7N ARCHITECTS

International Business Gateway

Phase One Masterplan

Design and Access Statement

December 2015

NEW INGLISTON LIMITED

MURRAY ESTATES

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SALMON HARVESTER
PROPERTIES LIMITED

Phase One within the wider International Business Gateway development

Preface

This Design and Access Statement supports an application for Planning Permission in Principle for 211,511m^2 (2,276,704 sqft) of mixed use development on a 36.68 Hectare site within Edinburgh's International Business Gateway.

The masterplan has been developed on behalf of the IBG Stakeholders, New Ingliston Limited, Murray Estates Lothian Limited and FSH Airport (Edinburgh) Services Limited, to coordinate development between their respective landholdings and bring forward the placemaking objectives of the City of Edinburgh's West Edinburgh Strategic Design Framework.

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Client Group

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Contents

Executive Summary

International Business Gateway Phase One

The masterplan builds on the City of Edinburgh's 2010 design guidance policy document, the West Edinburgh Strategic Design Framework, with an approach to placemaking as the principal stimulus to cultivating quality development. It also develops on the principles established by the 2011 implementation plan, which was endorsed by members of the West Edinburgh Project Board including the Scottish Government, Scottsh Enterprise, City of Edinburgh Council, Edinburgh Airport, Transport Scotland, New Ingliston Ltd., Murray Estates and the Royal Highland and Agricultural Society of Scotland.

It establishes a framework for high quality public realm and landscape that connects the place to its context and creates a mixed use, flexible, business-led urban environment that is well connected, green in character and spacious.

The public realm defines a flexible framework for development that can accommodate a wide range of occupier requirements and allows a flexible response to changing needs, utilising building typologies that can readily be delivered as low energy buildings that facilitate efficient space planning.

Key Features:

An urban extension to Edinburgh, founded on a strong placemaking and landscape framework.

A development of international prominence with excellent links to local, national and international transport infrastructure.

A mixed-use, business led masterplan comprising:

- 122,158 sqm office development

- 1,150 hotel rooms

- 396 residential units (to be a mix of build to sale, build to rent and affordable housing)

- 5,439 sqm ancillary retail and leisure development

View of central public square and tram stop

"This project presents an opportunity to create a distinctive arrival experience for visitors to the City of Edinburgh, which will be of benefit to the nation as a whole, as well as all West Edinburgh stakeholders. It will announce clearly that visitors have now arrived in Scotland's capital city, whether journeying by air, road or train.

This is an opportunity to enhance the city's identity and create a strong gateway to one of the world's great capitals. "

West Edinburgh Landscape Framework, City of Edinburgh Council, June 2011

Hierarchy of Design Information

Parameters, Guidance and Principles

The primary purpose of the masterplan for Phase One of the International Business Gateway is to support the submission of the PPP, which will provide an appropriate level of certainty on a set of general parameters to be observed over its longer term development. In addition, its purpose is to support future subsequent planning applications for the Local Planning Authority's Approval of Matters Specified in Conditions (AMSCs - the reserved detail matters). It is envisaged that the AMSCs will be submitted in phased sub sections within the overall site over a longer period of time. Therefore, this masterplan has a mix of fixes, guidance and overall design approaches which can help to guide the AMSC submissions in due course.

The information has therefore been structured in a hierarchy of specific provisions across parameters and guidance which will provide a mix of fixed and flexible development principles:

Plot Parameters and Estate Infrastructure: These are submitted with the PPP in a series of formal drawings setting out a series of critical parameters, where the developer encourages the planning authority to approve these drawings. They define the location and extents of the development plots and common estate infrastructure, with specific parameters for each plot that govern the extent of development, use classes, building heights and frontage treatments. The parameter drawings are intended to be observed through subsequent AMSCs. In this regard, the following have been submitted:

L(PA)02 – Estate Infrastructure
L(PA)03 – Development Parameters
L(PA)04 – Height Parameters
L(PA)05 – Use Parameters

Development is expected to be substantially in accordance with these plans.

Development Guidance: This defines the outline proposals and outline specifications for the design of the common estate areas, landscape and infrastructure, where it is expected that the AMSCs will be submitted to generally accord with the development guidance. The development guidance controls requirements for the appearance, quality and character of this common estate, which will bind the individual plots together.

The Illustrative Masterplan and Plot Principles: These set a quality benchmark for the scale, character and quality envisaged for the built development over the longer term and demonstrates how development plots should be implemented within the framework of parameters and development guidance. The illustrative masterplan includes a suite of supporting design graphics to help to guide the quality and character of design envisaged for later submissions under the AMSCs. Essentially, this is intended as an overall indication of the levels of design quality, public realm frontages, landscape etc, and it accords with the general approach laid down in the West Edinburgh Strategic Design Framework.

Plot Parameters and Estate Infrastructure

Development to be substantially in accordance

Development Guidance

Development to be generally in accordance

Illustrative Masterplan and Plot Principles

Design approach and quality benchmark

View of avenue space

01 Introduction

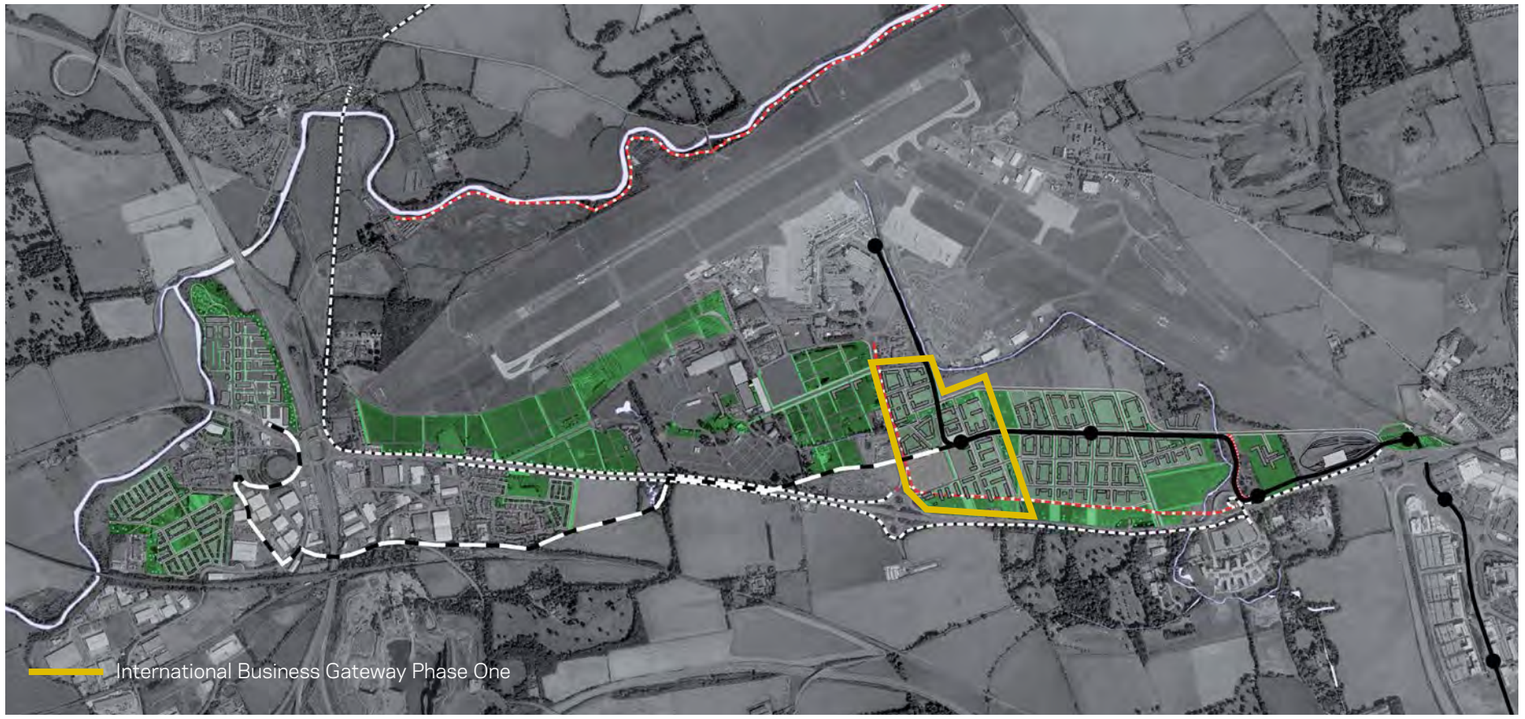
International Business Gateway Phase One

