

**CONSULTATION DRAFT WEST EDINBURGH STRATEGIC DESIGN
FRAMEWORK
COMMENTS BY WEST CRAIGS LIMITED**

West Craigs Limited (“WCL”) is the owner of a substantial area of land at West Craigs in West Edinburgh. Its landholding comprises approximately 190 acres of land lying immediately to the north of the A8 Glasgow Road near the Gogar roundabout, west of Maybury Road. The land is currently used primarily for agricultural and associated uses. A planning application for development of the site is expected to be submitted to the City of Edinburgh Council (“the Council”) in Spring 2009. The proposal includes 650 family homes (of which one-third will be affordable), a single stream primary school, a 40 acre public park, a doctor’s/ dentist’s surgery and a local convenience store

WCL wishes to make the following comments on the draft West Edinburgh Strategic Design Framework (“WESDF”):-

Paragraph 1.2

WCL trusts that the Council will also consider the findings of the Edinburgh Green Belt Study Final Report prepared by Land Use Planning Consultants in December 2008 with regard to land covered by the WESDF.

Paragraph 1.4

WCL is disappointed that the Council has failed to engage with the community covered by Corstorphine Community Council to the east of the WESDF study area.

Figure 2.1

WCL requests that all plans in the WESDF show the accurate land-take for the tram depot and access road to ensure consistency between the two documents. It is quite difficult to empathise with the consultants’ “rose tinted” view of the landscape surrounding the eastern half of the airport.

Section 3

WCL requests that the Council pay attention to the access road already being constructed for the tram depot which the Council has covenanted (through a tram agreement) to allow WCL to use as future access to its land to the west. The existence of this road once the tram depot is completed should be a relevant factor in considering phasing of development within the WESDF area.

In addition, WCL asks the Council to note the existence of the footpath to the north of Gogar, which connects to Meadowfield Farm (owned by WCL) and on to Turnhouse Road and Craigs Road. This path would enable excellent pedestrian and cycle linkages to be created into the WESDF area.

Figure 3.1

It should be noted that the existence of the tram depot building will provide substantial screening of land to the north from views from the A8, as will the screening which will take place around the tram track between the RBS Gogarburn halt and the tram depot.

Paragraph 3.2

The Gogar Intermodal Station Project as supported by Transport Scotland will materially enhance linkages to all parts of the WESDF study area but in particular to the lands immediately to the west and east, which are all owned by WCL. The Council has adopted the station project. Any future station at Gogar should further strengthen the linkages between the International Business Gateway (“**IBG**”) and the city to the east.

Paragraph 3.4

The Council should take the opportunity to note in the WESDF the potential future development of West Craigs land both north and south of the railway.

Paragraph 4.1 C

The WESDF notes that “the east section of the A8 becomes increasingly urban in nature”; WCL considers that further landscaping should be more limited in this area to enhance the availability of suitable development sites.

Paragraph 4.1 F

The Council should note that Gogar Church is used as a workshop and its setting is already materially compromised by the tram.

Paragraph 4.2 R

The Gogar Intermodal Station Project, with its proposed additional tram stop at that location, should lead the Council to prioritise development to the east end of the WESDF area.

Paragraph 4.3.1

WCL does not agree that a full masterplan is necessary before any development takes place within the WESDF area. It is noted that the Council has already resolved to grant consent (reference 07/04646/OUT) for development on the Continental Tyres site at Newbridge without requiring a masterplan so a precedent has been set. However, if masterplanning is to be a requirement, WCL considers that it would be more appropriate for masterplans to be prepared for a number of smaller areas within the IBG site, rather than in two phases as proposed. The eastern part of the IBG site lying to the east of the land illustrated as proposed parkland in Figure 4.5 would be suitable for adoption as a single masterplanning area. The Council should note that the West Edinburgh Planning Framework would permit hotel development to take place in advance of the core of the International Business Gateway.

Paragraph 4.3.2 E

The Council should note that the Gogar Farm Steading (which was refused planning permission for conversion to residential units in 2007 under reference 06/04066/FUL) is not listed, and that Gogar Church has no steading, simply an access path.

Paragraph 5.1

WCL considers that an accurate understanding of the existing access roads under construction and services capacity in the area of the WESDF is essential when considering delivery.

Further Comments

WCL notes that the Council in its report to the Planning Committee report on 2 October 2008 has also addressed the issue of housing development at Ratho and Newbridge. WCL wishes the Council to note that neither Ratho nor Newbridge has as good linkages in terms of access for pedestrian and private vehicles, public transport and secondary schooling as the WCL lands have to the WESDF area, or the existing business locations of RBS Gogarburn, Edinburgh Park and Sighthill. If the Council wishes to promote new housing, including badly needed affordable housing, with strong geographical linkages to the proposed International Business Gateway, the WCL site adjacent to the proposed Gogar Intermodal Station Project represents an exceptional opportunity for housing delivery strongly integrated with existing and future business floorspace.