
2. Proposed alternative tram route passing through the site with additional tram halt to specifically serve this development
3. Primary access points into the Site taken from new junctions on the A8 Glasgow Road and from the southern airport roundabout.
4. Secondary access points from Gogafstone Road
5. Route crossing access road to Norton House Hotel for tram and Bus Rapid Transit only
6. Scheduled Ancient Monument set within attractive public open space with interpretation sign.

**QUANTUM OF DEVELOPMENT**

Site Area:	83.64 ha
Residential developable area including new roads and footpaths and mixed-use Urban Core:	59.50 ha
Development Yield:	Up to 4,000
Development Density:	65 - 100 dph
<b>Other Community Uses:</b>	
• Primary School	1.50 ha
• Community Playing Fields	2.00 ha
Public open space area within and surrounding the development including attenuation features:	20.34 ha
Safeguarded route / Temporary public open space	1.30 ha

**CLIENT:**  
Taylor Wimpey & Hallam Land

**PROJECT:**  
Norton

**DRAWING:**  
Vision Framework

**PROJECT NUMBER:**  
TAYE3008

**DRAWING NUMBER:** 01      **CHECKED BY:** DC

**REVISION:** A      **STATUS:** Final

**DATE:** April 2020      **SCALE:** 1:2,500 @ A0



a vision for ..... **NORTON** .



Taylor  
Wimpey

**Turley**



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#### Date of issue

March 2020

#### Job Reference

TAYE3008

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· NORTON ·

Royal  
Highland  
Centre

A8 Glasgow Road

Norton  
Farm

Norton  
House  
Hotel





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# INTRODUCTION

This document sets out Taylor Wimpey Strategic Land and Hallam Land Management Ltd's vision for the development of Norton, West Edinburgh.

## BACKGROUND

**1.1** This document sets out Taylor Wimpey and Hallam Land Management Ltd's (TW/HL) vision for development at Norton, West Edinburgh. The strategic vision for Norton is to create a new distinctive and connected sustainable urban extension to the City of Edinburgh through the delivery of a mixed-use and mixed density development. The substantial site has the potential to accommodate up to 4,000 new homes (depending on the ultimate development density), links to existing and planned public transport along the A8 corridor and to provide local jobs, services and community uses for residents together with new areas of green space.

**1.2** The strategic policy context of Edinburgh City region is changing. The South East Scotland Strategic Development Planning Authority has had SDP2 rejected by Scottish Ministers and, following the passing of the Planning Bill, the constituent authorities will shortly be engaged in the preparation of the

Regional Spatial Strategy for Edinburgh and South East Scotland as well as a Regional Growth Framework. In the shorter term, City of Edinburgh Council, in partnership with Scottish Enterprise and Scottish Futures Trust, is preparing the West Edinburgh Spatial Strategy for Inclusive Growth which is considering the potential of 'West Edinburgh' to accommodate inclusive, sustainable and strategic growth.

**1.3** The city is grappling with significant economic, social and environmental issues. The need for reduced carbon emissions, social and economic polarisation in the city, the need for radically reduced reliance on the car and promotion of active travel are key issues that need to be addressed looking forward. The growth strategy for the city can have a positive impact on all of these issues by ensuring growth is taken forward in line with the themes identified in the city's 2050 Vision: Fair, Thriving, Connected and Inspired.



## VISION FOR CHANGE

**1.4** It is Taylor Wimpey and Hallam Land's (TW/HL) vision to create a new, distinctive and connected sustainable urban extension to the City of Edinburgh. Land to the west of Edinburgh is identified as a suitable location for sustainable future growth in the Strategic Development Plan.

**1.5** Taylor Wimpey and Hallam Land consider that land at Norton is an excellent location for development within the expanse of land to the west of Edinburgh, and that its position adjacent to the A8/tram safeguard provides key strategic advantages which will enable development to be established in an inclusive, sustainable, successful and deliverable manner. The Taylor Wimpey and Hallam Land vision for change is elaborated through the masterplan principles set out in this document.

**1.6** The vision for Norton is to create a new sustainable and mixed-use district that provides people with the opportunity to live close to one of the major public transport arteries in Edinburgh, and to a key employment areas in the west of the city. The A8 corridor is already an area of key economic significance, due to the location of Edinburgh Airport, the Royal Highland and Agricultural Society of Scotland (RHASS) and the employment hubs of RBS at Gogarburn and Edinburgh Park.

**1.7** Furthermore, the corridor is an established location for future city growth, through the allocation of land for Edinburgh's International Business Gateway (IBG) and the

major housing allocation at Maybury. Its strategic significance is further enhanced through the location of the tram link to Edinburgh Airport (and potential future tram route extension to Newbridge), and the recently delivered Edinburgh Gateway transport interchange, which has provided a new rail/tram interface within the west of the city, adding to the established interchange at Edinburgh Park.

**1.8** Taylor Wimpey and Hallam Land's plans for a proposed new district at Norton respond to the potential of the area to fit within a recognised approach to sustainable city expansion, provide a new community to complement the significant economic investment in the area, and maximise the opportunity to take advantage of the area's public transport and active travel links.

**1.9** The development can deliver a new place to live, work and enjoy, offering up to 4,000 new homes and other uses, maximise linkages to the existing and planned public transport, provide local jobs and services for residents, and provide new areas of green space.

**1.10** The proposed new district will include the following elements;

- A strategic location on a key public transport corridor, with scope for further enhancement in the future, including a new rail halt
- Up to 4,000 new homes (depending on ultimate development density). This could include vertical mixed uses in the Urban Core
- A mix of uses including residential, commercial, retail and community uses
- Potential for enhancing the sustainability of existing

community and homes e.g. Ratho station and the potential for development at Norton to facilitate this

- A new network of green spaces, which will provide amenity value to the local community and create green connections into the adjacent area
- Safeguarding of land for a route from the A8 to the M8 for a potential future transport connection, appreciating that at present this is not supported.

**1.11** The centrality of low or zero carbon to future plan making and development decision making is reinforced by the Scottish Government's recently published 'Housing in 2040' which seeks all homes to be "low to near zero carbon" to ensure all households play their part in tackling the climate emergency.

**1.12** Development at Norton can help the city to achieve its 2050 Vision to be more fair, thriving, connected and inspired, and contribute to achieving the low carbon aspirations through delivering carbon efficient dwellings in a new 'place' that promotes travel by sustainable and active travel modes.

**1.13** This strategic masterplan document reflects the radically changed plan making context that now exists, and sets out a vision founded on a sustainability strategy which demonstrates the ability of the Site to deliver sustainable development aligned with the City of Edinburgh Council's low carbon aspirations.

## SUSTAINABILITY AND CLIMATE CHANGE AT NORTON

**1.14** Delivering sustainable development is a key principle of Scottish Planning Policy (SPP) and Edinburgh City Council policy. Taylor Wimpey/Hallam Land are committed to delivering a low carbon sustainable development which mitigates and adapts to climate change.

**1.15** This section sets out how the proposed development will respond to the Government's four key sustainable development aspirations for a Successful Scotland.

### A Connected Place

**1.16** The proposed development at Norton has very strong planned sustainable transport links, which include potential tram and public transportation. The potential for an extension to the Edinburgh tram line and new tram and rail interchange at Ratho Station would provide low carbon transport links to the City centre, local employment opportunities and the West for both local residents and the residents of Norton.

**1.17** To facilitate sustainable travel the development will include:

- Connection to existing sustainable transport links including pedestrian and cycle routes;
- Provision of a Bus Rapid Transit service through the development as published by the draft City Mobility Plan to ensure all homes are within 400m of a bus stop.
- Provision of secure cycle storage in all homes;
- Installation of electric vehicle infrastructure in all family homes and in public spaces to help serve general usage and flatted accommodation; and
- Work in tandem with Transport for Edinburgh to help deliver routes for westwards tram extension to Newbridge, if required within the site.

### A Low Carbon Place

**1.18** To help mitigate the effects of climate change, in accordance with the national and local aspirations for low carbon development the proposed development at Norton will seek to mitigate carbon through the following measures

- An assessment of the embodied carbon of the buildings with the aim of reducing these where feasible.
- Reducing the energy demand and carbon emissions of new homes through fabric and energy efficiency measures,
- The use of low carbon or renewable heating systems; and
- The provision of features to create a low carbon lifestyle such as reducing the need to travel by providing the ability to walk or cycle to a wide range of services and facilities.



## A Natural Resilient Place

**1.19** To ensure the development is resilient to the future effects of climate change the development will be designed with full consideration of the UKCP18 climate projections. This will include:

- Ensuring homes are designed to take into account the impact of increased summer temperatures to minimise the risk of overheating;
- Include the use of climate change allowances in the design of surface water drainage systems to minimise the risk caused by increased rainfall;
- Protection and enhancement of the sites biodiversity, utilising climate tolerant species in the creation of new habitats to protect on-site habitats and species from the impacts of climate change. We will discuss these matters with Edinburgh Airport/NATS; and
- The use of water efficiency measures to adapt to reduced summer rainfall.

**1.20** Through careful design the development will ensure the development adapts to the long term effects of climate change.



## A Successful, Sustainable Place

**1.21** The key aim of development at Norton is to create a new sustainable community as a natural extension of Edinburgh, providing residents with a well-designed, vibrant place which fosters a sense of community for residents. In creating a new development in a sustainable location the development at Norton aims to benefit Edinburgh, reducing housing pressure across the city while expanding the City population and economic opportunity.

**1.22** To facilitate the development of a successful sustainable place the development will include:

- Sustainable transport connections to local amenities and services, employment opportunities and the City centre;
- Provision of non-residential space supporting local services and shops;
- Creation of a low carbon development with homes reducing emissions through a fabric and energy efficiency measures;
- Resilient development which includes measures to adapt to the long term effects of climate change;



- Provision of a new primary school for use by new and existing local residents; and
- Creation of formal and informal green open spaces and play areas to provide new and local residents with recreational opportunities.

**1.23** The development at Norton aims to create a sustainable, low carbon community which delivers low carbon homes, promotes low carbon sustainable transport, is resilient to the effects of climate change and delivers a successful, sustainable place.



## THE SITE

**1.24** The Norton Site is located 11km to the west of Edinburgh City Centre in Ingliston and covers an area of 83.64ha (207 acres). The Site is split into two areas by an access road which provides access to Norton House Hotel and Spa from the A8.

**1.25** The Site is greenfield in nature and currently consists of a series of medium and large scale arable fields set in a gently sloping landscape broadly falling from south to north. There are a small number of farmstead buildings outside but surrounded by the Site boundary. The edges of the Site are clearly defined by well-established field boundaries of hedgerows, trees and fences. The Site is not covered by any statutory ecological or landscape designations.

**1.26** The site is defined by the A8 Glasgow Road to the northern boundary, beyond which immediately lies the Royal Highland Centre, Edinburgh Airport and Ingliston Park and Ride. The eastern boundary is defined by Gogarstone Road beyond which lies Gogarburn Golf Club and the expansive Royal Bank of Scotland headquarters.

**1.27** The Site's southern boundary is defined by Freeland's Road to the east and the railway line into Edinburgh and Norton Farm house and associated gardens to the west. Beyond this boundary lies Norton House Hotel and Spa and farmland before the M8 and the village of Ratho. The Site's western boundary is partly defined by the access road to Norton House Hotel and Spa and then follows the field boundary to the railway line. Beyond this lies Ratho Station and Newbridge, these are both defined with some residential but predominately host industrial sheds, car showrooms and office developments.

**1.28** The site is positioned in a highly accessible location with excellent road connections to the A8, M8, M9 and The City of Edinburgh Bypass. Edinburgh Airport is less than a mile away. There are also excellent active travel and pedestrian/cycle accessibility options within close proximity to the site. Ingliston Park and Ride, reachable on foot, provides a 15 minute tram journey into the City Centre. There are also regular bus services along the A8 with direct routes to Edinburgh, Glasgow, Livingston and surrounding destinations. The nearest train stations, Edinburgh Gateway and Edinburgh Park station are accessible by tram from the site. Both provide access to trains into Edinburgh City Centre and wider Scottish and national networks.



A8 Glasgow Road



Access road to Norton House Hotel which splits the Site into two parcels

Below: Panorama across field within the Site





M90

A90

Kirkliston

M9

Edinburgh Airport

Royal Highland Centre

East Craigs

Maybury

Towards Edinburgh

Newbridge

Ratho Station

Ingliston Park and Ride

A8 - Glasgow Road

Norton House Hotel & Spa

Norton Farm

Gogarburn Golf Club

Royal Bank of Scotland Headquarters

Edinburgh Park

M8

Ratho

Fig. 1: Site Location Plan

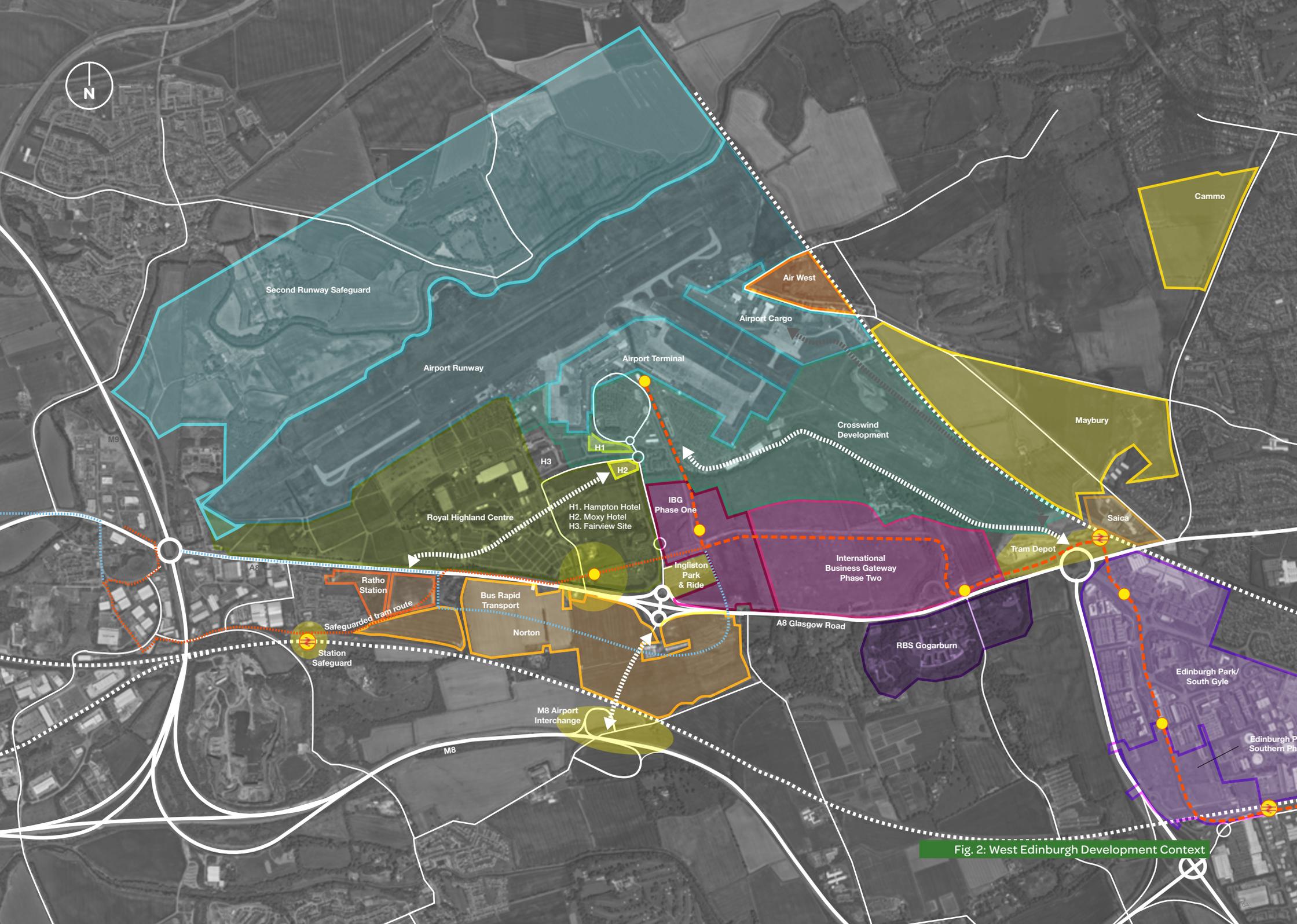


Fig. 2: West Edinburgh Development Context

There are several key planning considerations which underpin the policy position for land at Norton.

