

WEST EDINBURGH PLANNING FRAMEWORK REVIEW

STAKEHOLDER MEETING

Friday 14th May. 2pm. Victoria Quay

Attendees

David Bell	Jones Lang LaSalle
Stuart Blake	Montagu Evans (Royal Highland Showground)
Bill Cantley	Cockburn Association
Alan Clark	Scottish Executive Transport Division 1
Brian Clark	Park Lane Group
Susan Clark	TIE
Neil Clarkson	PWP Consulting
Alex Dalrymple	Scottish Enterprise Fife
Martin Dalziel	International Business Gateway Scotland
John Mark Di Ciacca	EDI
Geoff Duke	TIE
Tom Hart	Scottish Association for Public Transport
Rorie Henderson	FSH Airport (Edinburgh) Services Ltd
Robin Holder	Turleys
John Inman	City of Edinburgh Council (CEC)
Norman Izzett	
Ann Follin	Edinburgh Airport Ltd
Ruth Carey	Drivers Jonas
Dave McCulloch	Scottish Enterprise Edinburgh and Lothians
Ray McMaster	TIE / Dundas and Wilson
Michael Margereson	FSH Airport (Edinburgh) Services Ltd
Phil Noble	City of Edinburgh Council
Ron Oliver	PPCA
Roderick Paterson	International Business Gateway Scotland
John Reade	Royal Bank of Scotland
Alastair Short	West Lothian Council
Margaret Smith MSP	
Jim Sorrell	DTZ
Douglas Symington	Park Lane Group
Cameron Walker	Hugh Martin Partnership
<i>Mr Watson</i>	
Keith Winter	Fife Council

1. Presentation by Tom Williamson (TW)

See Annex for copies of slides and speaking notes.

2. Questions and Discussion

- i) David Bell (Jones Lang LaSalle) : How will the framework relate to the relevant development plan and what alterations may be required?

The Rural West Edinburgh Local Plan Inquiry is scheduled for November and is expected to last approximately 6 months. It may be that the framework will get to a stage by that time that it can be considered a material consideration at the inquiry but it is for CEC to decide how the finalised framework will fit into the development plan.

The Edinburgh and the Lothians Structure Plan is still with Scottish Ministers, however the intention is for an early review in 2006 therefore the framework will be built into the next strategic plan early on.

- ii) Tom Hart (Scottish Association of Public Transport) :
- The aim is to create a good quality transport interchange but this is not focused on in the National Planning Framework (NPF). The NPF identifies two main growth opportunity zones, West Edinburgh and the regeneration of the Clyde Gateway / Clyde Waterfront. A lot of attention is being focussed on Edinburgh but not on sustainable transport in Glasgow. What are the timetables for the Glasgow area?
 - How do the high growth projections identified in the Aviation White Paper fall in line with meeting targets for reducing air emissions?
 - What will be the impact of the growth forecasts? i.e. the impact of high speed rail (up to 186mph) which the NPF gives as 3 hour trip times and the certainty in growth of flights from outwith Scotland in relation to the reduction in domestic flights. Have the appropriate forecast methods been used as the framework seems to look to the big expansion option. [Post meeting note: the NPF does not refer to high speed lines in the context of 3 hour journey times; it refers to bringing more of Scotland within 3 hours of the north of England market.]

TW specialises in the East of Scotland, there was no representative present with detailed knowledge of the Glasgow area but TW said that this area is understood to be subject to local initiatives. Ministers are considering how to take it forward in terms of the NPF statement. .

The forecasts in the UK White Paper originate from the Department for Transport, and Scottish Executive accept them. They have been taken through the processes of the UK government and are therefore UK policy. We are all aware of the environmental arguments but this is not the situation at the moment. It may change and come to the fore in the future but at present we are charged with delivering the policy in the White Paper. The Scottish Executive is not able to undertake a new exercise on new forecasts, its remit is to deliver on the White Paper.

- iii) Ann Follin (Edinburgh Airport Ltd) : Comment

Domestic traffic at the airport is growing, just not at the same high rate as international traffic.

The Master Plan exercise will be delivered within the given timescale.

Edinburgh Airport Ltd did make a submission to the White Paper including land requirements and the White Paper indicatively shows more than requested. The final Master Plan will refine what is indicated in the White Paper.