Project Background

The masterplan proposals have been developed in parallel with City of Edinburgh Council's evolving planning frameworks and design guidance which have been based on extensive exploration of the wider development and landscape contexts.

The International Business Gateway initiative was originally instigated by the Scottish Government who saw the site as a strategically important location for attracting inward business investment, given its proximity to Edinburgh Airport. The City of Edinburgh Council (CEC) commissioned a strategic masterplanning study by Urban Initiatives in 2007, with subsequent work by 7N Architects in 2009 to develop a spatial planning framework for future development that was integrated with the evolving proposals for the tram network which runs through the site. The 2010 West Edinburgh Strategic Design Framework (WESDF) evolved from this work and remains the current design framework in policy terms. This is supplemented by CEC's 2011 West Edinburgh Landscape Framework, which sets out landscape framework guidance for the whole WESDF area. The Landscape Framework was prepared for CEC by 7N Architects, Horner + Maclennan and WSP.

The WESDF covers the western corridor from the Gogar roundabout to Newbridge which also includes the Royal Highland Showground and Edinburgh Airport. Both of these organisations have developed masterplans, although the airport plan remains strategic at this time. The overall West Edinburgh initiative has a governance forum in the form of the West Edinburgh Project Board. The members of the board, which include the Scottish Government, Scottish Enterprise, City of Edinburgh Council, Edinburgh Airport, Transport Scotland, New Ingliston Ltd, Murray Estates and the Royal Highland and Agricultural Society of Scotland, have given their support to an Implementation Plan which was prepared in 2011.



"The Vision for West Edinburgh" - West Edinburgh Strategic Design Framework, May 2010


City Centre
Gogar Interchange
Gogarburn
Tram Stop
Ingliston Park and Ride
International Business Gateway Phase One
Edinburgh Airport
Route of Edinburgh Tram

Project Timeline

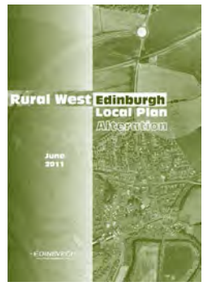
Planning Framework and Project Development

Planning Framework

The Scottish Government identifies West Edinburgh as a national development asset in the West Edinburgh Planning Framework (WEPF)

West Edinburgh is highlighted as a key priority location for internationally competitive business development in National Planning Framework 2 (NPF2)

CEC publish the West Edinburgh Stategic Design Framework (WESDF) which establishes development principles for the land identified in WEPF and NPF2



An alteration to the Rural West Edinburgh Local Plan (RWELP) recommends that land identified in WEPF and NPF2 for international business development is removed from the greenbelt

CEC augment the WESDF with the West Edinburgh Landscape Framework (WELF), prepared by the IBG Phase One design team

2008 2009 2010 2011

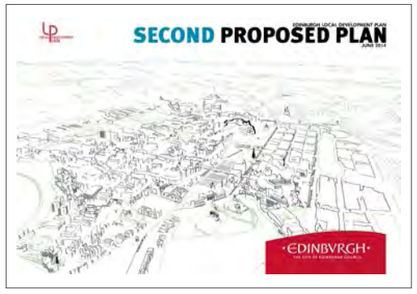
Project Development

An implementation plan for “Edinburgh International: Scotland’s Global Hub” is launched by the West Edinburgh Development Partnership

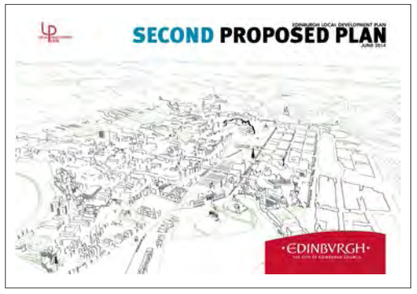
An outline masterplan for Phase One of the International Business Gateway is designed by 7N Architects on behalf of CEC and members of the IBG Stakeholders

Scottish Ministers approve the first South East Scotland Strategic Development Plan (SESplan) which identifies West Edinburgh as a Strategic Development Area

The Scottish Government withdraws the WEPF on the basis that it has 'served its purpose' and the IBG has been established as a national priority within NPF3 and recognised as such within SESplan and the ELDP



CEC submit the second Proposed Local Development Plan (LDP2) to Scottish Ministers for examination. The IBG is identified as a 'Special Economic Area' of national or strategic importance



Anticipated adoption of LDP2 by CEC following reporter's recommendations

2013

2014

2015

2016

A Proposal of Application Notice for IBG Phase One is submitted on behalf of the IBG Stakeholders. Two public consultation events are held in September

Edinburgh Trams Launch. The Ingliston Park & Ride stop is located within the IBG Phase One site. Technical assessment and application preparation continues

A series of design workshops are undertaken with Architecture + Design Scotland

IBG Phase One application for Planning Permission in Principle (PPP) submitted

Site Context

West Edinburgh Landscape Framework

In 2011, 7N Architects, WSP and Horner + Maclennan of the IBG Phase One design team were commissioned by City of Edinburgh Council to develop a landscape framework for West Edinburgh, focused around the A8 corridor and the development areas identified in the West Edinburgh Strategic Design Framework. The resulting guidelines, the West Edinburgh Landscape Framework (WELF), set out a series of key objectives for the study area:

- Build on existing Policy Landscape character in surrounding area
- Establish and strengthen identity of A8 road experience
- Enhance biodiversity throughout the WELF site where possible
- Develop new pedestrian/cycle connections from Gogar to the airport within IBG designed landscape
- Improve Gogar Burn landscape
- Initiate green infrastructure elements to structure the evolving development proposals for West Edinburgh

The following text, taken from the West Edinburgh Landscape Framework. expands on the key design concepts that will deliver these objectives.

Build on existing Policy Landscape character in surrounding area
The existing Policy Landscapes in the West Edinburgh area have been identified as strong existing resources. The framework seeks to strengthen and extend these areas through identifying areas, where new individual tree planting and structural woodland blocks that tie into existing woodland, might be positioned.

Establish and strengthen identity of A8 road experience
The A8 road experience is currently poor and does not presently give a coherent or particularly positive image of arrival to Edinburgh. The framework proposes designed landscape interventions along the length of the corridor, drawing from a coherent and consistent palette of treatments, which will over time allow a specific West Edinburgh identity to develop.