**2.1** Our accompanying comments to the LDP Choices Document provide a detailed insight into the policy position, and how we envisage this will require to change in order to accommodate the proposed growth at Norton.

**2.2** Key policy considerations are referred to in our accompanying submission and are noted as follows;

### Government policy considerations;

- NPF3
- Scottish National Planning Policy

### Development Plan/Policy

- Approved Strategic Development Plan (SESplan) (June 2013)
- Infrastructure Commission for Scotland Report
- Edinburgh Local Development Plan (2016)
- Choices for City Plan 2030
- Draft Mobility Plan for Edinburgh 2030

### Other material considerations;

- Edinburgh International – Implementation Plan (2011)
- Edinburgh Airport Masterplan 2016-2040 (2016)
- Scottish Government Declared Climate Emergency
- Edinburgh 2050 Vision
- Building Standards

### Potential future relocation of Royal Highland Centre and expansion of Edinburgh Airport

**2.3** The Norton site is currently safeguarded in the adopted Edinburgh Local Development Plan for the relocation of the Royal Highland Centre (RHC). The main driver for the relocation of the RHC is the need to accommodate future expansion of Edinburgh Airport, as set out in the Edinburgh Airport Masterplan 2016-2040 (2016).

**2.4** Edinburgh Airport was acquired by Global Infrastructure Partners (GIP) from BAA in 2012, which followed the preparation of the Edinburgh Airport Masterplan in 2011 by BAA. More recently, the airport has established Crosswind Ltd, following the closure of the airport cross runway, to take forward a mixed-use redevelopment of the former cross runway and adjoining land.

**2.5** The NPF3 sets out “a long-term vision for development and investment across Scotland over the next 20 to 30 years.” National Development 10 – Strategic Airport Enhancements includes Edinburgh Airport and adjoining land. The description of classes of development includes: “d. new National Showground facilities south of the A8 where the gross floor space is or exceeds 10,000 square metres or the development is or exceeds 2 hectares.”

**2.6** The statement of need for the development includes the statement that “All the airports identified have published masterplans for their development - development proposals vary between the airports. Areas adjacent to Glasgow and Edinburgh Airports have been identified for commercial and mixed uses supporting the economic development opportunities which are particularly suited to these locations. At Edinburgh provision is also made for the re-location of the Royal Highland Showground, and ensuring that the major land users in the area continue to have a co-ordinated approach to development.”

**2.7** The original driver for the showground safeguard was the Edinburgh Airport Masterplan of 2006 which was prepared pursuant to the UK Government White Paper - Future of Air Transport 2003 which specified that the Aerodrome Safeguarding process should be used to protect land, outside existing airports, needed for future expansion against incompatible development in the intervening period. This drove the preparation of masterplans for all UK airports, including Edinburgh, which ultimately resulted in the identification of land for a second runway at Edinburgh Airport, its associated growth, and the need for the relocation of the showground. However, Edinburgh Airport Masterplan states *'this safeguarding is a long-term precaution only, as we believe that the future growth of the airport can be sustained by the current main runway only'*. What can be questioned is the need for the potential scale of the related land take to the south of the terminal complex given the substantial area of land now available to the airport within the Crosswind Ltd land holding.

**2.8** In the meantime, there continues to be a need to provide new housing and other uses on a significant scale to serve the city and city region. It is the view of Taylor Wimpey and Hallam Land that the current safeguarding of land at Norton for the possible relocation of the RHC constrains a site with clear potential for a more intensive and practical use within the city region. In 2019 The Royal Highland and Agricultural Society of Scotland (RHASS) invested £4.8m in an event facility on their current site to greatly enhance the venue in the years ahead; this could be interpreted as an apparent statement of intent by the RHASS to remain on their current site. It is however recognised that before the land can be released for development, the future of the RHC in its current location must be secured. Therefore, we support a strategy for growth which allows for future land use changes at both the airport, including Crosswind, and RHC, whilst maximising the strategic advantages that the land at Norton offers as a new and vibrant, inclusive and sustainable mixed use neighbourhood.

## Changing policy going forward

**2.9** Norton is located within the West Edinburgh Strategic Development Area (SDA) boundary, as set out in SESplan (SDP1).

**2.10** The Spatial Strategy technical note which was prepared for the SESplan Audit identifies that:

*"West Edinburgh and South East Edinburgh are already accommodating significant levels of new development in the LDP, reducing the capacity for further development. Further development could be directed to accessible City of Edinburgh areas of the Edinburgh Green Belt that do not significantly contribute to green belt purposes to the west and southeast of Edinburgh. This will be subject to avoiding areas of flood risk and functional flood plain and taking other planning designations into account."*

*(Table 6.1 Summary of Emerging Conclusions from the SESplan Audit)*

**2.11** The SDP MIR then set out a range of options for growth. Option 3: Growth Corridors was the preferred option, and represented an evolution of the strategy set out in SDP1, and was taken forward into the Proposed SDP which advised that most growth would be directed to areas in and around Edinburgh and in Long Term Growth Corridors, with Figure 3.1 including an indicative growth corridor through West Edinburgh. The strategy was focused in the city, with additional growth located close to Edinburgh's urban area and along corridors with good public transport access. This strategy allowed for ready access to sustainable transport options. There is already a significant amount of land within the city which is committed for development, and there are limited opportunities to identify new areas of land within the city that have not already been allocated and which offer the potential to deliver sustainable and inclusive growth.



Tram pulling into Ingliston Park and Ride Station



Train line to Edinburgh on the southern boundary of the Site



A8 Glasgow Road on the northern boundary of the Site

**2.12** Therefore, it is necessary to identify further land outwith the urban area, but close to the city edge to accommodate growth of the city. This will mean the release of green belt land for development purposes. The “growth corridors” approach focuses on public transport corridors, and in particular, public transport travel times to key employment areas in and around Edinburgh.

**2.13** The concept of growth corridors interspersed with green wedges as a development strategy for Edinburgh is not new, and was promoted as part of the development approach set out in the City of Edinburgh Council’s publication “A Vision for Capital Growth” (2006). This development approach of fingers/green wedges was successfully used to guide the development of Copenhagen over the latter half of the 20th century, and has proved to be highly successful in creating an accessible, inclusive, sustainable and successful place.

**2.14** A similar approach in Edinburgh provides a great opportunity for sustainable and inclusive growth, focused on existing access corridors, and the creation of new mixed neighbourhoods that are served from these. The need to direct growth and development to areas best able to reduce the need to travel, and if travel is required then sustainable modes are the first choice, is heightened by the Scottish Government’s declared climate emergency and the City of Edinburgh’s netzerocarbon 2030 target, and indeed the Edinburgh 2050 Vision. There is clear evidence to suggest that the closer and better integrated with existing or new planned transport corridors new housing is located, then the more sustainable the transport patterns will be. This supports the proposition that Edinburgh should accommodate more of its growth than was proposed by SDP1, and that this growth should be located in sustainable transport corridors.

**2.15** Taylor Wimpey and Hallam Land believe that land at Norton is fully aligned with this proposition. The Site is located adjacent to a key public transport corridor (A8) which benefits from the tram and strategic bus services, the Edinburgh Gateway rail/tram interchange, and a safeguarded route for the extension of the existing tramline from Edinburgh Airport/Ingliston Park and Ride, westwards to Newbridge, which if developed, would provide an additional public transport connection for the Site. In addition, the Site is located adjacent to the Edinburgh-Glasgow rail line, and the Site of the former Ratho Station rail station is located to the west of the Site. Should this station become operational again in future, providing a further rail/tram interchange, then land at Norton would have an additional source of public transport, and would become one of the most accessible edge-of-city locations within Edinburgh.



Copenhagen  
Fingerplanen (1947)



Fig. 3: Norton Farm

# SITE ANALYSIS

03

In order to carry out a robust assessment of the land at Norton, we have undertaken a process of analysis, from first principles utilising Graphic Information System (GIS), of land to the west of Edinburgh.

## Landscape capacity:

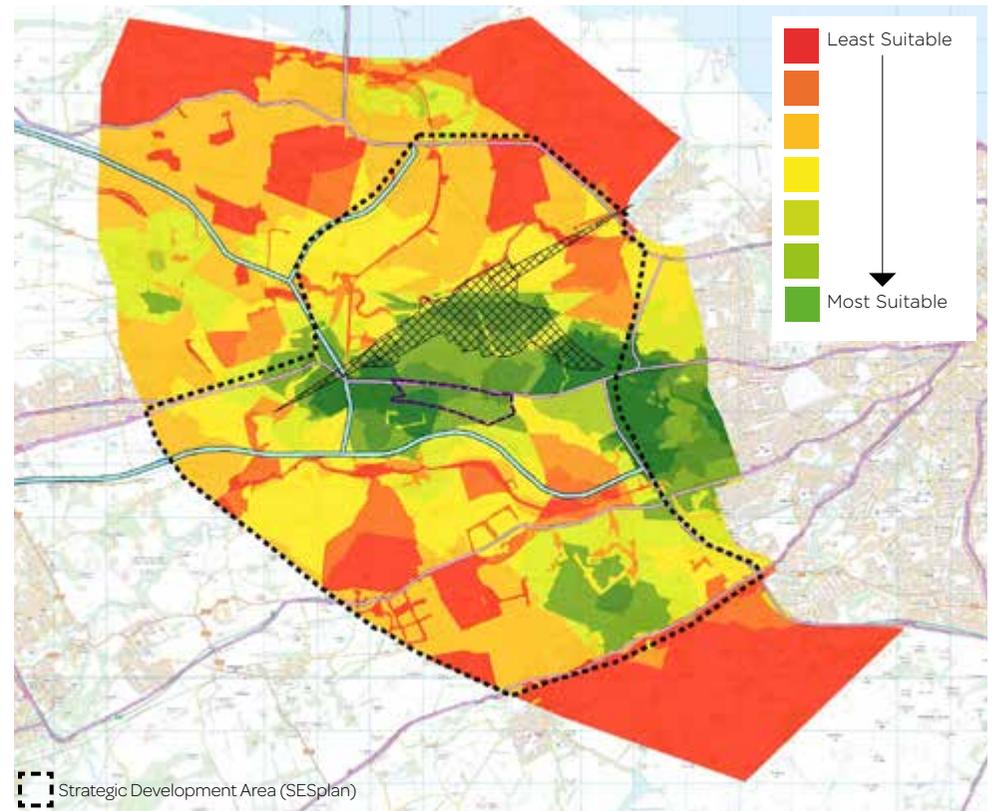
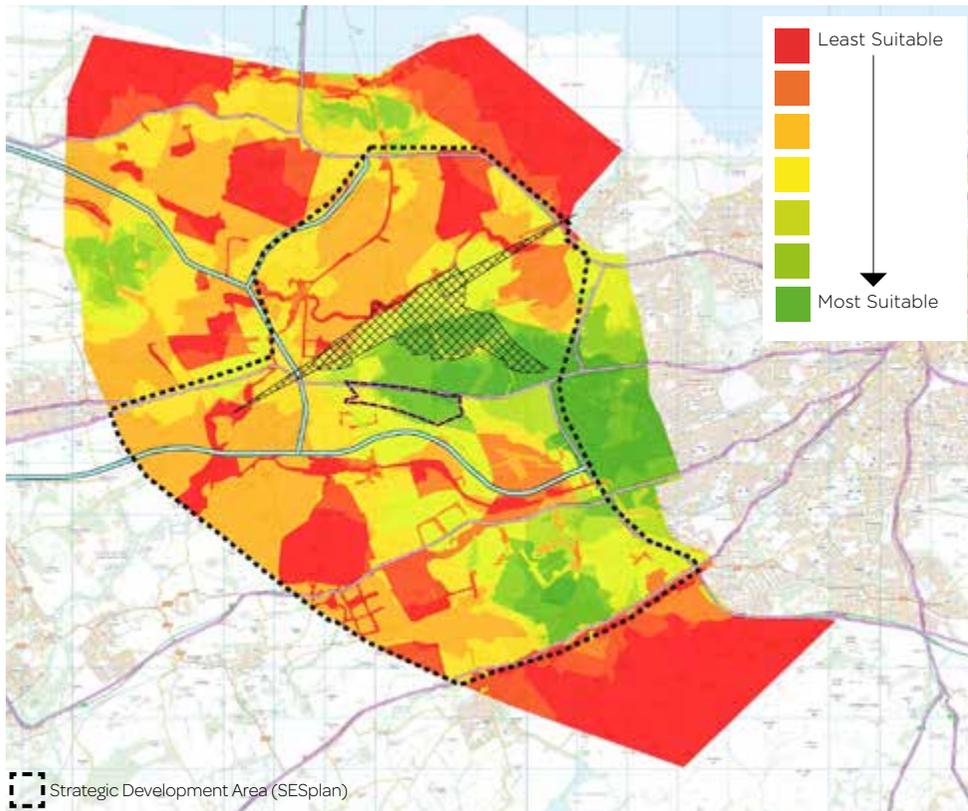
**3.1** The GIS study covers a total area of 103 sq. km, and includes the subject land at Norton, within a much wider study area. This allows the Site at Norton to be compared with the wider area in the west of Edinburgh, and provides a clear position on the potential of the area to accommodate future development, focused on housing suitability.