Surface Access Links i.e. road, rail and lightrail are ALL crucial. There is a need for all modes to go into the airport to enable it to be a node for growth.

- iv) Bill Cantley (Cockburn Association) : The Cockburn Association have been an advocate for a main rail line link since 1997 and they are very much in favour of West Edinburgh being a major centre for Scotland. In their role as a lobby group they are asking for the boundaries to be pushed even further, for an S-Bahn type network for Edinburgh, similar to that in Zurich. These demonstrate adaptability, they are marketed coherently, they provide independent tracks separate from longer distance services and the grand scale of it is accepted. The aim is to create a Northern European pole therefore there is a need to pull places into the city rail network, such as Dunbar and Berwick.

A Scottish Strategic Rail Study was undertaken that covered central Scotland and some of the areas beyond. This investigated ideas and a short list of feasible and economic options was created. Some of the items on the list are under active consideration: Airdrie / Bathgate line and Waverley Station redevelopment.

v) Margaret Smith (MSP) :

- Welcomed the meeting and the expanded stakeholder group. Margaret noted that she represents people at Lennymuir and welcomes the removal of blight as soon as possible.
- Margaret considered the timetable for the framework to be optimistic, with particular regard to the train and rail link bills. The Waverley Railway Bill, for example, is expected to take up to 18 months to get through parliament so by analogy the framework should look to the end of 2005 at the earliest.
- How often will the stakeholder group meet and in what form?
- The surface road links, including the roads, need to be of a good standard, but there is scepticism over the transport infrastructure provided by the Royal Bank of Scotland.

Optimism regarding the timetable is correct. It may be that group would prefer the Bills to be enacted and therefore decisions would be taken at the appropriate time.

The usual process for stakeholder meetings is an initial introductory meeting, such as today, one in the middle where a draft document would be discussed and a final meeting at the end when the process is nearly finished. Producing this document is though, likely to be a long process therefore it is intended the group will meet when sufficient is happening to be discussed. TW put the idea to the group of a newsletter / webpage update to be developed to keep everyone involved and updated. **Comments / ideas are welcome.** The next full meeting will be before the draft is produced (at the end of 2004 / early 2005) when it is expected there will be an update on the technical work.

With reference to surface access / road links, if the forecasts come to fruition it will not matter what significant mode share is achieved by public transport the amount of road traffic will still be significantly higher than today. A distributor road / direct link to the M8 may be desirable.

In terms of engineering works, the Department for Transport looked at possible options prior to the White Paper. Four different conceptual road lines were suggested by consultants, with questions remaining over the actual engineering. These routes are now being looked into, i.e. in terms of safety. But there should be the desire to get people into good habits i.e. rail / tram before they get into bad habits i.e. cars.

(Ann Follin) Must be careful with the tram and rail focus. Some in the catchment can only get by road, but road does not necessarily mean by private car i.e. high speed bus links. Ann felt strongly that ALL modes are needed to cater for both passengers and workers.

vi) Ray McMaster (TIE / Dundas and Wilson) : Comment to John Inman (CEC) The framework will not just have an impact on the Rural West Edinburgh Local Plan but also on the Edinburgh City Local Plan.

There is a lot of uncertainties at present and as CEC approach different stages of the plan decisions will be made at the time. This is the most pragmatic approach. There may be some provisional statements in the draft plan and then further work or alterations may be

incorporated at the inquiry stage. Neither CEC nor the Scottish Executive want to see the framework delay the local plan.

- vii) Geoff Duke (TIE) : TW had mentioned that the West Edinburgh Planning Framework would follow on from work on the tram and rail links. Could TW elaborate.

The process for the framework would be for the tram and rail link Bills either to be enacted or to achieve sufficient early consensus in the Parliamentary process for the framework to be acceptably firm on their routes and therefore be able to identify land available at some stage for development. Ann Follin suggested the framework come first. However, TW stressed that the framework could not pre-empt the Parliamentary process.

- viii) Tom Hart (Scottish Association of Public Transport): raised the issue of through tram running to Newbridge and suggested the consideration of 2 stations in the airport area.

Detail on routes was for consideration in the Parliamentary process. TW confirmed the modelling exercises will take into account the impact of different policies, such as congestion charging. Geoff Duke added that with regards to the routes, due to the policy in the White Paper it has not been sensible to draw a line but to state that the aim is to provide a service to Newbridge with the details yet to be determined.