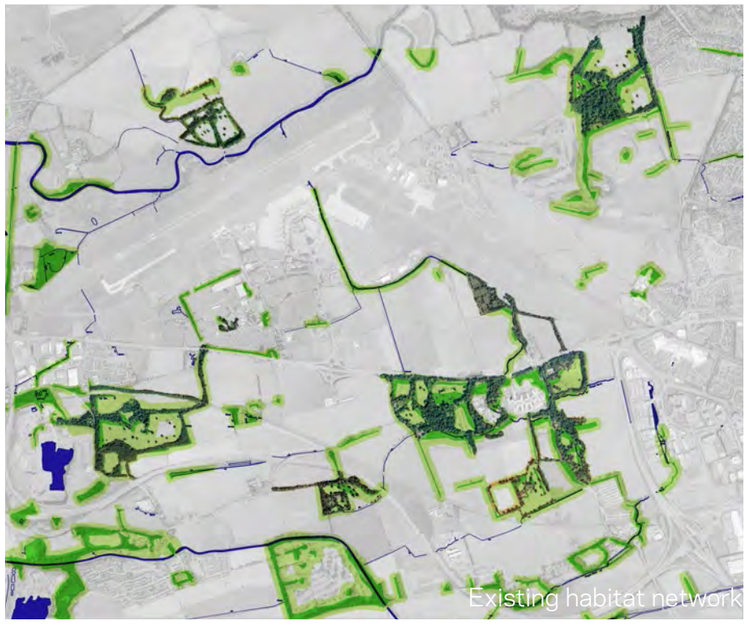
Enhance biodiversity throughout the WELF site where possible
Specific areas of the site offer the potential to increase and enhance the existing biodiversity value of the area, whilst minimising the risk of increased bird strike at the airport. Areas of wildflower meadow, wet scrubland and managed hedgerows are habitat types which can increase biodiversity in the area without unduly increasing bird strike risk.

Develop new pedestrian/cycle connections from Gogar to the airport within IBG designed landscape
The current core path network between Gogar roundabout and the airport is inconsistent and unattractive to pedestrian and cyclists. The WESDF identifies a route within the fringe of the IBG area and the framework proposes that this fringe is developed as a parkland zone to support this missing core path component at the earliest opportunity. The design concept is for a thin strip of parkland which can accommodate the pedestrian/ cycle route, but also allows informal recreation activities to occur. As the IBG is developed over time, this strip can grow to the edge of built form and become a significant parkland resource.

Initiate green infrastructure elements to structure the evolving development proposals for West Edinburgh
There is a growing understanding that the integration of green infrastructure into new development can offer benefits on many levels, from economic and environmental improvements to providing healthy places for people. As well as being natural assets, green infrastructure supports multiple functions which can be combined to offer enhanced value. These elements are embedded across the framework to allow a new natural network to form a setting and framework for development, supporting growth, stimulating investment and improving the identity and character of the area.

These principles have been implemented in the International Business Gateway Phase One masterplan.

West Edinburgh key structuring views


Existing habitat network

1 - Establish and strengthen identity of A8 road experience

2 - Initiate green infrastructure elements to structure the evolving development

3 - Form buffers and sacrificial landscape areas along key internal boundaries

4 - Improve Gogar Burn landscape

5 - Create and support habitat connections outwith WELF site

6 - Develop new pedestrian / cycle connections from Gogar to the airport within IBG designed landscape

7 - Build on existing Policy Landscape character in surrounding area

The Vision

An International Business Gateway

EDINBURGH INTERNATIONAL
SCOTLAND'S GLOBAL HUB

The development forms part of a public/private partnership initiative to designate the area as Edinburgh International, Scotland's Global Hub. Partners include The Scottish Government, Scottish Enterprise, the City of Edinburgh Council, Edinburgh Airport, RHASS, Murray Estates, New Ingliston Ltd. and Transport Scotland. The following text, which is an extract from the Foreword to the 2011 Implementation Plan produced by the partners, explains the objectives of the initiative:

"Scotland has ambition to increase the impact of its role in the global economy and Edinburgh is a successful and growing city, with great potential to be an even stronger engine for Scotland's sustainable economic growth.

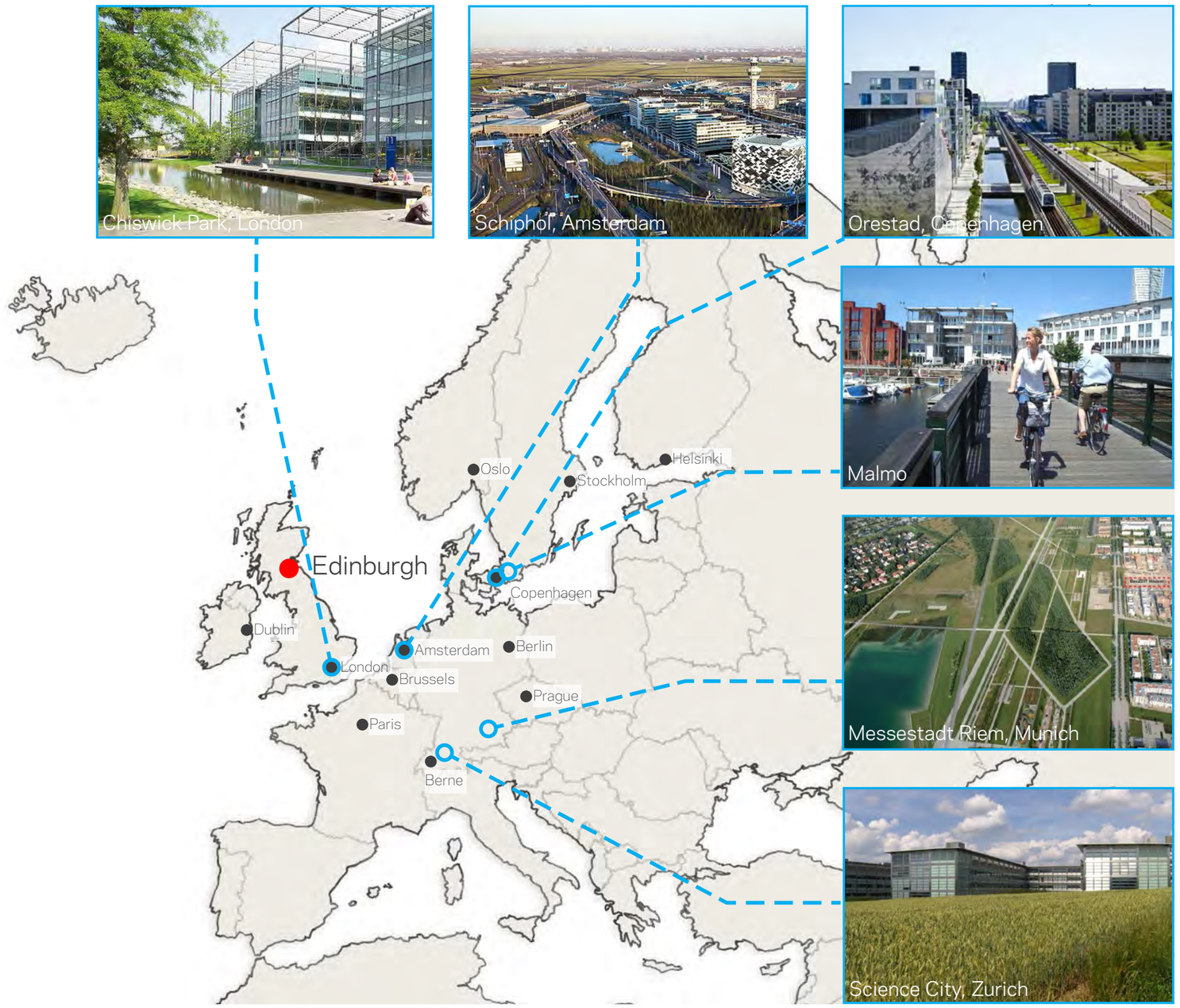
It is against this context that we are all firmly committed to the long term future success of Edinburgh International and have worked intensively to reach realistic consensus on the detail of how it should develop over time.