**3.2** The purpose of the GIS analysis is to accurately assess the quality of the land and its potential for development (housing), based around a multi-criteria analysis (MCA) approach. This process ranks all of the land within the study area, based on a range of agreed criteria which allow a clear picture of the most developable sites to emerge. The criteria used to assess West Edinburgh have been selected in order to consider key issues including the physical characteristics of the land, connectivity, planning policy aspirations and visual impact. The selected criteria used in the analysis are noted as follows;

- Accessibility (public transport accessibility - current and potential future position)
- Landscape and ecological value (national and local designations)
- Visual impact (Intervisibility has been modelled for the growth corridor from major roads)
- Topography (slope and aspect)
- Planning policy (constraints such green belt, landscape/ heritage designations and opportunities such as allocated sites/special economic areas)
- Flood risk (based on SEPA 1 in 200 flood risk data)
- Noise
- Physical location characteristics (eg. agricultural land quality)

**3.3** The key results from this analysis are illustrated and summarised overleaf.

## LANDSCAPE/ACCESS



### GIS Analysis 1 - Existing Access and Landscape (Combined)

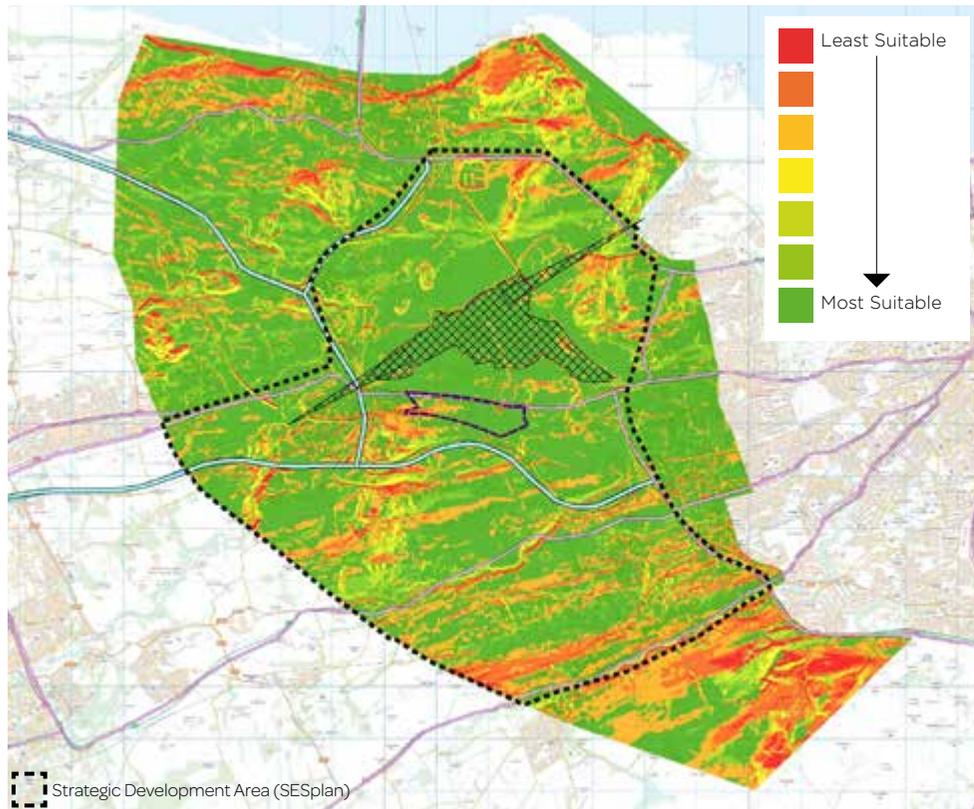
**3.4** The GIS analysis indicates that the Site does not have any statutory landscape protection associated with it.

**3.5** When considering the overall accessibility of land at Norton across all public transport methods, the Site performs well, with over half the Site already within a 10 minute walk from public transport provision (focused towards the east of the Site).

### GIS Analysis 2 - Proposed Access and Landscape (Combined)

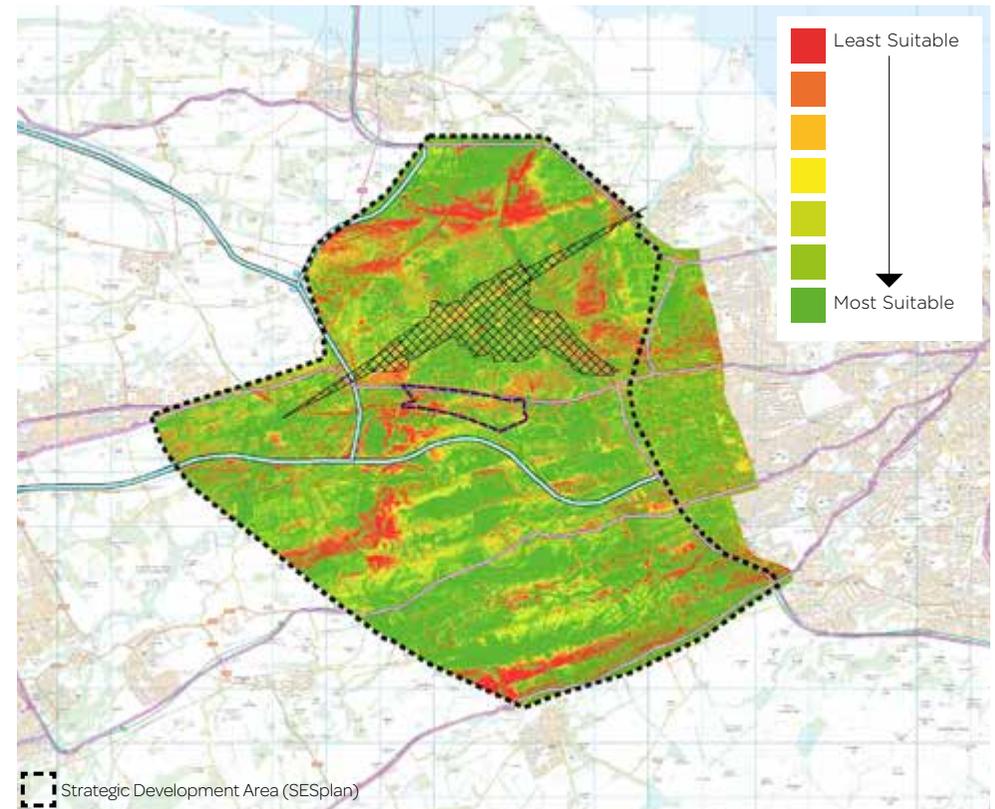
**3.6** Should future public transport interventions planned for the area (i.e. expansion of the proposed tram route from Edinburgh Airport to Newbridge) take place, then those areas of the Site to the west which perform less well for public transport accessibility would increase their accessibility rankings considerably.

## VISUAL IMPACT/TOPOGRAPHY



### GIS Analysis 3 - Topography

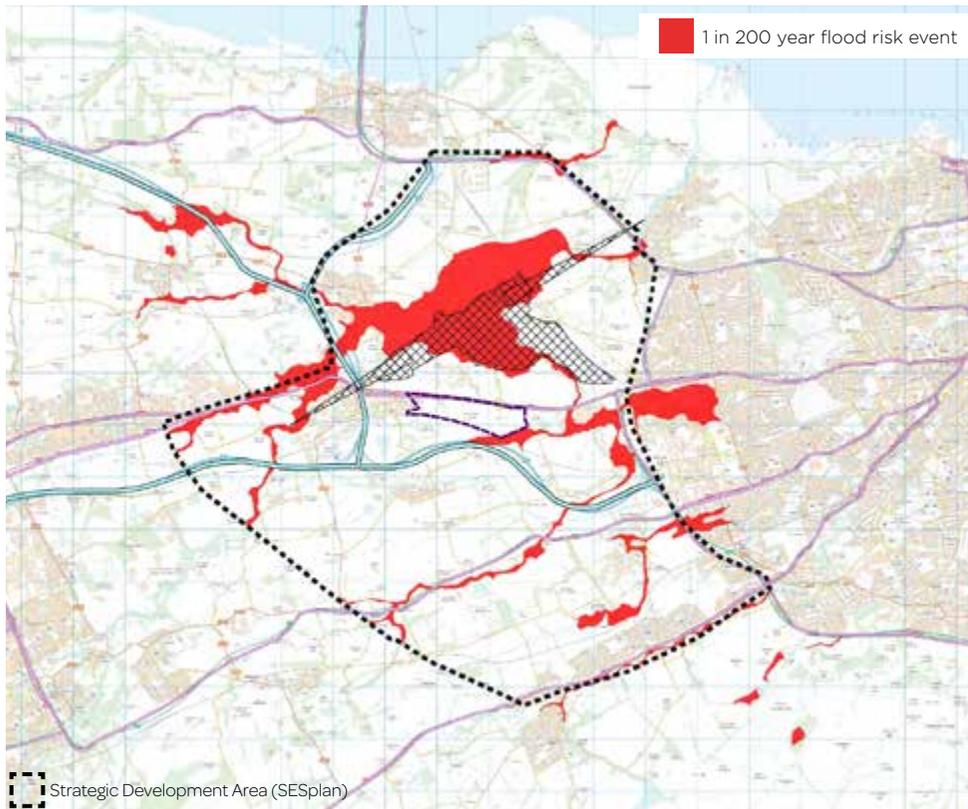
**3.7** The GIS analysis indicates that the land at Norton is largely considered favourably in terms of topography and aspect, and the majority of the Site is classified within the “most suitable” category. Land in the southwest of the study area is noted as being more constrained in terms of these factors.



### GIS Analysis 4 - Visual Impact

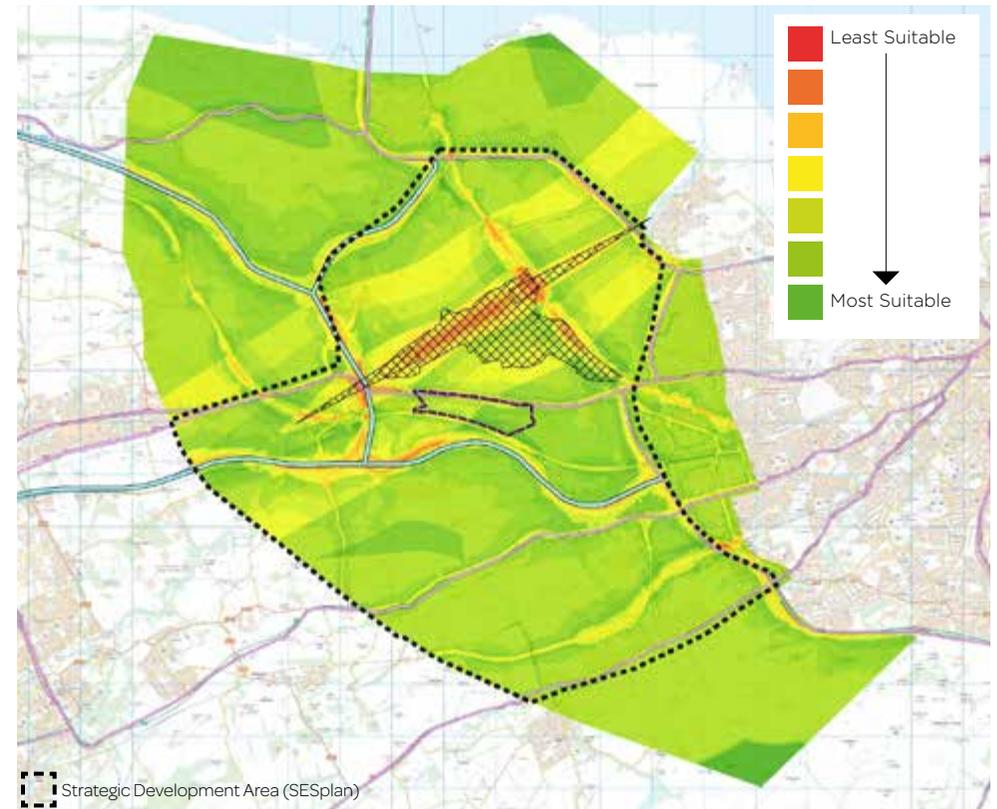
**3.8** Inter-visibility has been modelled for the growth corridor from major roads. This highlights the relative visibility of all locations. Land at Norton is shown to be variable in terms of its inter-visibility from key routes. The rolling character of the landscape across the Site is responsible for this level of visibility, as parts of the Site will slope towards the key road corridors, and will therefore be visible. However, it is noted that this undulating characteristic of the landscape is typical of the wider West Edinburgh area, and therefore other development sites in the wider area would be likely to also have a mix of inter-visibility across them.

## DEVELOPMENT CONSTRAINTS



### GIS Analysis 5 – Development Constraint - Flood Risk

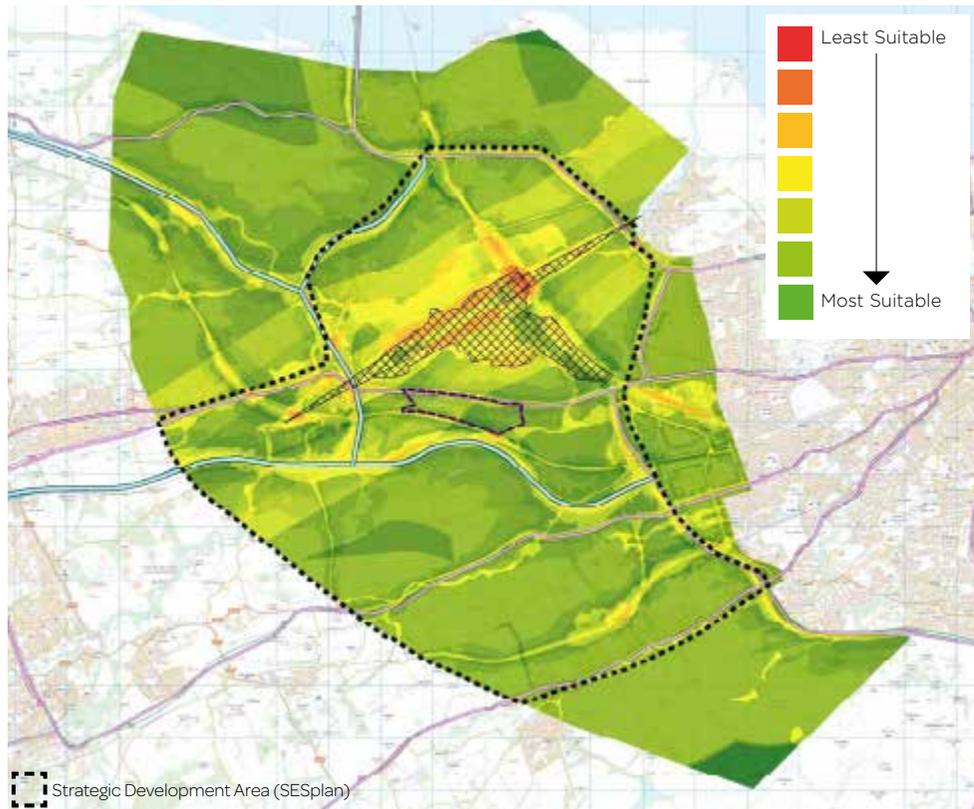
**3.9** The analysis uses a proxy distance of 200m from a river, which provides a broad estimation of potential flood risk. SEPA flood risk maps have also been considered. It shows that there are no significant sources of flood risk located within the study area boundary which contrasts favourably with other areas in West Edinburgh which are constrained.



### GIS Analysis 6 – Development Constraint - Noise

**3.10** The analysis shows that land to the west of the Norton site is found to have slightly higher noise levels than the east of the Site, but both compare well with the wider West Edinburgh area.