- ix) Rod Patterson (International Business Gateway Scotland) : Noted the key to the frameworks success will be the integration of all transport improvements in the area and this should be stated explicitly in the framework.
- x) Ron Oliver (PPCA) : Asked what the timetable was for the heavy rail link and how these would fit into the development plan process for the Rural West Edinburgh Local Plan.

Susan Clark from TIE provided the details on the timetable and John Inman confirmed that once the alignment had been decided it would be included in the process at the appropriate stage, this may take the form of an alteration during the inquiry.

TW then wound up the meeting, inviting both any written thoughts or views, and extending an invitation to parties to seek bilateral meetings via e-mail, phone or letter.

**PRESENTATION ON WEST EDINBURGH PLANNING FRAMEWORK REVIEW
TOM WILLIAMSON 14 MAY 2004 – STAKEHOLDER ADVISORY GROUP AND
WIDER REFERENCE GROUP – VICTORIA QUAY**

Good afternoon. For those of you who don't know me, I am Tom Williamson, Assistant Chief Planner in Planning Division here in the Executive. I managed the work on the original West Edinburgh Planning Framework and worked with Department for Transport in the preparation of the Air Transport White Paper. I am now managing this Review of the West Edinburgh Planning Framework which is the subject of my presentation this afternoon. After the presentation I will throw it open for questions and hopefully for discussion.

West Edinburgh Planning Framework 2003

- Airport development
- Surface transport
- Consolidate to 2020
- Long term potential
- Exceptions criteria

The original West Edinburgh Planning Framework was published in March 2003. In general terms it safeguarded land for the future expansion of Edinburgh Airport and for other new surface access transport infrastructure. Investment in transport is intended to alleviate congestion for existing development as well as serving airport

needs. Economic development to 2020 is intended to focus on consolidating the core development areas in the structure plan including Edinburgh Park and Newbridge. Other land, currently Green Belt, has long term potential for economic development where Edinburgh is competing on the national and international market for corporate headquarters type buildings. The highest quality of design would be required for such development. The West Edinburgh Planning Framework also set out criteria which may justify eventual release of Green Belt land for economic development. These criteria would also constitute the threshold which any speculative proposals submitted by developers in the meantime would have to start from.

West Edinburgh Planning Framework Review

- Air Transport White Paper
- Edinburgh City Region 21st Century Scenarios
- Social/Economic Impact of European Airports
- From Airport to Airport City

There are a number of influences on the Review of the West Edinburgh Planning Framework. The Air Transport White Paper, which was published in December 2003, is a key determinant. A number of those present today were privileged to attend a Conference at

Dynamic Earth on Tuesday on the Edinburgh City Region in the 21st Century. Some very relevant things were said there. There are also 2 reports of which I am aware that are relevant. The Airports Council International published in January this year a report on the social and economic impact of airports in Europe, and the book "from Airport to Airport City" published last year is partly based on research done in 1998 for the European Regions Airports Conference 2000, and updated in 2002. I will look at each of these influences in turn.

Air Transport White Paper (1)

- Expand facilities to 2020
- Second main runway 2020
- Relocate Royal Highland Centre 2013
- Close crosswind runway
- Release development land

The UK White Paper *The Future of Air Transport* was published on 16 December 2003. It envisaged growth of Edinburgh Airport from over 7M passengers per annum currently to over 20M by 2030. This growth can be handled by an expanded terminal building, additional aircraft stands and

taxiways, together with more intensive use of the crosswind runway for taking off, up to about 2020. Thereafter, a second close parallel main runway is likely to be required. The terminal and stand expansion is likely to require relocation of the Royal Highland Centre by 2013. After the second main runway is commissioned, the crosswind runway will be closed to airborne traffic, and the southern part of it can be released for development. In addition removal of the height safeguarding associated with the crosswind runway will allow higher and more intensive development to take place at Edinburgh Park where some redevelopment could be expected in 20 years time. As the White Paper says, the parties will work together to find a new site for the Royal Highland Centre and facilitate the relocation.