The highest priority will be afforded to furtherance of global connectivity. This will be achieved through Edinburgh Airport, by enhancing the quality of the gateway into Edinburgh and Scotland, and through the establishment of the area as an even more prominent hub for transport and international business. All of this will be facilitated by the phased delivery of an initial scheme of transport, water, power and landscape infrastructure works over the next 10 years.

This is a long-term project which is expected to span a number of economic cycles. Whilst the pace of the delivery of the various component parts such as additional transport infrastructure and airport capacity, the development of a new International Business Gateway and the regeneration of the National Showground will undoubtedly be influenced by underlying economic conditions and the availability of finance, the strategic importance and direction of travel of the project as a whole will not.

We have a determination to continue to work together and with the complete range of stakeholders in the project, to help co-ordinate action and investment, and to support the delivery of the various actions that are listed in the Implementation Plan.

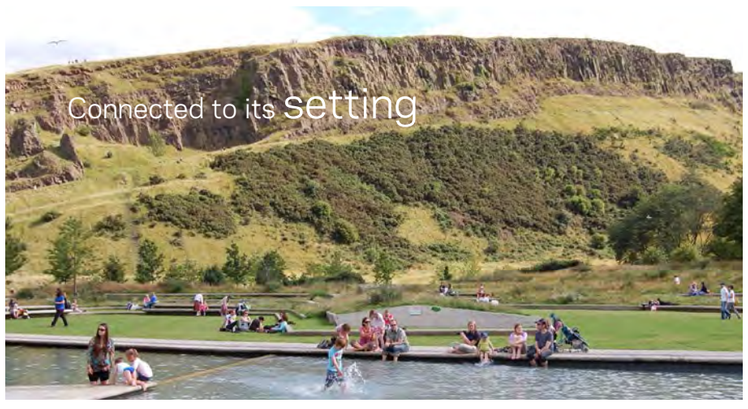
Step by step, the aim is to make this bold and ambitious vision for the future development of Edinburgh International a reality."

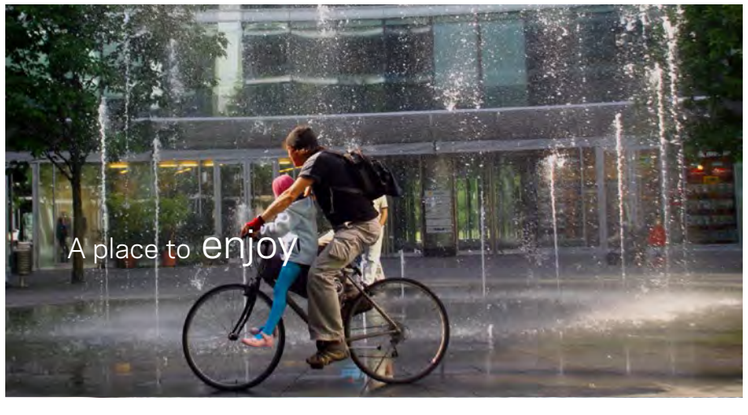


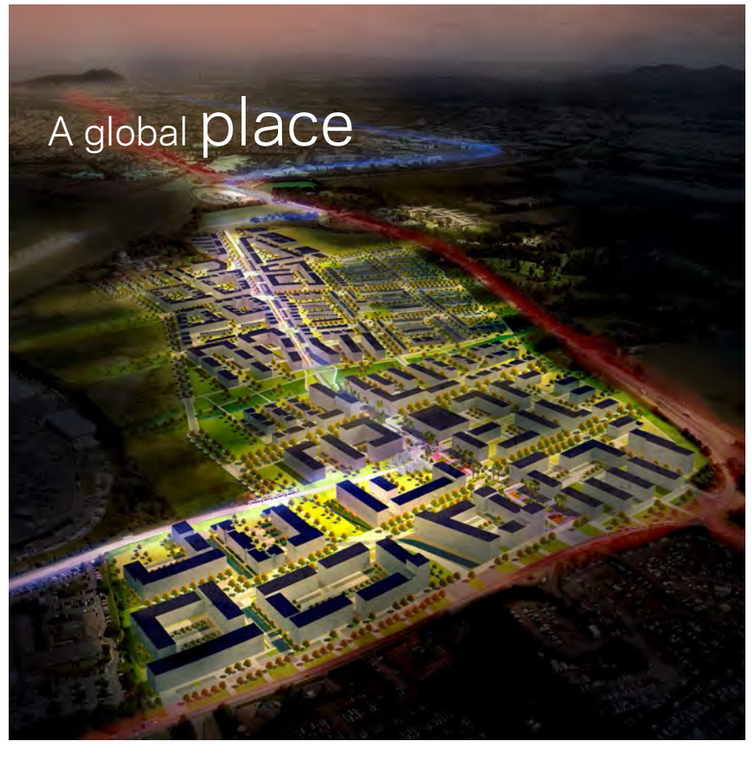
European competitors and benchmarks

The Vision

A Mixed Use Place







Development Brief

Land Ownership

The Phase One site is under the ownership of the IBG Stakeholders (the applicants) and includes land owned by City of Edinburgh Council (CEC). The land held by the Stakeholders is presently in agricultural use, although it is not currently being worked.

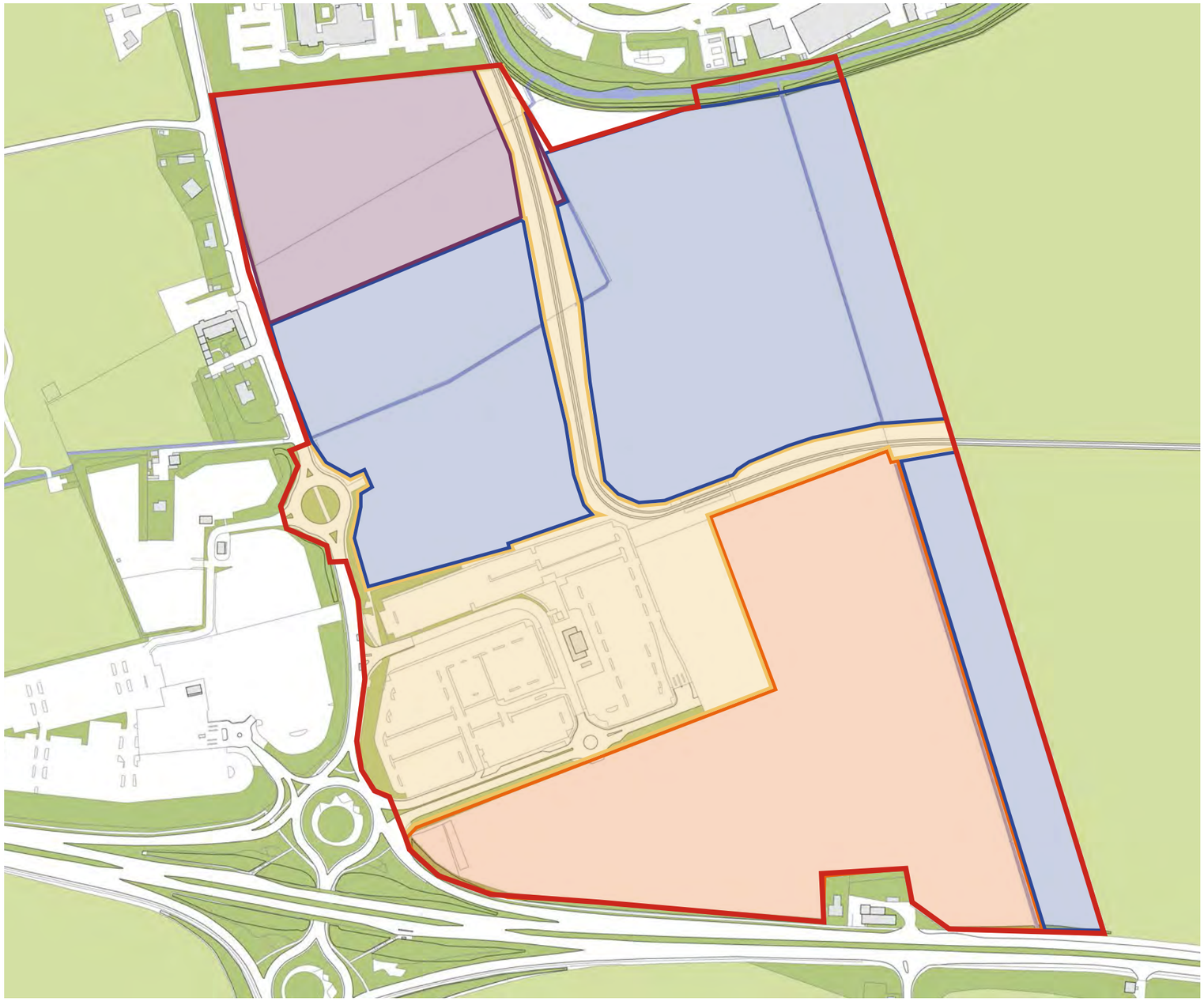
The land under ownership by CEC consists of the following:

- The tram line, including the Ingliston Park and Ride tram stop Public realm proposals to the edge of the tram line form part of this proposal.

- The Ingliston Park and Ride facility, including a road that will provide the primary access to the southern section of the IBG.

- A “gap site” of undeveloped land immediately to the east of the Park and Ride.

Redevelopment of the existing Ingliston Park and Ride site, owned by City of Edinburgh Council, is part of the wider strategy for the area, described in the West Edinburgh Strategic Design Framework. An illustrative approach to the future development of the gap site and Park and Ride facility have been demonstrated in this document but do not form part of the application.



Application Boundary

New Ingliston Ltd.

Murray Estates Lothian Ltd.

FSH Airport (Edinburgh) Services Ltd.

City of Edinburgh Council

Development Brief

Development Quantum

The application proposals seek Planning Permission in Principle for Phase One of the International Business Gateway, Edinburgh. This comprises the development of new buildings to provide mixed use development including:

- Business and employment uses (class 4), (class 6);

- Hotels (class 7)

- Residential institutions (Class 8), residential (Class 9), non-residential institutions (Class 10) and sui generis flatted development

- Ancillary uses including retail (Class 1), financial and professional services (Class 2), food and drink (Class 3), assembly and leisure (Class 11)

- Other related associated works including car parking, servicing, access arrangements and public realm

The mix of uses and quantum of development is as set out in the table opposite. This has been tested in the form of an illustrative masterplan and informed a series of parameters plans and accompanying design principles.

Use	**Area (m²)**	**Area (sqft)**	**Percentage of Development Area**
Class 4 Business	122,158 m²	1,207,259 sqft	58%
Class 7 Hotel Approx. 1150 Rooms	40,338 m²	434,195 sqft	19%
Class 9 Residential Approx. 396 homes inc 25% affordable	43,576 m²	469,048 sqft	21%
Class 1, 3, 11 Ancillary Uses: Retail, Food & Drink, Assembly & Leisure	5,439 m²	58,545 sqft	2%
Total	**211,511 m²**	**2,276,704 sqft**	

02 Site Context

Site Context

Existing Condition

The application boundary covers a site of 36.7 Hectares to the west of Edinburgh city centre, adjacent to Edinburgh International Airport. This land has been identified as the location for Phase One of the International Business Gateway in a range of policy documents at local (City of Edinburgh Council) and national (Scottish Government) level.

It occupies a location that is extremely well connected to a range of transport modes within the West Edinburgh area, including the public transport interchange at Ingliston Park and Ride that provides access to the tram to the airport and the city centre and bus routes.

The site is predominantly open agricultural fields, although not currently in use. However several policy landscapes in the surrounding area provide distinctive, mature features to the periphery of the site and offer opportunities to strengthen them through new landscape features within the International Business Gateway.

The site is therefore well positioned, strategically and geographically, to take advantage of its setting and potential for development. Many of the surrounding land uses have already harnessed this unique location and have an international dimension or appeal, such as Edinburgh Airport, The Royal Highland Centre and The Royal Bank of Scotland. Further to the east, Edinburgh Park and The Gyle provide an established business presence in this part of the city.

1 - View South towards A8

2 - View East towards site of proposed IBG West

3 - View North towards Airport

4 - View West across Ingliston Park and Ride

Aerial view of the site looking east towards Edinburgh City Centre

Site Context

Regional Connections

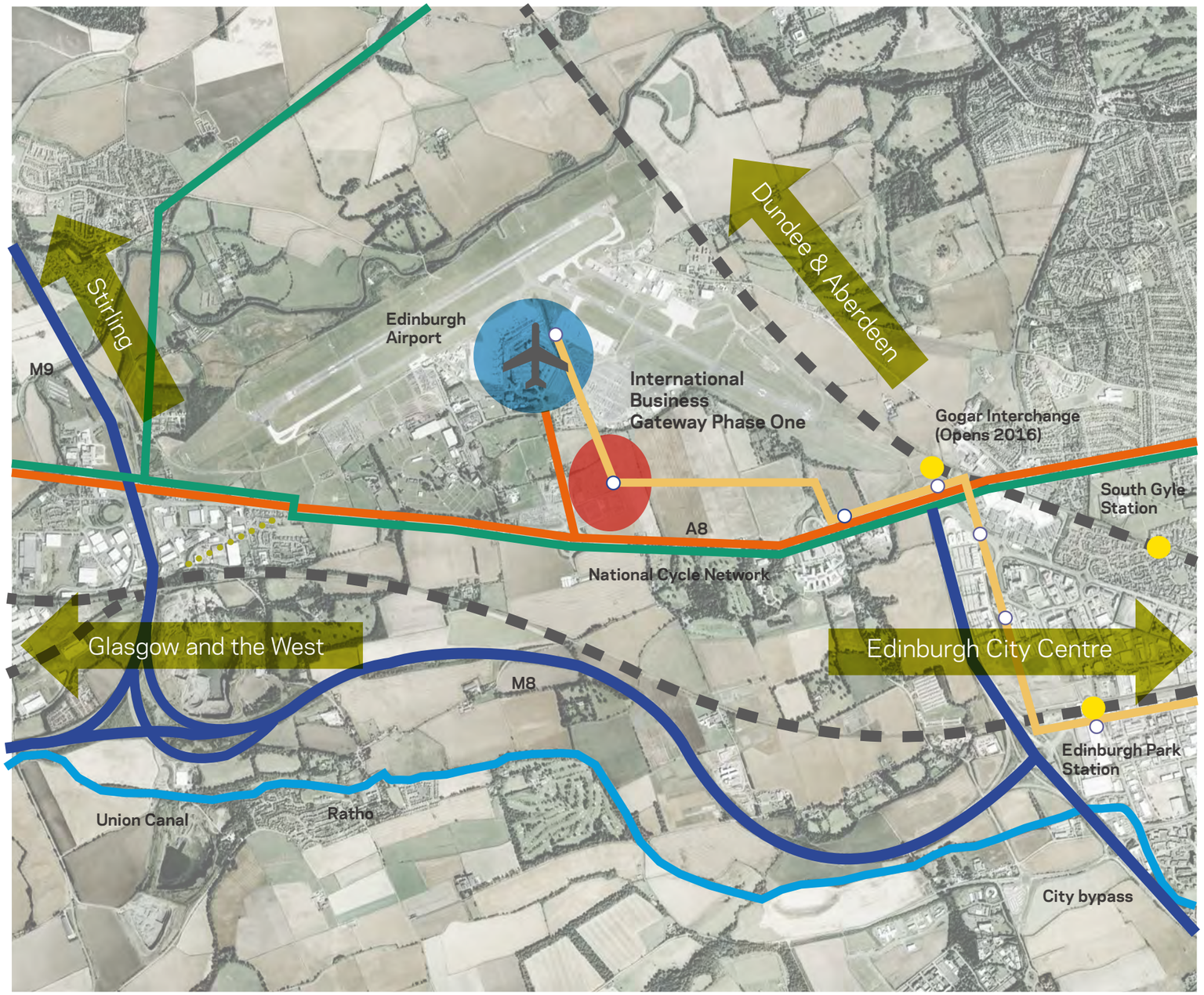
The Edinburgh Tram network runs through the site, with the Ingliston Park and Ride stop located within the site boundary. The tram provides access to the airport within 2 minutes, with journey times to the city centre approximately 35 minutes.