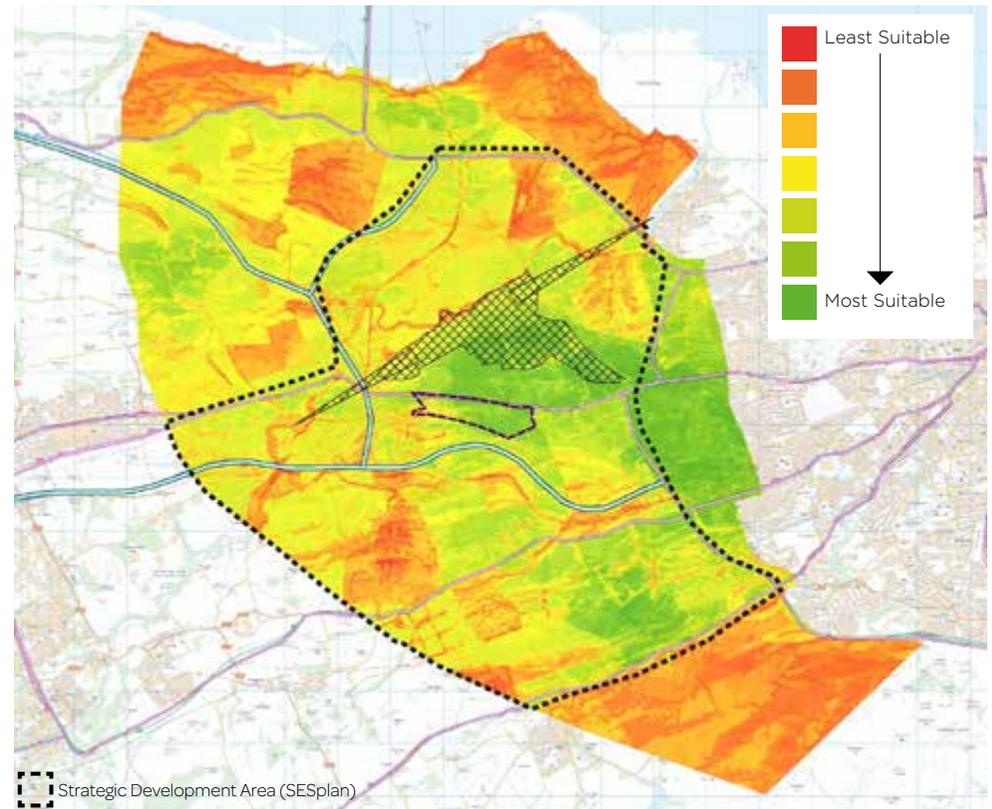
## DEVELOPMENT CONSTRAINTS



### GIS Analysis 7 – Flood Risk and Noise Combined

**3.11** This analysis combines the results of two of the major constraints to housing suitability - flood risk and noise. When combined as above the constraints reduce the suitability to a degree overall, particularly the western zone, but impacts the areas to the east of the potential development site more significantly. Notwithstanding, the site compares favourably against others being considered through the plan review process.

## HOUSING SUITABILITY - HEAT MAP



### GIS Analysis 8 – Overall Assessment

**3.12** This analysis combines the results of all previous analyses into one overall assessment. The results indicate that the study area performs well in terms of development potential. Notably, the land which displays most positive characteristics for development is that to the north of the study area around Edinburgh Airport, which is largely developed/proposed for future business uses. In terms of remaining potential development sites, the land at Norton is identified as some of the most suitable land in the West of Edinburgh.

## HERITAGE

### Heritage Considerations

**3.13** The key heritage considerations relating to land at Norton are identified as follows;

### Wider Historical Character

**3.14** The wider area is historically characterised by various country house/villas (Norton House, Ratho Hall, Ratho House, Ingliston House and Gogar Mount House). These were largely surrounded by agricultural fields associated with small farmsteads (Norton Mains, Easter Norton and Freelands). In the mid to late 19th century, the Glasgow-Edinburgh railway line was constructed through the area, now forming the southern boundary of the study area. This arrangement remained up until the mid to late 20th century when many of the field boundaries were removed and farms were amalgamated.

**3.15** Further changes in the wider area occurred in the mid 1960s, when the village of Ratho Station was expanded and the Royal Highland Showground was constructed in the grounds of Ingliston House. Also, to the north of the house, Edinburgh Airport was established in the mid to late 20th century.

**3.16** In the late 20th and early 21st century, additional housing was constructed along Glasgow Road and around Ratho Station village. The M8 motorway had also been constructed between Norton House and Ratho House to the south of the Site. This layout has remained largely intact with the exception of some modern agricultural buildings which have been constructed within the study area, to its east.

### Scheduled Ancient Monuments

**3.17** There is a Scheduled Ancient Monument (SAM) located within the study area (Standing Stone at Easter Norton), located to the east, which currently sits within an open setting at the centre of an agricultural field. Any development on the Site will need to take account of its special interest and setting in accordance with Scottish Planning Policy and guidance set by Historic Scotland (Managing Change in the Historic Environment: Setting, 2011).

### Conservation Areas outside the Appraisal Site

**3.18** The Ratho Conservation Area is located to the south west of the Appraisal Site. This is focussed around a small settlement on the outskirts of Edinburgh which has gradually been built up around it. It is sufficiently distanced from the development site and due to the level of intervening built development and the topography of the land (rising from the south to the north), it is unlikely that any development would affect the character and appearance of the conservation area.

### Listed Buildings

**3.19** There is one listed building within the study area, Norton Mains, which sits adjacent to the Edinburgh-Glasgow railway line. The building is relatively well enclosed and has a well-defined setting. There are, however, some open and filtered views from the steading complex across the study area to the north west. Future development would need to sensitively address the interface between any built development and the existing listed farmhouse within the study area. This would need to be carefully arranged, designed and landscaped to ensure that the special interest of the listed building is sustained. This could include exploring the provision of open space or a green buffer around the listed building.

**3.20** Outwith the Site boundary, the development site forms part of the setting of the listed buildings (No's 6, 7, 8, 11 & 12) located along Glasgow Road (A8) to the north of the study

area. The listed buildings are principally focussed upon a linear arrangement following Glasgow Road and have been subject to various extensions and alterations over the years. Whilst their setting has been altered by the enlargement of Glasgow Road, the development site still forms part of a verdant backdrop to these buildings. This also applies to North Lodge to Norton House, located along Glasgow Road. Whilst its setting has been altered by the enlargement of the main road, it maintains its original role and function, delineating the entry to Norton House and is situated within mature woodland. Future development in and around these buildings will need to take this into consideration and be carefully, designed and landscaped to ensure their special interest is sustained. Guidance set by Historic Scotland (Managing Change in the Historic Environment: Setting) could be explored.

**3.21** The lodge to Gogar Mount House, located to the east of the study area, is currently approached via a semi-rural road, flanked by mature trees and hedges. Its boundaries are, however, relatively well defined. Due to the level of enclosure created by the existing woodland and mature trees to the west, development of the Site is unlikely to affect the listed buildings forming part of the Gogar Mount House Estate. Any future development could explore the opportunity to retain the existing verdant character found along the semi-rural road to the east of the Appraisal Site.

**3.22** Norton House and its associated buildings and structures (Stables, Walled Garden, Railway Bridge and West Lodge) identified to the south west of the Appraisal Site are sufficiently distanced from the development site and largely enclosed by existing woodland and mature trees. The other listed buildings (Hillwood House and Ashley House Lodge) identified to the south west of the Site are also sufficiently distanced from the development site. Due to this distance and the level of enclosure and topography of the surrounding land, it is unlikely that any development on the Appraisal Site would be visible from the listed buildings or would affect their special interest.

## Schedule of Listed Buildings

- Norton Mains (CAT C)
- Norton House Railway Bridge (CAT C)
- North Lodge (CAT C)
- Norton House (CAT B)
- West Lodge (CAT B)
- Walled Garden (CAT B)
- Stables (CAT C)
- Hillwood House (CAT C)
- C. Boundary Wall + Piers (CAT B)
- Gogar Mount House (CAT B)
- Gogar Mount Walled Garden (CAT C)
- Gogar Mount Stables (CAT C)
- Gogar Mount Lodge (CAT C)
- 11-12 Glasgow Road (CAT C)
- 8 Glasgow Road (CAT C)
- 7 Glasgow Road (CAT C)
- 6 Glasgow Road (CAT C)



Cottages, Glasgow Rd (Cat C)



Norton House Railway Bridge (Cat C)



Norton House Hotel (Cat B)

## OPPORTUNITIES AND CONSTRAINTS

**3.23** Following our analysis, the adjacent plan provides an overview of key opportunities and constraints associated with land at Norton, and provides a first indication of how a Vision Framework could progress. The key issues have been summarised on the adjacent plan and broadly include:

### Developable Area

**3.24** The Sites location offers an excellent opportunity to deliver a high quality residential neighbourhood of up to 4,000 new dwellings to help meet local housing demands and broaden the range, quality and types of housing in the area.

**3.25** To support the new residential community an urban centre, for local services and shops, and a primary school should be placed at central points within the development. These will be utilised by both new and existing local residents.

**3.26** The development should include provision of features to create a low carbon lifestyle such as the ability to walk or cycle to a wide range of services and facilities.

### Access and Movement

**3.27** Primary vehicular access should be gained from multiple points on the A8 Glasgow Road to the northern boundary of the site including the southern airport roundabout.

**3.28** Secondary vehicular access points should also be gained from roads adjacent to the eastern and western boundaries.

**3.29** The development will accommodate safeguarded land for the future Potential Future M8 Airport Interchange.

**3.30** To facilitate sustainable travel the development should include:

- Connection to existing sustainable transport routes including bus and tram as well as pedestrian and cycle routes;
- Extension of bus services through the development, specifically the Bus Rapid Transit, as recommended by the draft City Mobility Plan published in January 2020;
- Provide direct and well connected cycle and pedestrian routes through the site, both off and on street;
- Protect the extension of the tram network to Newbridge and suggest an additional tram halt to service the development.

### Landscape and Ecology

**3.31** The Site contains a number of landscape and ecological assets including mature trees and hedgerows to its perimeter. The Site offers an opportunity to retain and significantly enhance the natural assets of the Site through setting them within a robust green infrastructure network of high quality open spaces.

**3.32** The development should have a varied and dynamic green infrastructure network which provides formal areas of public open space with opportunities for children's play and sport alongside more naturalistic landscapes which can accommodate other forms of active recreation.

**3.33** The development should include the use of climate change allowances in the design of surface water drainage systems to minimise the risk of increased winter rainfall.

**3.34** The development should look to protect and enhance the Sites biodiversity through the creation of new habitats.



-  Site boundary
-  Agricultural land
-  Potential primary access points
-  Potential secondary access points
-  Potential pedestrian links
-  Potential M8 Airport Interchange Route
-  Direction of slope
-  Existing edge - railway line
-  Listed building
-  Scheduled Ancient Monument (SAM)
-  Existing tram route/stops
-  Proposed tram route/stops
-  Future Tram/Train Interchange
-  Bus Rapid Transport route

Fig. 4: Opportunities and Constraints Plan

Based on committed infrastructure, the Site is the highest performing within the West Edinburgh SDA not already allocated for development in terms of the balance between accessibility by sustainable modes and landscape sensitivity

## EDINBURGH 2050 THEMES

### Understanding the City - Edinburgh's Key Issue

**4.1** Edinburgh is the key driver of the Scottish economy, a hugely successful city across a wide range of indicators. It is a city built through a knowledge economy and is a base for financial services and fin-tech. The national hub for tourism and a growth centre of higher education excellence. It benefits from world class built and natural environment. It has the best public transport network of any city outside of London, reflected in highly sustainable commuter modal split, a modal split that is moving further towards dominance by sustainable modes.

**4.2** However, much like other similarly successful parts of the UK, it is also experiencing accelerating economic and social polarisation. It has a 'two speed' economy – rapid success and growth in many areas, but stagnation and uncertainty in others. Rapidly increasing cost of housing exacerbates the problem. The future development strategy for the city that has been set out in the new LDP seeks to contribute to addressing this issue. A greater focus on affordable housing delivery, as well as sites being considered for allocation being assessed and subject to greater testing as to equalities impacts and contribution to countering the issue of 'polarisation' as confirmed in the West Edinburgh Inclusive Growth Study.

### Norton's Attributes – How Can Norton Contribute to the Solution?

**4.3** How can Norton contribute to addressing Edinburgh's key issue – social polarisation, a trend that is not sustainable or acceptable in the long term? It can accommodate sustainable city growth in a highly accessible location, able to sensitively absorb new development in landscape terms. Connecting homes to places of work and leisure, dense and accessible places connected by sustainable modes of transport. The opportunity of proximity. Real sustainable growth to assist in countering this polarisation.

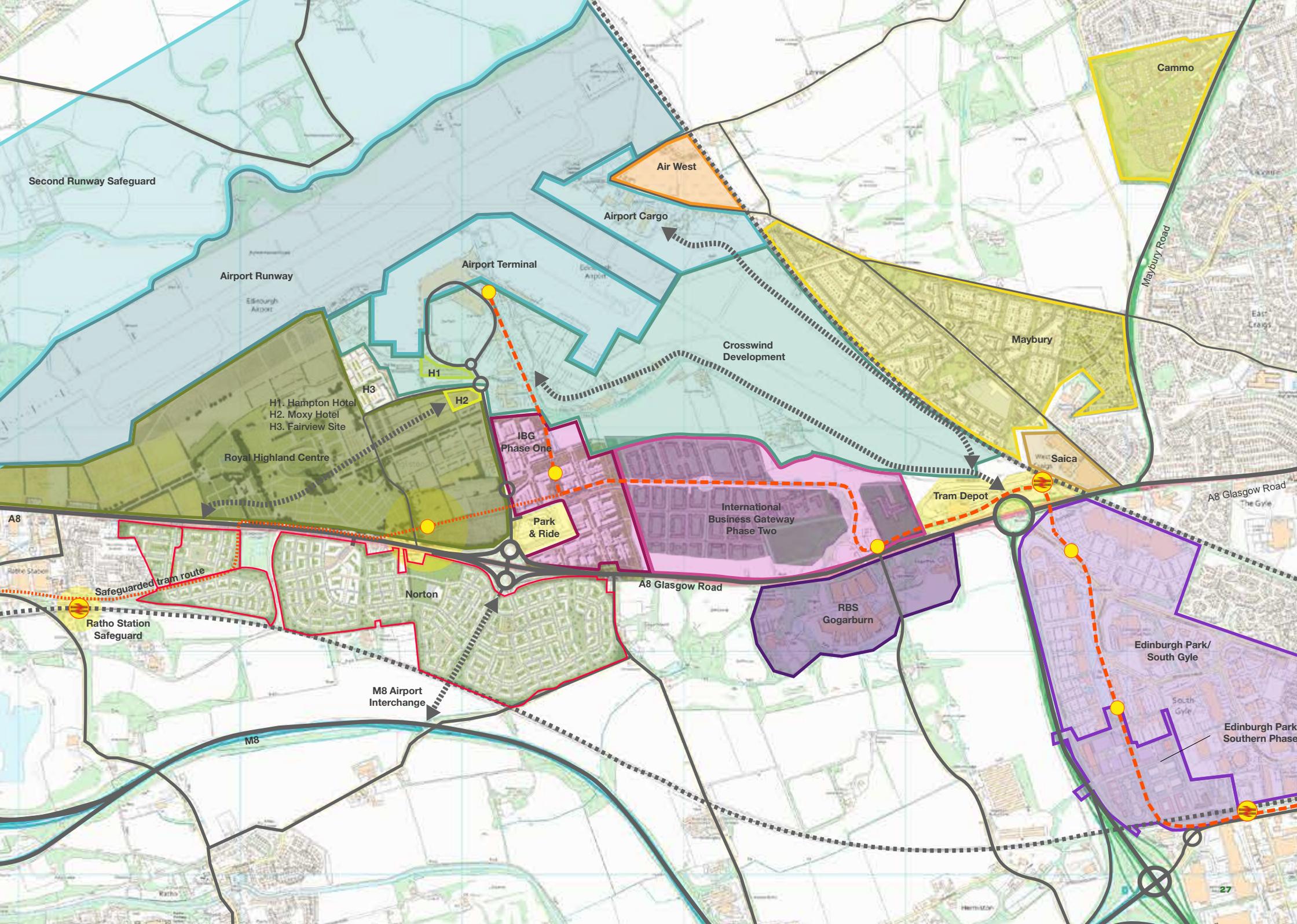
**4.4** It can directly contribute to meeting the themes of the Edinburgh 2050 City Vision. A connected, inspired, fair and thriving city, not one characterised by social polarisation.