Air Transport White Paper (2)

- Indicative Map
- Broad area for new runway
- Areas for operational uses
- Areas to be given up
- Article 17 Direction Area

The White Paper includes an indicative map of the area likely to be required for airport purposes when the airport has developed to fulfil the White Paper policies. The location of the new second main runway is broadly indicated, while areas for other operational uses such as terminals, aircraft stances, taxiways, maintenance facilities, are also provided for in a figurative representation. Also shown are

areas to be given up by the Airport, namely the southern section of the crosswind runway not required for taxiing purposes. The second map shows the area of the Article 17 Direction made by Scottish Ministers on 17 December 2003. The Direction provides that where City of Edinburgh Council wish to approve any planning application in that area, they must notify it to the Scottish Ministers. Scottish Ministers will then either decide to clear it back to City of Edinburgh Council to decide as they see fit, or it could be called in for Ministers' own decision. The reason for this is to safeguard land that may be required for Airport purposes to fulfil the White Paper objectives, from other incompatible development.



Edinburgh City Region 21st Century Scenarios

- Jim Wallace – West Edinburgh Key
- Bill Furness – Scotland's Gateway
- Michael Parkinson
- Cities drivers of national economy
- Airports drive growth

At the Conference on Tuesday, Jim Wallace, Deputy First Minister, in his keynote speech spoke of the National Planning Framework highlighting West

Edinburgh as an area where major change is already occurring and where the complexity of the issues necessitates co-ordinated action in the national interest. He referred to West Edinburgh as gateway to the Capital and the West Edinburgh Planning Framework as seeking to realise its potential for high quality economic development. He also referred to financial services as key to the reputation and future success of Edinburgh. Bill Furness, in his capacity on Tuesday as Chair of the Edinburgh and Lothian Local Economic Forum, referred to West Edinburgh and the area round the Airport as Scotland's Gateway with all that that implies about first impressions of a country and its attractiveness to business and tourism. And Professor Michael Parkinson, of the European Institute for Urban Affairs at Liverpool John Moores University, argued on the basis of studies he has done that cities are drivers of the national economy, and that airports drive growth for their city regions.

Social / Economic Impact of European Airports

- Fundamental national economic motors
- Multi-modal interchange nodes
- New development poles
- Financial / business services

This report, from January this year, also argues that airports are fundamentally significant national economic motors. They bring wide benefits to regional business interests and to consumers and provide essential infrastructure to support regional social and economic

growth. The catalytic effect of an airport enhances business efficiency and productivity by providing easy access to suppliers and customers. In a global market, airports give key accessibility advantages. Airports increasingly develop as multi-modal transport interchanges creating strategic advantage and potentially enabling them to grow into new development poles. The report also states that it is often the financial and business services sectors which make the greatest use of air transport and for whom accessibility to air services will have the strongest influence on location decisions. Our own Royal Bank of Scotland demonstrates the point in Edinburgh.

From Airport to Airport City

- European study 2001
- Sustainability challenge
- Harness positive, minimise negative
- Integrated in regional framework
- Growth of airport city
- Landside interchange node

This work was partly done prior to the European Airport Regions Conference in 2000 and subsequently developed. It rightly highlights the challenge that airport development poses for achieving the right balance between the economic, social and environmental aims that sustainability demands. The specific challenge facing airports is to harness the positive developmental features and minimise the harmful and wasteful impacts. There

is no one model for how this can be done, but airports must be integrated into a coherent spatial development framework involving a complex number and variety of actors, institutional and otherwise, who have to be brought together in a constructive spirit. The most important lesson demonstrated in the report is the need to have a comprehensive regional framework for land use and transport planning which fully integrates airports and their development. This report also highlights the trend for airports to grow into development nodes, or airport cities, supported by surface access transport interchanges. What I have attempted to do in highlighting these various influences is to set a context that has resonance for our West Edinburgh Planning Framework Review.

Organisation

- Working Group (Scottish Executive, SEEL, CEC, WLC)
- Partners (EAL, RHASS, tie)
- Stakeholder Advisory Group
- Wider Reference Group
- Bilateral Meetings

So now I will turn to the Review itself. The work is organised through a Working Group of Edinburgh and West Lothian Councils with Scottish Enterprise Edinburgh and Lothian and the Scottish Executive. Edinburgh Airport

Limited, the Royal Highland Centre and Transport Initiatives Edinburgh will be close working partners, and there will then be a stakeholder advisory group of those organisations with a strategic interest in the area including representation from the local community, and a wider reference group of local interests and land and property interests. As before bilateral meetings will be offered to any who wish it, and a number of useful meetings have been held and others are arranged.