The tram currently interchanges with the national rail network at Edinburgh Park (approximately 16 minutes) and Haymarket (approximately 23 minutes). Due to open in 2016, The Gogar Interchange will provide further rail connectivity with the tram network.

The 35 bus route currently stops at the Park and Ride facility, which serves the airport, Edinburgh Park and Edinburgh City Centre.

The National Cycle Network runs along the A8 to the south of the site, with connections to Edinburgh City Centre, the Lothians and north to Queensferry and Fife.

The site is well connected to major road infrastructure north to Stirling, Aberdeen and Dundee, west to Glasgow and to the south.

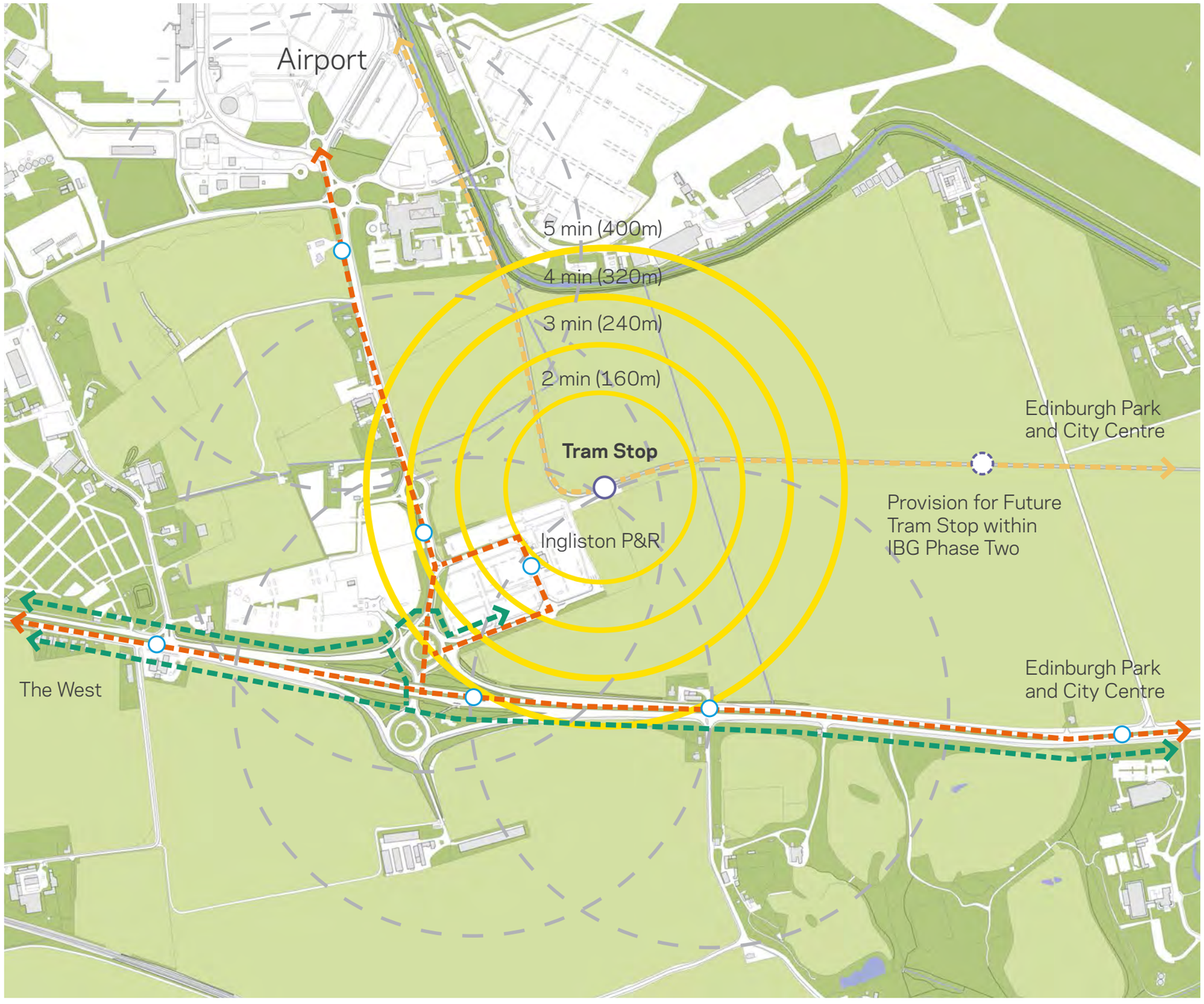


Site Context

Local Connections

Destination	Tram	Bus	Car	Cycle
Edinburgh Airport	3 mins	4 mins	2 mins	3 mins
Edinburgh Park	10 mins	10 mins	7 mins	19 mins
Edinburgh City Centre	32 mins	25 mins	25 mins	55 mins

Sources:
Tram & Bus: Transport for Edinburgh
Car: AA Route Planner
Cycle: CycleStreets



Walking Distance (Tram Stop - As Indicated)

Walking Distance (Bus Stop - 400m)