**4.5** It is the best location for growth, and there is an opportunity in the direction of policy. The key to delivery is the removal of the current Royal Highland Centre safeguard.

### Overall Context

**4.6** Land at Norton, as assessed in the preceding sections, is a location that can deliver growth in a sustainable manner within the established boundaries of the West Edinburgh SDA.

**4.7** Based on committed infrastructure, the Site is the highest performing within the West Edinburgh SDA not already allocated for development in terms of the balance between accessibility by sustainable modes and landscape sensitivity, as demonstrated by the summary GIS analysis illustrated in the preceding section (see GIS analysis 1, 2 and 8 - final Heat Map), and also confirmed in the Edinburgh LDP2 Environmental Report. Indeed, its delivery would make a significant contribution to the potential extension of the tram network to Ratho Station and Newbridge, thereby greatly enhancing the accessibility of these locations, also as demonstrated in the analysis (see GIS analysis 2).



Second Runway Safeguard

Airport Runway

Edinburgh Airport

Airport Terminal

Air West

Airport Cargo

Crosswind Development

Maybury

Cammo

Maybury Road

H1. Hampton Hotel  
H2. Moxy Hotel  
H3. Fairview Site

Royal Highland Centre

IBG Phase One

International Business Gateway Phase Two

Tram Depot

Saica

A8 Glasgow Road  
The Gyle

Park & Ride

RBS Gogarburn

Edinburgh Park/  
South Gyle

Edinburgh Park  
Southern Phase

Norton

A8 Glasgow Road

M8 Airport Interchange

M8

Ratho Station Safeguard

Safeguarded tram route



Existing Allocation

Ratho Station

	Site Boundary		Residential streets		Lower density residential		Retained existing and proposed tree and hedgerow infrastructure planting
	Murray Estates ownership		Mixed-use urban core. To include shops/retail, food and drink, health facilities, commercial offices, live/work units, communal working hubs and higher density residential.		Primary school with playing field		Attenuation basins
	Alternative tram route with additional halt		Higher density residential		Playing fields, community building and Neighbourhood Equipped Area of Play		Potential Future M8 Airport Interchange safeguarded land
	Primary routes with raised road junctions (Bus Rapid Transit route)		Medium density residential		Public open space with foot and cycle paths		Existing active travel route
	Secondary routes with raised road junctions (Bus Rapid Transit route)		Neighbourhood park with children's play area/Local Equipped Area of Play		Committed improvements to active travel route		



A8 Glasgow Road

Gogarstone Road

Norton Farm



Fig. 5: Norton Vision Framework



Fig. 6: Vision Framework Plan with Legend

## VISION FRAMEWORK

**4.8** Hallam Land and Taylor Wimpey envisage the Norton site as a strategic opportunity to meet a major demand - a demand for high quality mixed tenure housing within the City of Edinburgh boundary. A well designed and memorable place, set within an urban structure that is modern but respectful to its rural context, a place that is welcoming, characterful and above all well connected in a sustainable way by public transport to jobs, schools and leisure opportunities. A new community of linked neighbourhoods with their own character and identity.

**4.9** The Development Framework plan for Norton opposite has been prepared to test principles and capacity, offering an interpretation of how the Site could be taken forward for development in the future. The layout and supporting illustrative proposals presented in this chapter are indicative in nature, but demonstrate a possible design solution showing how up to 4,000 new dwellings (depending on ultimate development density) could be accommodated within the Site constraints in a way that would create a high quality place.

### Access

1. Safeguarded tram route as defined in the Edinburgh Local Development Plan.
2. Proposed alternative tram route passing through the site with additional tram halt to specifically serve this development.
3. Primary access points into the Site taken from new junctions on the A8 Glasgow Road and from the southern airport roundabout.
4. Secondary access point from Gogarstone Road.
5. Primary route through the Site capable of accommodating a Bus Rapid Transit route. The route will be tree lined with grass verges and segregated footpath and cycleway.
6. Secondary routes branching from the primary routes and providing access to the wider development also capable of accommodating Bus Rapid Transit route.

7. Potential route crossing access road to Norton House Hotel for tram and Bus Rapid Transit only.
8. Residential streets and lanes providing access to the remainder of the development.
9. Raised road junctions without specific vehicle priority reduce traffic speeds and give pedestrians and cyclists more priority. The junctions will also implement legible and identifiable spaces through the Site.
10. Series of recreational, traffic-free footpath and cycle routes running through the Site and connecting to routes and destinations beyond the Site's boundary. Establishes sustainable and direct travel to key facilities such as the primary school, community playing fields and the Urban Core.
11. Potential Future M8 Airport Interchange access corridor with safeguarded land allocation.

### Development

12. Mixed-use Urban Core is envisioned to be a vibrant centre of activity which could accommodate a mix of convenience stores, retail, eateries and drinking establishments. This could support a vertical mix of uses where the lower levels of development, particularly at the street front, could accommodate more 'public' uses such as convenience stores, health facilities (doctors, dentist etc.), retail, eateries and drinking establishments, and upper levels of the Urban Core could accommodate a commercial element of offices, live/work units and communal working hubs to encourage social interaction as well as residential development in the form of apartments.
13. Higher density development forming around the Urban Core, near the wester A8 access point and the A8 southern roundabout access near active travel routes as well as along primary routes through the Site.
14. Medium density development located along secondary routes running through the development.

15. Lower density development proposed along the periphery of the Site within the context of the public open space.
16. Primary school with playing field.
17. Community playing fields with sports pitches and community building located adjacent to the school so pupils can utilise this resource. A Neighbourhood Equipped Area of Play (NEAP) is located here for older children and teens.

### Landscape

18. Mitigate impact on views by allowing open viewlines through the site toward the Pentlands to the south.
19. Retention of main tree groups, avenues and significant hedgerows.
20. Enhanced boundary planting set near existing tree belts to strengthen and provide variety to these existing habitats and buffer them from development.
21. Urban Parklands establish two of the green corridors through the Site, these managed, contemporary, high quality areas of public open space support formal sport and play opportunities for all ages in an urbanised setting.
22. Neighbourhood parks provide future residents with local recreation opportunities and children's play facilities.
23. Informal linear park running along the perimeter of developed areas providing for active recreational activities such as walking, cycling, running and informal/natural children's play as well as habitat creation.
24. Attenuation basins set within public open space around the Site include an allowance for climate change to reduce future flood risk. The predominately dry attenuation basins and their associated native plant species create a habitat which encourages and supports biodiversity.
25. Scheduled Ancient Monument set within attractive public open space with interpretation sign.

## FRAMEWORK COMPONENTS

### Land Use

**4.10** Of the 83.64 ha total site area, approximately 59.5 ha is envisaged for residential uses. Norton will support a quantum of development of up to 4,000 new, high quality dwellings (depending on ultimate development density) with a mix of 1 - 5 bed units. There will be a mix of apartments, terraces, townhouses, semi-detached and detached properties.

**4.11** It is proposed that all new homes within the development will be designed to meet high energy efficiency standards. These proposals are committed to ensuring the highest standards of sustainable design and construction are achieved along with effective low carbon energy solutions across the Vision Framework.

**4.12** A mixed-use Urban Core is positioned centrally within Norton and accommodates a proposed tram route and additional tram halt. The location of the Urban Core adjacent to the A8 and wider West Edinburgh developments with a tram halt establishes a well connected destination which is paramount to the success of creating a low carbon, inclusive and sustainable development.

**4.13** Mixed-use Urban Core is envisioned to be a vibrant centre of activity which could accommodate a mix of convenience stores, retail, eateries and drinking establishments. This could support a vertical mix of uses where the lower levels of development, particularly at the street front, could accommodate more 'public' uses such as convenience stores, health facilities (doctors, dentist etc.), retail, eateries and drinking establishments, and upper levels of the Urban Core could accommodate a commercial element of offices, live/work units and communal working hubs to encourage social interaction as well as residential development in the form of apartments.

**4.14** To support home workers a central working hub facility would also be located in the mixed-use Urban Core. The Hub would provide a place to socially interact whilst working without the need for travel.

**4.15** A second convenience facility, a local shop, is located centrally within the eastern portion of the Site. The location of the two facilities ensure that the proposed residential dwellings are all within appropriate walking distances. The airport terminal is also within the PAN75 walking distance of 1600m which contains further shopping and employment opportunities.

**4.16** A land allocation of 1.50 ha has been reserved for a primary school which has also been centrally located within the Vision Framework plan to equalise travelling distances to the school.

**4.17** Community playing fields with sports pitches, community building and associated parking are located adjacent to the school so pupils can utilise this resource as well as new and existing residents. The community playing fields have been allocated a 2.00 ha site.

**4.18** An area of 1.30 ha of safeguarded land will be utilised as temporary public open space safeguarding the potential future delivery of an Potential Future M8 Airport Interchange travel corridor between the A8 along the northern boundary of the Site and the M8 to the south of the Site.

**4.19** The remaining 20.34 ha will accommodate access points and routes off the A8 and the creation of public open space, landscape infrastructure and drainage attenuation.

	Mixed use
	School
	Playing fields
	Public open space
	Safeguarded route
	Higher density area
	Medium density area
	Lower density area

<b>Site Area:</b>	83.64 ha
<b>Residential developable area including new roads and footpaths and mixed-use Urban Core:</b>	59.50 ha
<b>Development Yield:</b>	Up to 4,000 homes
<b>Development Density:</b>	65 - 100 dph
<b>Other Community Uses:</b>	
• Primary School	1.50 ha
• Community Playing Fields	2.00 ha
<b>Public open space area within and surrounding the development including attenuation features:</b>	20.34 ha
<b>Safeguarded route / Temporary public open space</b>	1.30 ha

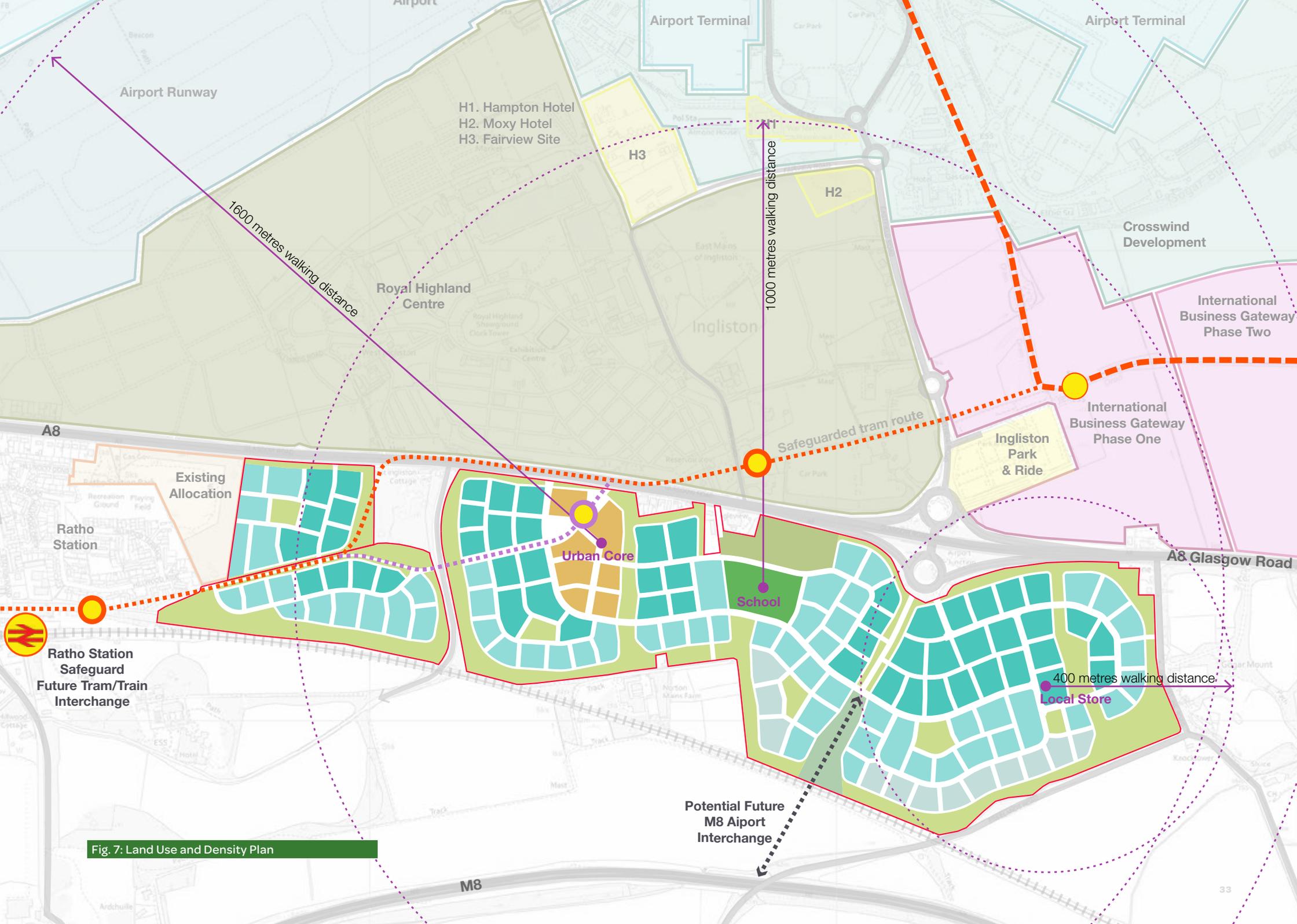


Fig. 7: Land Use and Density Plan

## Density

**4.20** Beyond the mixed use urban core, there are three residential building densities applied across Norton; higher density areas, medium density areas and lower density areas which directly correspond to their setting within the proposed Vision Framework and against the surrounding context.

**4.21** We note that the Choices document proposes to increase density on all residential development sites to a minimum of 65 dwellings per hectare and desires higher densities with a minimum of 100 dwellings per hectare in areas which have good accessibility. Final site densities in any future proposals would comply with planning policy.

## Building Height

**4.22** Building heights across the Vision Framework range from 2 storey to 5 storey. Storey heights directly respond to the density applied to their block (as seen on the previous page), their setting within the proposed Vision Framework, for example adjacent to public transport or open space, and against the surrounding context.

- Up to 5 storey buildings are solely found within the Urban Core of the Vision Framework. This allows for active ground floor uses with commercial and residential uses above.
- Building heights reduce as they radiate out from the Urban Core towards public open space on the perimeter of the development and countryside beyond.
- Up to 4 storey buildings flank the two Urban Parklands to provide containment and natural surveillance to these public open spaces.
- Up to 4 storey buildings are located around the Urban Core, along the primary routes in the eastern parcel and along the secondary routes and tram line in the western parcels. This supports working families who require larger homes within easy reach of public transport and to help buffer noise generated by busier routes.
- Up to 3 storey buildings allow for variation and interest in the roofscape and flexibility in house types. This height is located around the school and community playing fields and in central medium density areas where more traditional house types can be used.
- Up to 2.5 storey buildings are located along the periphery of the Site most exposed to the surrounding rural context of open countryside and farmland so a sensitive approach of low heights here is required.