RHASS Site Search

- RHASS parameters
- Scottish Executive, SEEL, CEC, WLC
- Edinburgh / West Lothian
- Site Search and Assessment
- WEPF Review to facilitate

The Royal Highland Centre, without prejudice to their position of not having agreed to any move, have agreed to set out the parameters of their existing and future business needs to assist in the site search. The Scottish Executive, SEEL, City of Edinburgh Council and West Lothian Council will form the working group with the Royal Highland Centre. The site

search will be confined to Edinburgh and West Lothian to meet locational criteria set by the Royal Highland Centre. It will clearly be necessary to identify sites meeting the locational and development criteria and to assess the costs of relocation. The core work on the West Edinburgh Planning Framework Review will seek to investigate the extent to which creating development value in West Edinburgh may assist in financing relocation.

Airport Master Plan

- White Paper requirement by 12/04
- Definition of indicative map
- Land dispositions refined
- Lennymuir area not required

The White Paper requires each Airport to prepare a Master Plan within 12 months. The Master Plan at Edinburgh should define actual boundaries of land requirements, and the purpose for which the land is required that will supersede the indicative map in the White Paper. I believe that Edinburgh Airport Limited have made progress on their Master Plan

and I would expect that the land use requirements would be a refinement of what has been shown indicatively in the White Paper rather than any radically different disposition. They have stated publicly that they will not need to acquire the former MoD housing at Lennymuir.

Surface Transport

- Tram Bill before Parliament
- Rail defined for Bill late 2004
- White Paper M8 link
- EAL A8 link proposal

The Bill for Tram Line 2 is now before Parliament with indicative route lines and limits of deviation defined on maps. The Airport Rail link is also defined but is subject to more detailed feasibility work before reaching the level of definition that will allow a Bill to be placed before Parliament late this year or early 2005. The White Paper refers to the need for a link from the airport to the

M8 and DfT have had preliminary work on routes done by their consultants. This work

requires more detailed feasibility to the satisfaction of Scottish Executive road engineers, and the policy position remains that Scottish Executive would not want it to open before the rail and tram links. Edinburgh Airport Limited propose to lodge a planning application for a road link from the Hilton Hotel roundabout eastwards to connect into the north side of the Gogar Roundabout. This may conflict with the Tram Bill's proposals to site a tram depot on land north of the Gogar Roundabout, and City of Edinburgh Council are likely to treat the planning application as premature. Such a link was however shown indicatively in the published West Edinburgh Planning Framework. It would give some relief and comfort to the Airport that they could maintain relatively efficient access from the City once the Royal Bank HQ opens, with its access to the A8. I understand that Transport Initiatives Edinburgh are trying to focus as much of the transport infrastructure in a single corridor as feasible to minimise land take and avoid severance of potential development land.

Timetable

- Originally draft by early 2005
- To be finalised during 2005
- Airport Master Plan
- Tram Bill and Rail Link Bill
- In practice dictated by consultancies

The brief talks of a consultation draft by early 2005, and final publication later that year. There are a number of steps along the way which are not under our control which may affect the timing. The Airport Master Plan is one but I think that will fit that timetable. The Tram Bill is currently before Parliament, with the Rail Link Bill to follow around the end of the year. Until we have a degree

of clarity on both of those, and importantly how they mesh together and with any additional road links, we cannot reasonably prepare a draft West Edinburgh Planning Framework Review. In any event it is likely that the process of procuring consultancy on land use and transport modelling in particular and then working through the process of defining tests on the model and interpreting results will take us longer than we at first thought. The timetable in the brief should therefore be taken as indicative and we will keep you regularly in touch with progress.

Next Steps

- Procure consultancies
- Continue bilateral meetings
- Await Airport Master Plan
- Liaise on tram and rail
- Keep this group in touch

So where do we go from here? The immediate tasks for us are to procure consultancies in land use transport modelling and for the Royal Highland Centre site search. We will obviously continue to hold bilateral meetings and I am happy to entertain requests from any interested parties. The Airport Master Plan will take us forward a step in helping to define land requirements, and to identify which parts of the Royal Highland Centre landholding will not be required

for the airport and are therefore available for redevelopment. The tram and rail proposals will continue to firm up and help define the land use dispositions that are potentially available for future development. And as I have said we will keep both the Stakeholder Advisory Group and the Wider Reference Group, both of whom are here today, in touch as we progress.