Tram Line & Stops

Road Connections & Bus Stops

National Cycle Network Connections

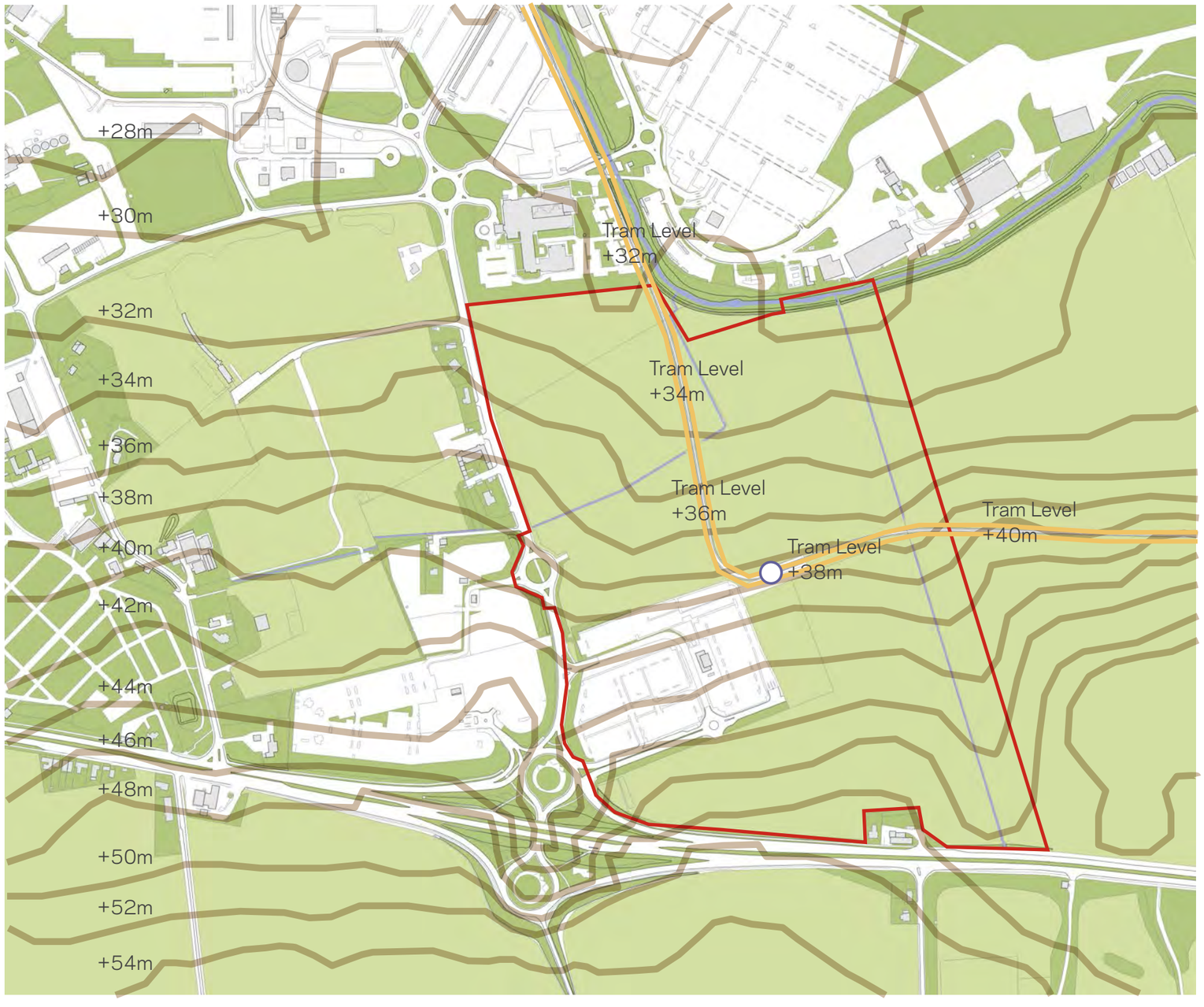
Site Analysis

Topography

The site slopes down at a relatively even gradient, from the A8 to the southern boundary with the Gogar Burn and Hilton Hotel to the north. There is approximately 18m change in height across the site.

There are some areas with more pronounced localised changes in level, such as where the existing watercourses cross the site.

The tram line enters the site from the city centre direction at grade, allowing level access to the Ingliston Park and Ride tram stop. As it turns to continue towards the airport the gradient of the tram line is less than the surrounding area and as a result forms an embankment that bisects the northern half of the site. The embankment rises to approximately 3m above the adjacent ground level.



2m contour

Tram Line

Site Analysis

Existing Infrastructure

Existing infrastructure within the site boundary creates a number of parameters and constraints:

- Route of existing tram line and land safeguarded for future extension to Newbridge.

- Existing watercourses on site, to be maintained as part of the development and incorporated as landscape features.

- An existing gas main that runs across the site. Buildings should not be located above this.

- An area of land identified within the West Edinburgh Strategic Design Framework as safeguarded for Airport expansion. Development plots should sit outwith this area, although other infrastructure may be located within it.

- Vehicle access to the site will be via the two junction locations identified. Provision for vehicle access across the tram line, which provides access for development plots in the north east corner of the site, is provided at the location identified.

- It is understood that City of Edinburgh Council's Ingliston Park and Ride will remain in operation at this time although it has been identified for future redevelopment in the WESDF.