-  Up to 5
-  Up to 4
-  Up to 3
-  Up to 2.5
-  Feature Building

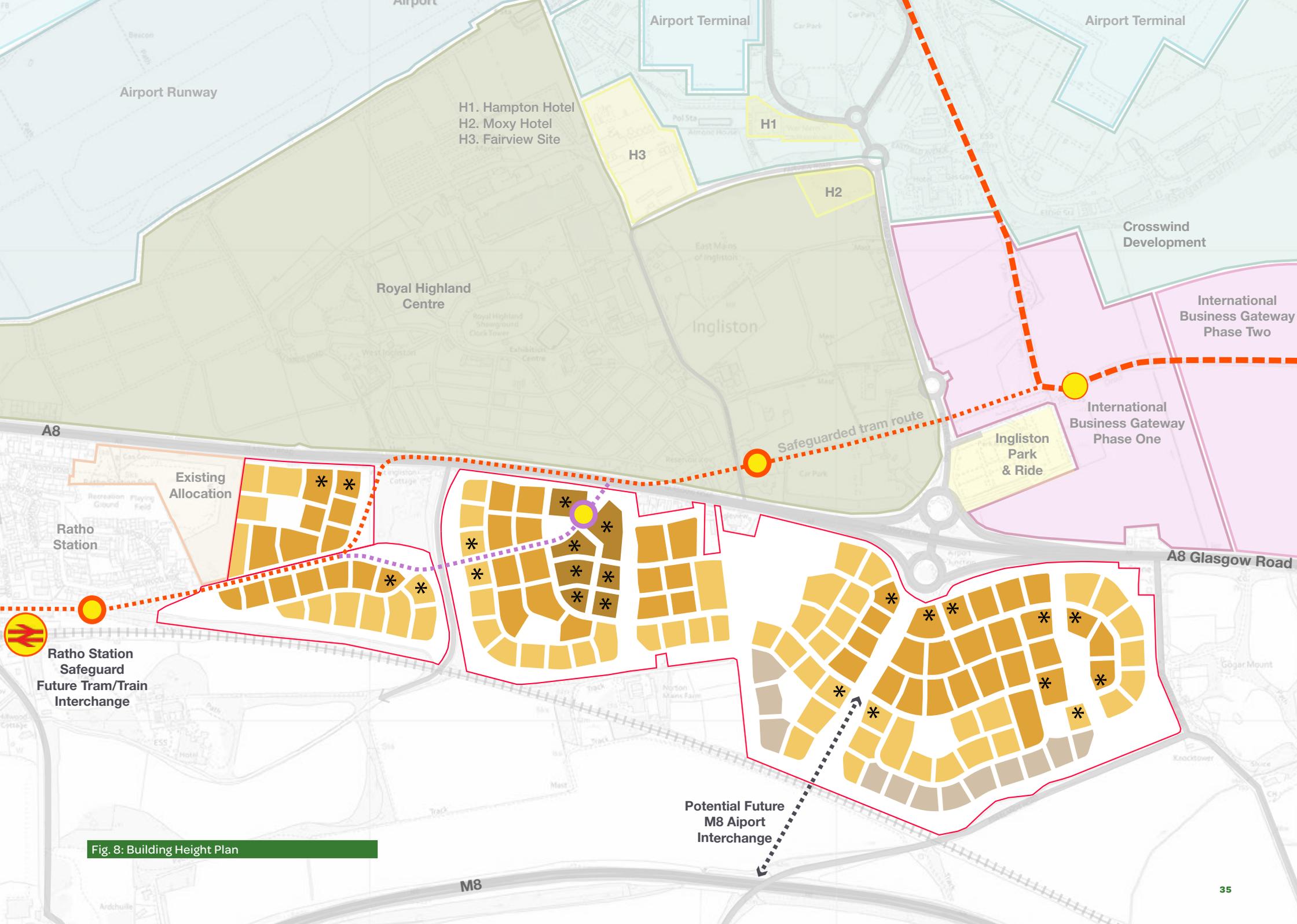


Fig. 8: Building Height Plan

## Public Transport

**4.23** Utilising and supporting existing public transport modes and also implementing extensions to the existing public transport network are key drivers behind creating a low carbon, sustainable and inclusive development at Norton.

**4.24** The Site can be developed to offer a range of options;

- A sustainable transport measure will be the introduction of a regular Bus Rapid Transit service operating through the Site. Bus stops have been located at regular intervals along the primary and secondary roads to ensure the Urban Core and to maximise the number of homes which are close to good, high frequency public transport routes. The locations of the bus stops have ensured that 100% of the developed site is within an appropriate walking distance of a bus stop as seen in the public transport plan opposite.
- The proposed Bus Rapid Transit through route would enter the site off the southern airport roundabout from Ingliston Park and Ride or Edinburgh City Centre and journey through the site along primary routes, pass adjacent to the Urban Core and rejoin the A8. An alternative route would be to head west at the Urban Core, through the western parcels and later rejoin the A8. These routes support the aspirations of the Draft City Mobility Plan.
- Edinburgh's Local Development Plan indicates a safeguarded tram route which would see connection between Ingliston Park and Ride and Newbridge. The safeguarded route runs along the site boundaries however, this development proposes the route to journey through the development, specifically the Urban Core, and provide an additional halt to serve this development. This additional halt would greatly increase new residents utilising sustainable methods to commute into the City Centre.

- Improved pedestrian/cycle paths from the development to Ingliston Park and Ride tram halt ensures those residents living in the western part of the Site are also within close proximity to a active tram halt.
- Over half of the Site is within a 15 minute walking distance of the safeguarded Ratho Station which has the potential to become a future tram/train interchange. The implementation of the interchange would provide additional sustainable transport modes for new residents.

**4.25** Interchange opportunities associated with these modes would then also clearly exist.

-  Safeguarded tram route with halts
-  Alternative tram route with halts
-  Existing tram route with halts
-  Ratho Station Safeguard
-  Existing train route
-  Existing bus route/stops
-  Proposed Bus Rapid Transit route/stops

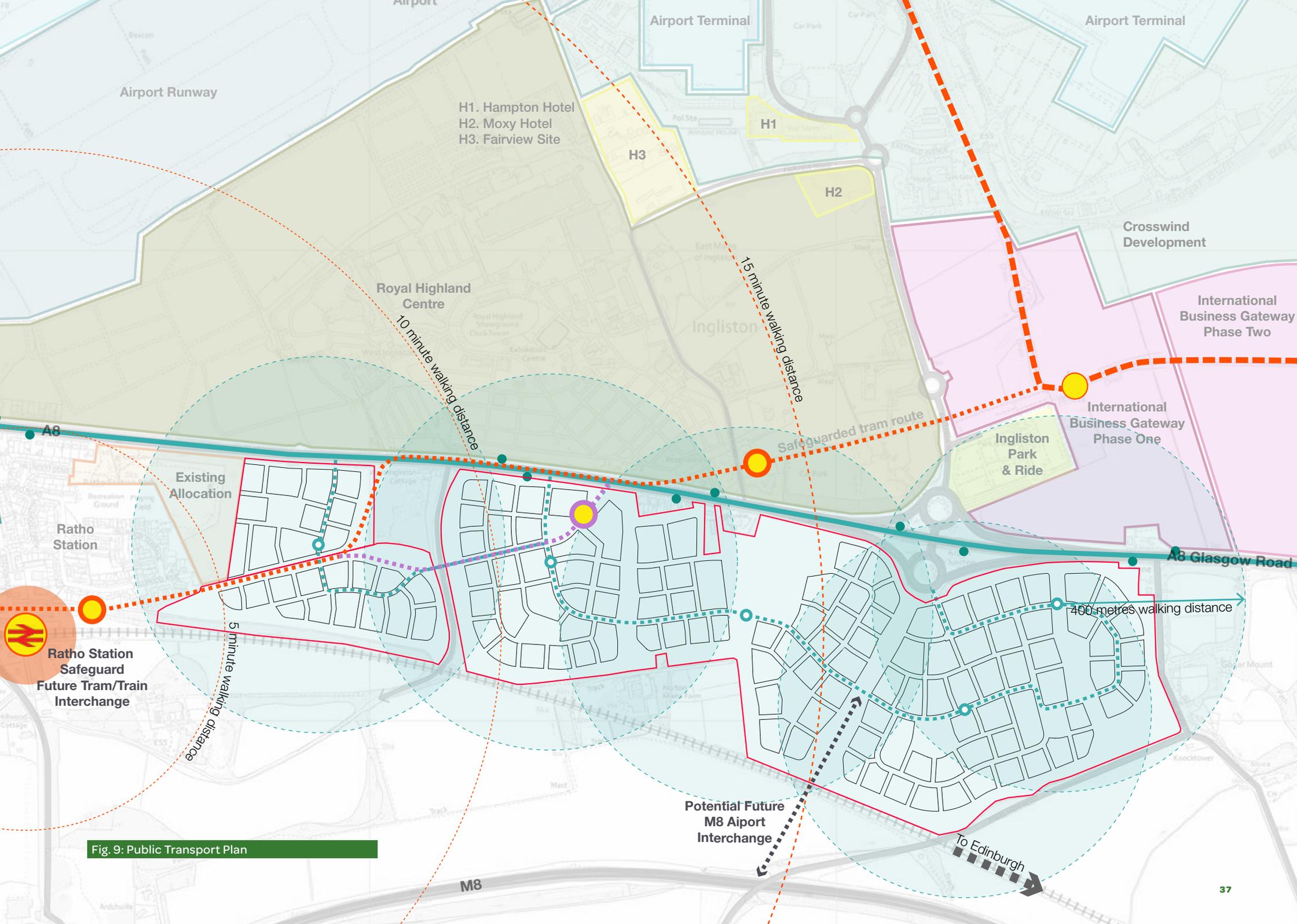


Fig. 9: Public Transport Plan

## Vehicular Access

**4.26** A range of access points are envisaged to integrate the new development into the existing road network. The locations have been selected to allow ease of movement from the network, ensuring both permeability and legibility to the residents and visitors of the new neighbourhood:

- Primary Access Points - There are two proposed primary access points which will see new junction arrangements off the A8 along the Site's northern boundary. These will serve the Urban Core area and the western parcels. An additional two primary access points will be taken from the southern airport roundabout to serve the eastern part of the site.
- A combination of these access points will be utilised to support the Draft City Mobility Plan and the aspiration for a Rapid Bus Route through the site.
- Secondary Access Point - There is a proposed secondary access point into the development on the eastern boundary. A connection will be made to Gogarstone Road.
- Tram Access Points - There are two proposed entry/exit points into the site for trams only.
- Future Access Point - The Potential Future M8 Airport Interchange travel corridor will spur off the M8 south of the site, connect into the primary road network proposed by the development and ultimately link to the Edinburgh Airport junction on the A8. The principle of the Potential Future M8 Airport Interchange is established in the current emerging Local Development Plan as transport intervention T11.
- These access points help strengthen links to neighbouring areas to allow outside access to services and amenities within the Site.

-  Primary access
-  Secondary access
-  Access for Bus Rapid Transit/Tram only
-  Future Tram/Train Interchange

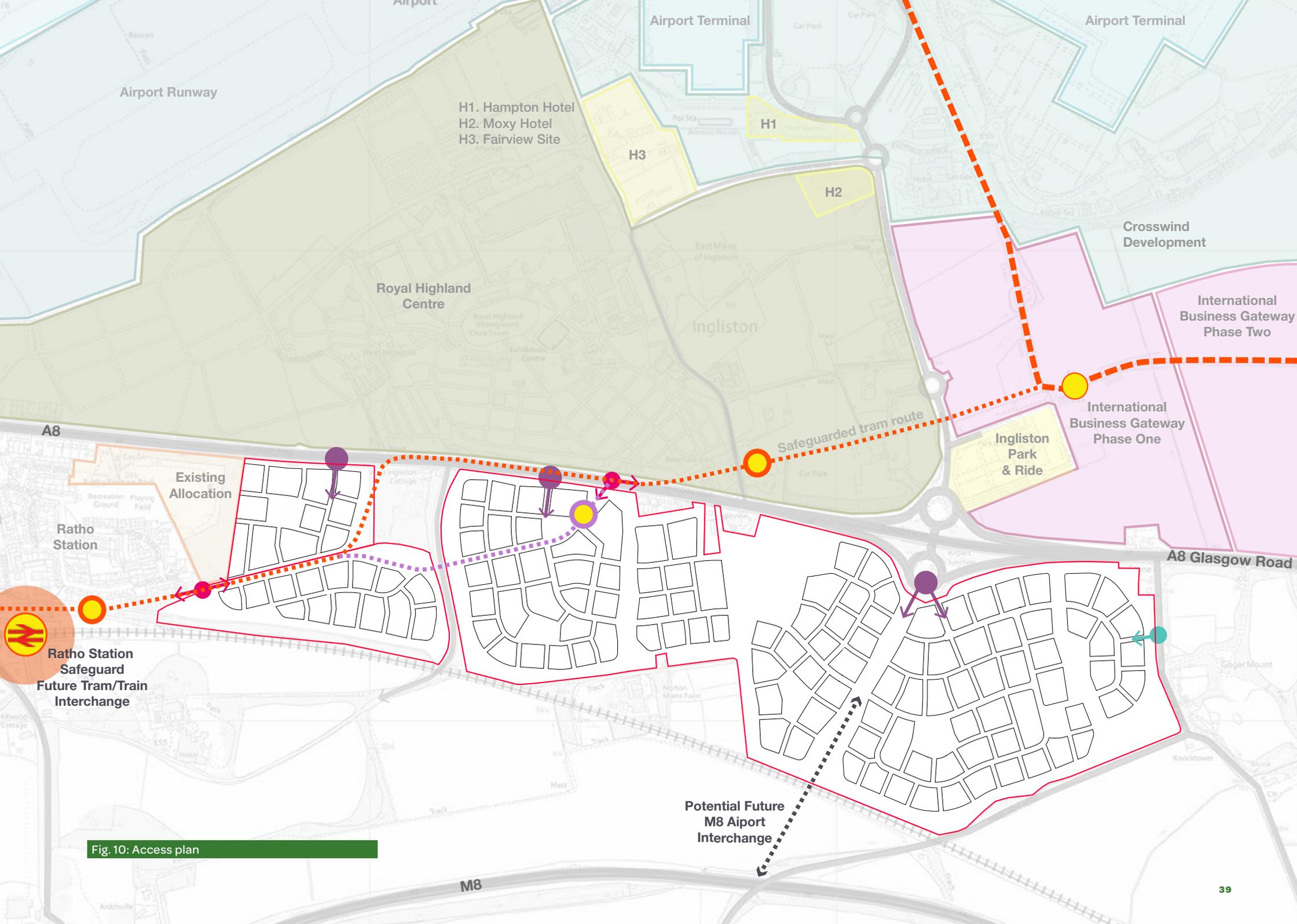


Fig. 10: Access plan

## Street Hierarchy

**4.27** Creating a permeable and comprehensible development has been a primary driver behind the layout and form of the proposed Vision Framework. Key to this is providing an efficient and legible hierarchy of routes which allows for freedom of movement for all street users within the development and which effectively connects to the surrounding existing and proposed destinations. This development considers the street as a place for people and recognises that streets have non-transport roles. The aim is to create welcoming, safe and attractive streets which foster community cohesion and interaction and supports all levels of mobility.

**4.28** The character of the roads and streets will reflect the designing streets aspirations set out in the Edinburgh Design Guidance, or its successor policies as matters evolve.

**4.29** The street hierarchy framework for the Site is as follows:

- **Primary road** - The road runs through the entirety of the Site and is designed to accommodate Bus Rapid Transit access. To create a human scale environment with slow traffic speeds the road is framed by grass verges with avenue tree planting and footpaths on either side as well as segregated cycle paths which will follow the road along its length.
- **Secondary roads** - Secondary roads branch from the primary road and providing direct access to the wider development. A soft landscape verge will be included on one side as well as segregated footpath and cycleways.
- **Residential streets** - Principles are to be applied to suit character and location so dimensions and permutations will vary.
- **Residential lanes** - Carriageways fronting areas of open space designed to have the lowest visual impact on their surroundings.

**4.30** Other elements of street design within this development will include, but are not limited to, are:

- Creating an urban form that establishes suitable grids and patterns to create connected streets (no cul-de-sacs) to promote direct walking and cycling routes. Streets will be further connected by paths through public open spaces to ensure walking and cycling is the most efficient mode of transport across the development.
- Using narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate.
- Raised road junctions without specific vehicle priority to help reduce vehicle speeds and give pedestrians more priority will create a sequence of key spaces situated along the length of the primary and secondary routes to implement legible and identifiable spaces through the Site.
- Additional crossings on desire lines wherever possible.
- Tight corner radii to slow turning vehicles and making side roads easier to cross.
- 'Continuous pavement' side road crossings giving greater priority to those travelling on foot.
- Wider footpaths in places busy with pedestrians.
- Minimising signage and other street furniture to create an uncluttered space for both movement and place functions.
- Introduction of street trees and soft landscaping to enhance street character.
- Parking and street layout will require careful consideration at the detailed design stages. The site lies close to the Airport and we do not wish the site to become an ad-hoc airport car park. The nature of the site access points indicates the wider site could become its own parking zone with permits.

- Primary roads
- Secondary roads
- Residential streets
- Bus/tram route only
- Safeguarded tram route

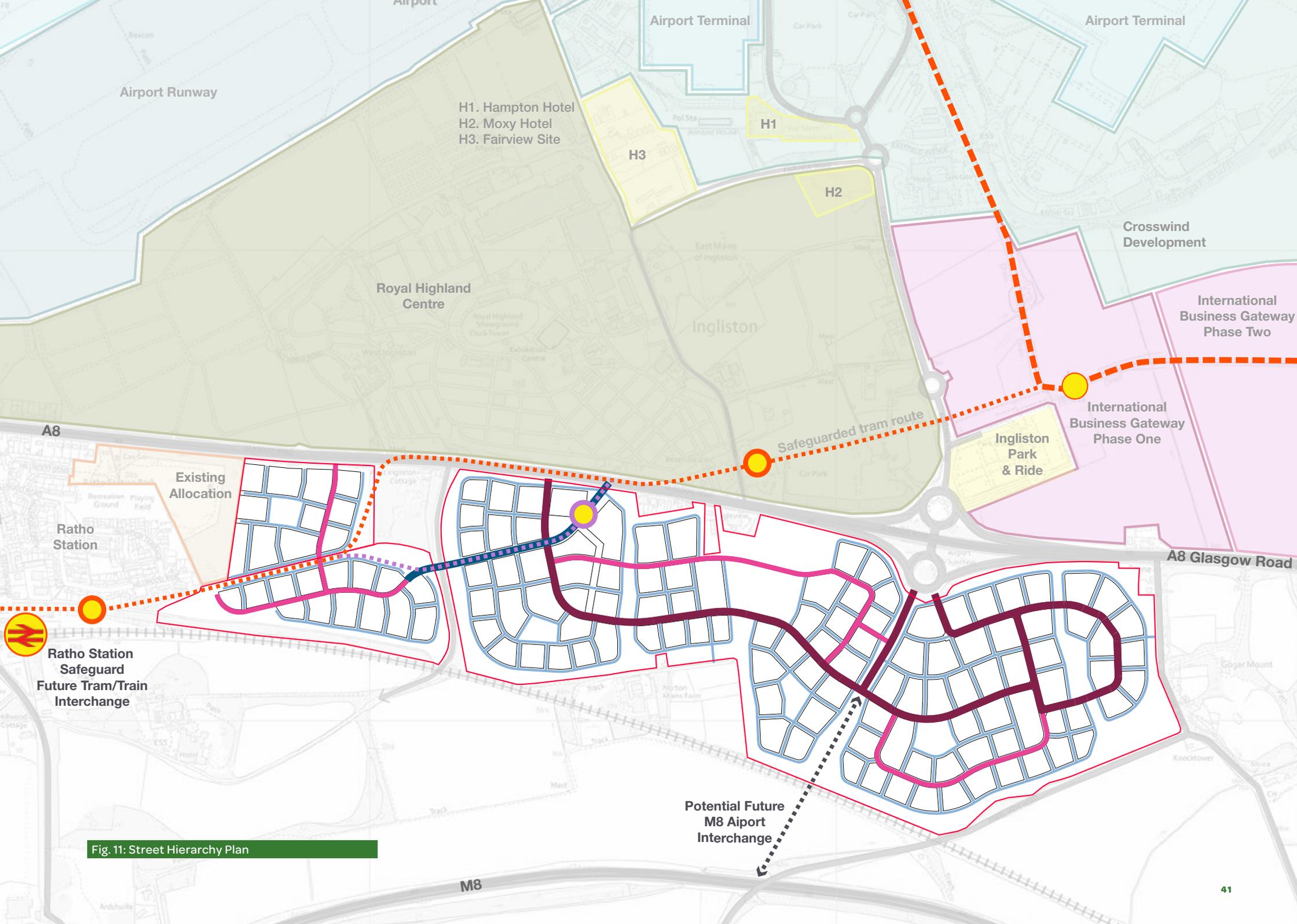


Fig. 11: Street Hierarchy Plan

## Circulation - Pedestrian and Bicycle

**4.31** This development considers the street as a place for people and recognises that streets have non-transport roles, therefore pedestrians and cyclists will be given priority over the vehicle in all street design.

**4.32** This development creates an urban form that establishes suitable grids and patterns to create connected streets (no cul-de-sacs) to promote direct walking and cycling routes. The permeable and efficient road layout can deliver a fully integrated street based pedestrian and cycle network which will be further connected by paths through public open spaces and other car free routes:

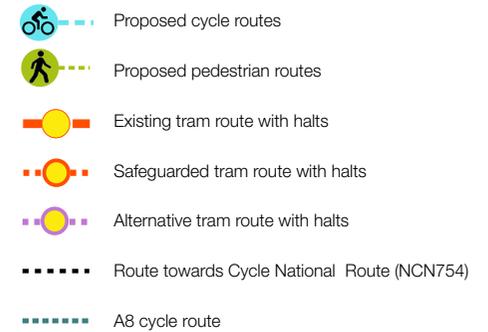
- The proposed primary and secondary roads allow for a wide-reaching and connected footpath and cycleway network, set back from the road behind green verges for safety and environmental quality.
- Raised road junctions interrupt the streets to mark nodal points, key junctions and crossing points. Larger lengths and areas of tactile surfaces are located around the neighbourhood parks and outside the primary school. These look to promote slow traffic speeds and give pedestrians and cyclists priority.
- The above features, alongside the well considered, central location of the school between a primary and secondary road, ensure safe walking and cycling routes to school.

**4.33** In addition, a series of recreational footpath and cycle connections run throughout the Urban Parkland, country edge public open spaces and other car free routes, supporting the direct and efficient route aspiration for pedestrians and cyclists. A circular route around the Site provides a longer distance walking, running and cycling route. These routes will be well lit and overlooked by properties to encourage evening use.

**4.34** There are multiple connections to roads and footpaths beyond the Site boundaries providing strong links to the Royal Highland Centre, Edinburgh Airport, RBS Gogarburn, existing and proposed public transport and the proposed International Business Gateway and Crosswind developments. Those destinations to the north of the site will be safely accessed via new junctions along the A8 corridor.

**4.35** The Site can provide excellent connections to the existing A8 local cycle route along the northern boundary and can permit southward connections within the site that would enable cyclists to travel onwards outwith the site towards National Cycle Route 754. The scheme establishes north-south cycle routes through the site which offers a significant enhancement to the wider cycle path network in the west of the City.

**4.36** Street types within the development will be designed to meet the expectations laid out in the Edinburgh Design Guidance or its successor policies.



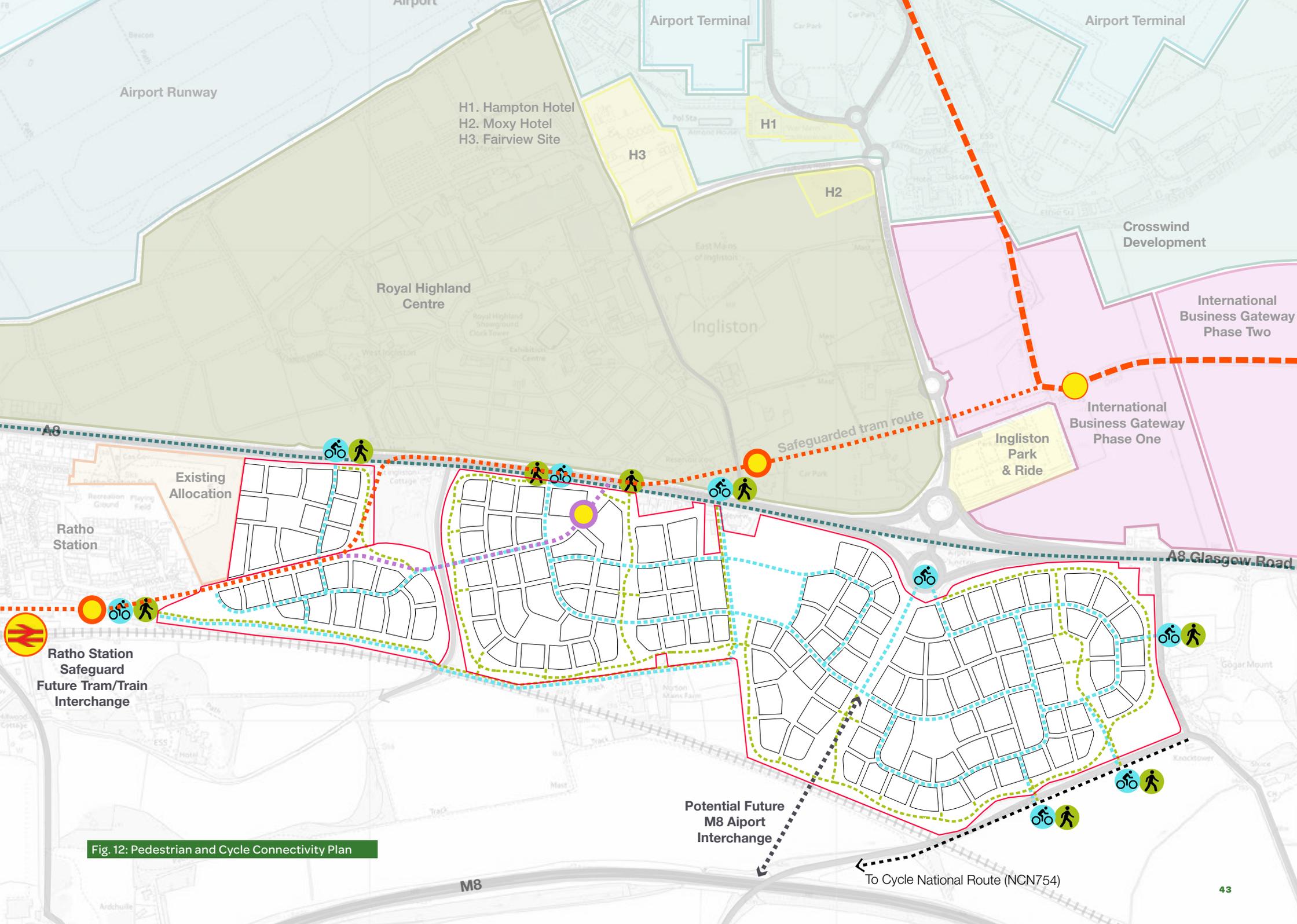


Fig. 12: Pedestrian and Cycle Connectivity Plan

## Landscape and Public Open Space Strategy + SUDS

**4.37** A pervasive landscape framework is envisaged, retaining and linking existing features to a network of interlinked parks and natural public open space areas:

- Existing natural assets - Retention of main tree groups, avenues and significant hedgerows.
- Enhanced boundary planting - Dense native tree species and understorey mosaic planting set near existing tree belts to strengthen and provide variety to these existing habitats and buffer them from development and screen views.
- Green streets - Tree lined road with planted verges clearly demarcate primary and secondary circulation.
- Neighbourhood parks and Urban Parklands - To provide future residents with formal recreation opportunities and children's play facilities that supports health and well-being whilst further diversifying the green infrastructure network.
- Public open space - An informal linear park running along the perimeter of developed areas providing for active recreational activities such as cycling, running and children's play. The park accommodates enhanced boundary planting and wetland habitats.

- Community playing fields - Sports pitches with community building located adjacent to the school so pupils can utilise this resource. A Neighbourhood Equipped Area of Play (NEAP) is located here for older children and teens.
- Sustainable Urban Drainage System (SUDS) - to be applied across site, including permeable surfaces throughout for roads, streets and driveways; linked to a system of primary swales feeding the attenuation basins set within public open space around the Site. These will include an allowance for climate change to reduce future flood risk.
- Habitats - the proposed attenuation basins and their associated native plant species create habitats which encourages and supports biodiversity.





Fig. 13: Landscape Strategy Plan

## Sport and Play

**4.38** To promote outdoor play and sport opportunities for children and young adults the proposals include numerous LAPs, LEAPs and NEAPs as well as a number of sport pitches as detailed in the play plan opposite. The playgrounds have also been located at well considered spatial intervals across the Vision Framework so every child residing within this development is within walking distance of a playground.

**4.39** LAPs are aimed at very young children and offer incidental play opportunities and recommend a 100m walking distance. LAPs will be placed throughout the Vision Framework.

**4.40** LEAPs are aimed at children who can go out to play independently and recommend a 400m walking distance. The LEAPs within the Vision Framework provide a 100% coverage of proposed residential area.

**4.41** NEAPs are aimed at older children and can be complemented by other facilities including Multi Use Game Areas (MUGAs) and skateboard parks etc. and recommend a 1,000m walking distance. The NEAP within the Vision Framework, located within the community playing field, provides a 97% coverage of proposed residential uses and significant overspill into adjacent developments beyond the Site boundary.

**4.42** Additional sports pitches have been included within the Urban Parklands and Country Edge public open spaces to encourage inclusive active recreation.



LEAP (400 meters)



NEAP (1000 meters)

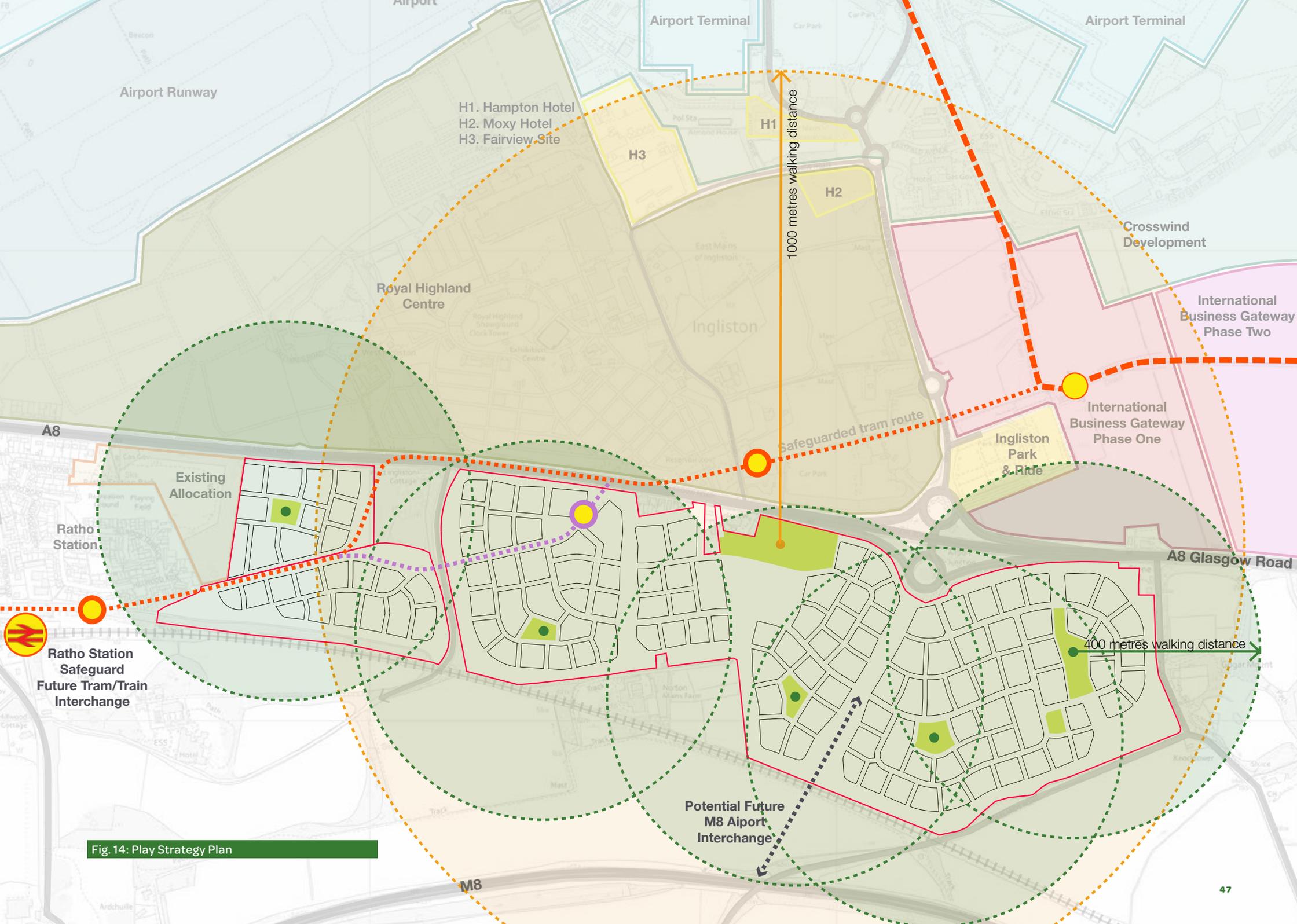


Fig. 14: Play Strategy Plan

## CHARACTER AREAS

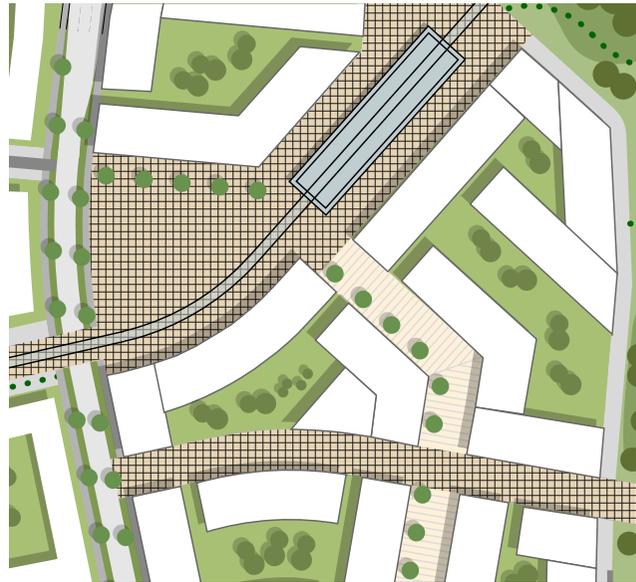
### Character Area: Urban Core

**4.43** The Urban Core character area establishes the distinctive identity and sense of place for Norton. A vibrant centre of activity which could accommodate a mix of convenience stores, retail, eateries and drinking establishments. The Urban Core could support a vertical mix of uses where the lower levels of development, particularly at the street front, could accommodate more 'public' uses such as convenience stores, health facilities (doctors, dentist etc.), retail, eateries and drinking establishments, and upper levels of the Urban Core could accommodate a commercial element of offices, live/work units and communal working hubs to encourage social interaction as well as residential development in the form of apartments.

**4.44** The Urban Core is positioned centrally within the western/central portion of Norton Vision Framework and proposes an additional tram halt to serve the development. Internally, the Urban Core can be reached utilising sustainable modes of transport via segregated path and cycle ways along primary and secondary streets, or via the off street path network or by utilising the bus service with a stop within the character area.

**4.45** The Urban Core is an exciting spatial sequence of high quality spaces, lighting, paving, planting and street furniture to enhance the setting of the area and promote an vibrant day and night time destination within the development. The streets are multifunctional places, predominately pedestrianised with limited vehicular access where required. The aim is to create a walkable, relaxed, attractive and accessible street where people can socialise, work and live.

**4.46** The built form for this area establishes a high density development predominantly formed by active ground floor uses which spill out into the street with commercial offices and apartments above. This character area defines the tallest part of the development with buildings of up to 5 storeys in height.



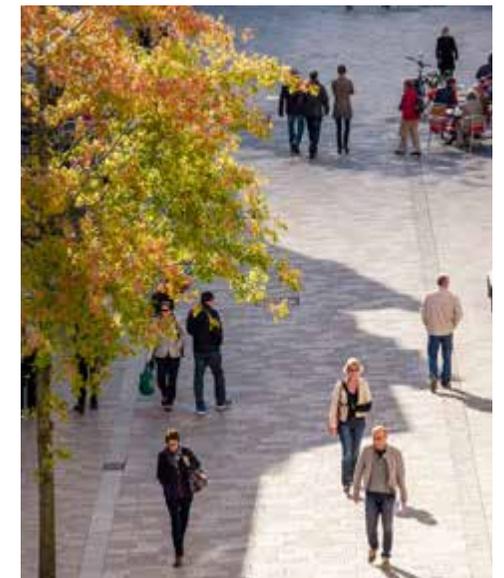
Key Plan



Mixed-use development providing a range of day and high-time activities



Active frontages and spill out spaces into traffic free environment



Shared surfaces enhancing pedestrian movement



Create opportunities for socialising and establish a strong community through landscape



Semi-private spaces providing amenity for high density living



Space for temporary events such as markets



Live Work units for small businesses



Establish a safe pedestrian and cycle community focused space



High quality materials and planting to create identity and sense of place

## Character Area: Urban Parklands

**4.47** The Urban Parklands character area covers two of the green corridors cutting through the Site from north to south. These well-managed, contemporary, high quality areas of public open space support formal sport and play opportunities for all ages as well as socialising and community cohesion in an urbanised landscaped setting.

**4.48** The Urban Parklands are located within high density areas, for example adjacent to the Urban Core, in order to establish green space respite, provide amenity space for those with limited private outdoor space and further solidify the distinctive identity and sense of place of Norton. The surrounding high density built form is up to 4 or 5 storeys in height and will provide excellent containment and natural surveillance to these public open spaces thus creating a safe environment for users.

**4.49** Creating an active environment which supports the health and well-being of the residents is the primary objective for the Urban Parklands. The Parklands will provide play spaces for children and toddlers as well as teens alongside sport facilities for 'bring your own equipment sports' such as table tennis and badminton. Attractive routes for walking, running and cycling will be inclusive for all people, those on foot and for those with reduced mobility that require the use of wheels. Seating at regular intervals will also be provided.

**4.50** It would be ideal to include a small cafe in the western Parkland near sport pitches and children's play to will create an attractive destination for residents to socialise.

**4.51** The Urban Parklands diversify the green infrastructure offer within the Site yet still provide wildlife benefits through fruit bearing trees and hedgerows and seasonally valuable species.



Key Plan



Traffic free cycle paths linking to the nearby National Cycle Network



Overlooked areas of public open space with children's play



Parklands overlooked by dwellings to increase natural surveillance



Active recreation for all age groups



Attractive walking routes with tree, shrub and wildflower planting and seating



An environment for wildlife as well as residents



Routes which are inclusive for those on foot or on wheels



Opportunity for small eatery near areas of active recreation to create a destination

## Character Area: Residential Neighbourhoods

**4.52** As the largest character area covering most of the development, it is imperative that the streets and spaces of the Residential Neighbourhood create a sense of place which promotes inclusivity and well-being for the community.

**4.53** The streets are to be designed for pedestrian and cyclist priority with low traffic speeds and to be used as active amenity spaces. This will see occasional planted verges with seasonally interesting trees, dedicated parking bays and narrow carriageway widths. Key nodal points throughout this area are defined by raised road junctions to act as traffic calming and to create a more pleasant pedestrian environment. Swales will feature across the neighbourhood to collect and clean surface water run-off and add further greening to the street.

**4.54** Residential perimeter blocks will be interspersed with neighbourhood parks, these will be green and leafy destinations with children's play facilities and seating, surrounded by tactile surface and narrow carriageways to keep vehicular speeds low. Importantly they will be overlooked by properties to establish natural surveillance and be well lit in the evening. The green spaces add to the distinctive character of the Residential Neighbourhood and assist in the legibility of the proposed design.

**4.55** An extensive range of house types will be provided to establish a fully inclusive offer for all needs. Dwellings will be located close to the street with attractive, landscaped front gardens. Parking will be located off-street and behind building lines. Dwellings will be predominantly a varied mix of detached, semi-detached properties up to 2.5 storeys in height to create a human scale environment. Additional high density living development is proposed in the form of apartments and townhouses of up 3 and 4 storeys.

**4.56** Overall, a safe and welcoming environment is to be created which encourages children to play in the street and neighbours to interact with one another.



Key Plan



Segregated footpaths and cycleways for a comfortable environment



Well considered streets to be used as active amenity spaces



3-4 storey townhouses for high density living



Pocket parks create a human scale environment with pedestrian priority



SuDS for surface water run-off and cleaning and street greening



Shared courtyards at the front of properties for community cohesion



A development which offers a range of house types to be fully inclusive of all needs



Overlooked areas of public open space with children's play



Architecture and landscape aim for netzerocarbon

## Character Area: Country Edge

**4.57** The Country Edge character area is the most exposed area of residential development to the neighbouring countryside and farmland so a sensitive approach here is required.

**4.58** The development within this character area is predominately low density, detached, large family homes arranged with organic building lines and varied roofscape. The properties are accessed via narrow, shared surface lanes and have large planted front gardens with concealed side parking resulting in a green and leafy pedestrian friendly environment. These elements aim to establish a soft and attractive frontage overlooking areas of public open space.

**4.59** The landscape of the Country Edge is designed to flow and organically evolve along its length – paths meander and planting is arranged in informal drifts creating enclosed and open spaces. The Country Edge provides a suitable environment for wildlife by providing a home and source of food for many animals, a shelter for hibernating small mammals and insects and an ideal environment for other wildlife habitats to grow.

**4.60** The character area is multi-functional, not only providing for low intensity recreational activities such as cycling, running and walking but also accommodating the developments ecological and hydrological responsibilities. A number of attenuation basins collect and naturally treat surface water run-off whilst their associated native plant species create a habitat which encourages and supports biodiversity passing through or living within the Site.

**4.61** The character area provides enhanced boundary planting to support existing natural assets, screen the development from external views where required and minimise the noise produced by the activity on the A8 and the railway.

**4.62** Numerous pedestrian and cyclist access points are located along the perimeter of the Site to link the development to the countryside, nearby destinations, local cycle route on the A8 and towards the National Cycle Route 754 south of the Site.



Key Plan



Create a place with a sense of identity where people want to live



Multifunctional landscapes - addressing surface water run-off and creating habitats



Natural play opportunities for children



Expansive areas of public open space overlooked by low density, large family homes for natural surveillance



The Country Edge provides active recreational opportunities within close proximity of residents homes



An inclusive landscape accessible to all



Extensive tree, shrub and wildflower planting for environmental enhancement and interest



A landscape with valuable habitats to increase the Site's biodiversity



# SUMMARY

05

**5.1** We believe that the land at Norton provides a key opportunity for a sustainable, connected mixed-use development that will help to meet the significant demands for new housing provision within the SESplan region.

**5.2** Allocating the site at Norton for mixed use development would help Edinburgh become a sustainable city, providing affordable homes in an accessible location which does not make it necessary for people to own a car.

**5.3** Having assessed land at Norton using a robust and thorough GIS-based analysis approach (MCA), it has provided us with a clear picture of land capability for new development within the West Edinburgh Strategic Development Area (SDA). This assessment has considered a range of key indicators including accessibility, landscape and ecological value, topography, visual impact, planning policy, flood risk, noise and agricultural land quality. The results of the analysis shows that Norton provides a credible and deliverable opportunity to accommodate new development as a finger of growth to the west of the city.

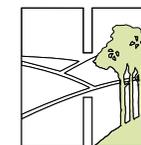
**5.4** Norton already has good access to key public transport infrastructure including the tram route to the airport, frequent bus services on the A8 (and proximity to Ingliston Park and Ride) and the Edinburgh Gateway rail link. Above and beyond these existing strengths, land at Norton provides an opportunity to become one of the most accessible locations for new development in the West Edinburgh SDA, through the realisation of a tram extension or bus rapid transit (BRT) to Newbridge, and potentially a new rail / tram interchange at Ratho Station. Norton is, therefore, clearly in a great position to deliver significant benefit from all these strategic drivers for sustainable growth.

**5.5** Taylor Wimpey and Hallam Land believe that Norton could offer so much more to the wider growth of the region, than is currently permitted through national and local policy. Planning policy needs to change to allow the Site at Norton to be considered for its full potential. Taylor Wimpey and Hallam Land welcomes the proposals to remove the safeguard in the existing plan for the Royal Highland Show site.

**5.6** Norton provides a real opportunity to create new, well-connected sustainable neighbourhoods, which builds upon the Sites existing public transport strengths, recognises the land's intrinsic characteristics, all of which can then help to create a true sense of place for the new Norton community.

# Turley

**Taylor  
Wimpey**



**Hallam Land  
Management**

A stylized landscape illustration in shades of green. It features three trees of varying heights in the background, a field of wavy lines representing crops in the middle ground, and a large circular arc on the right side. The text ". NORTON ." is centered over the trees.

· NORTON ·

**Turley**

Taylor  
Wimpey



**Hallam Land  
Management**