Tram Line

Future Tram Extension

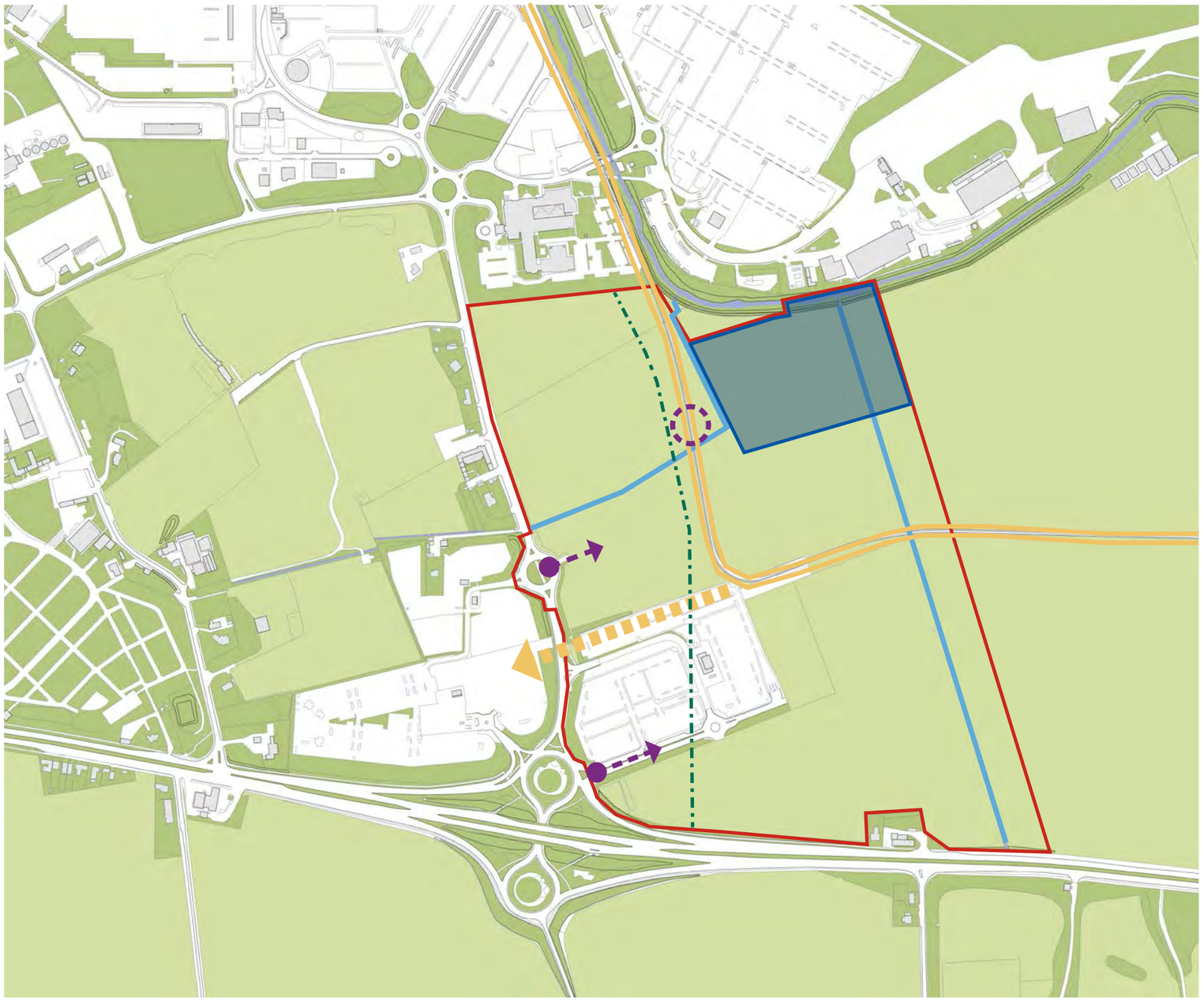
Existing Watercourses

Existing Gas Main

Airport Expansion

Vehicle access points

Provision for vehicle access over Tram Line



Site Analysis

Views

Surrounded by distinctive landscapes and landmarks, the site benefits from expansive views to the Ochills and Pentland Hills, punctuated by views of the Forth Bridges to the north, Arthur's Seat and Costorphine Hill to the east and the post-industrial Bings to the west.

Preserving and enhancing views from within and through the site were key drivers for the West Edinburgh Landscape Framework. The framework has been structured to form strong visual connections and mitigate the impact of the development on surrounding context through diverse massing and the preservation of significant sightlines.

Aerial view of the site looking south towards the Pentlands

Site Analysis

Views

RBS Bridge (A8) - View North West

Below Craigie Farm - View South

Kirkliston - View South East

Corstorphine Hill - View South West

03 Masterplan Framework

Masterplan

Approach

The primary purpose of the masterplan for Phase One of the International Business Gateway is to support the submission of the PPP, which will provide an appropriate level of certainty on a set of general parameters to be observed over its longer term development. In addition, its purpose is to support future subsequent planning applications for the Local Planning Authority's Approval of Matters Specified in Conditions.

The approach to the masterplan adopts the following key principles:

- Creating a mixed use, business led, environment with an urban character, using the buildings to define streets and public spaces

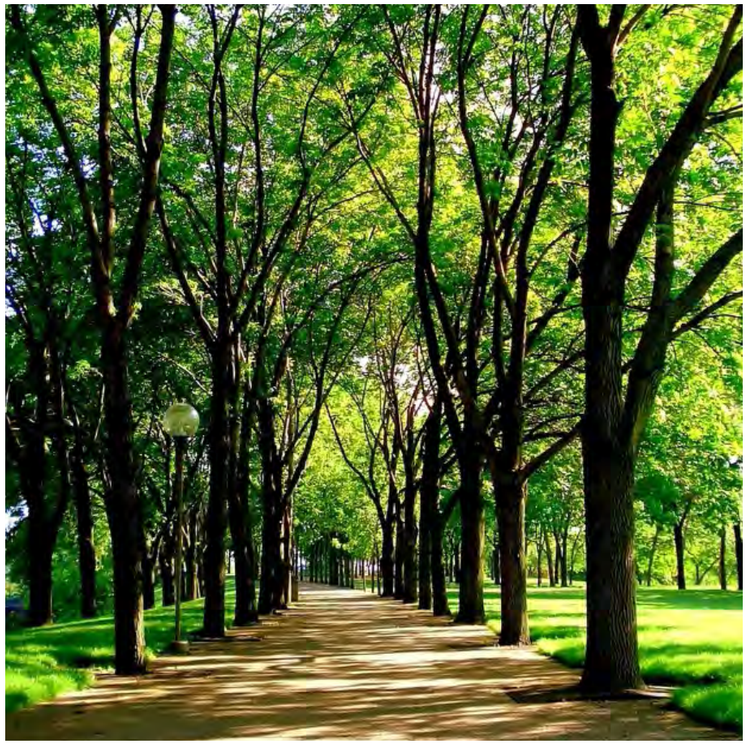
- Establishing a flexible framework for development within a coherent network of high quality public realm

- Implementing a range of public parks, landscape spaces and green edges, that integrate with and enhance the urban business environment

- Creating a hierarchy of routes, streets and spaces which concentrate footfall around key public areas

- Integrating pedestrian and cycle movement patterns within the site with connections to existing public transport connections, future developments and the surrounding area

- Limit parking numbers and encourage public transport use through regulated parking ratios for both commercial and residential developments

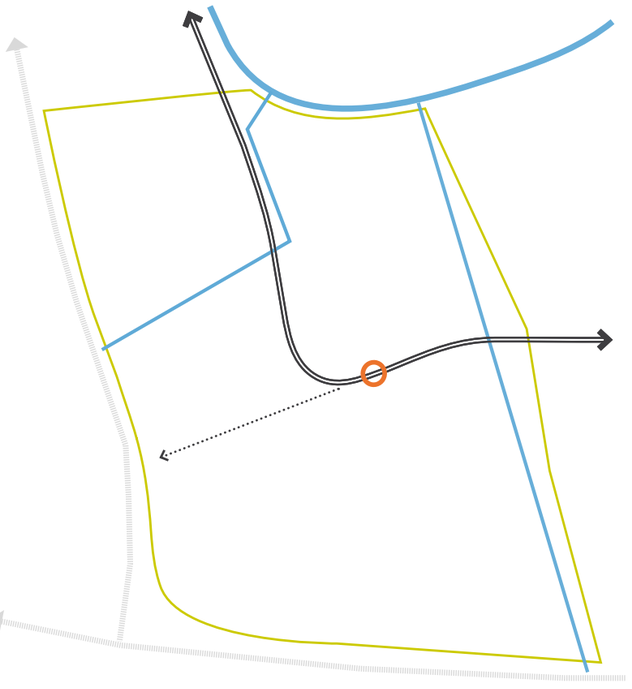


Phase One within the wider International Business Gateway development

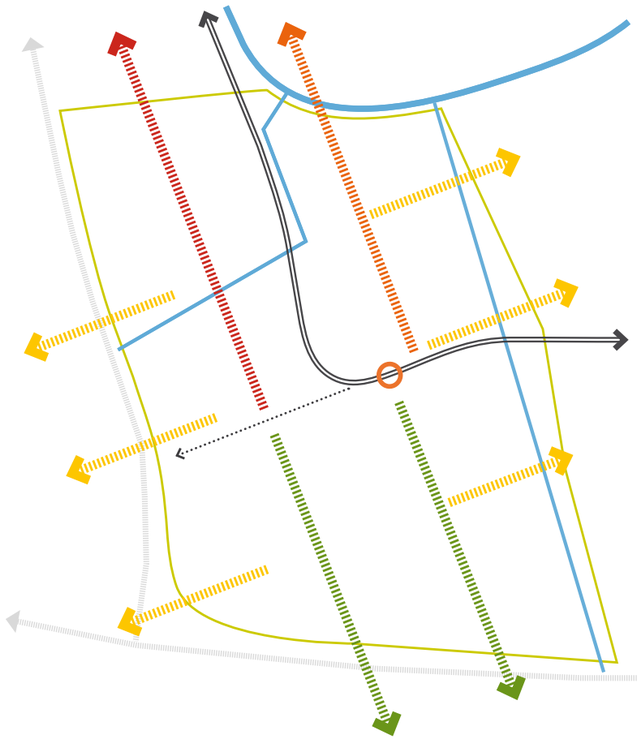
Masterplan Concept

Growing the Place

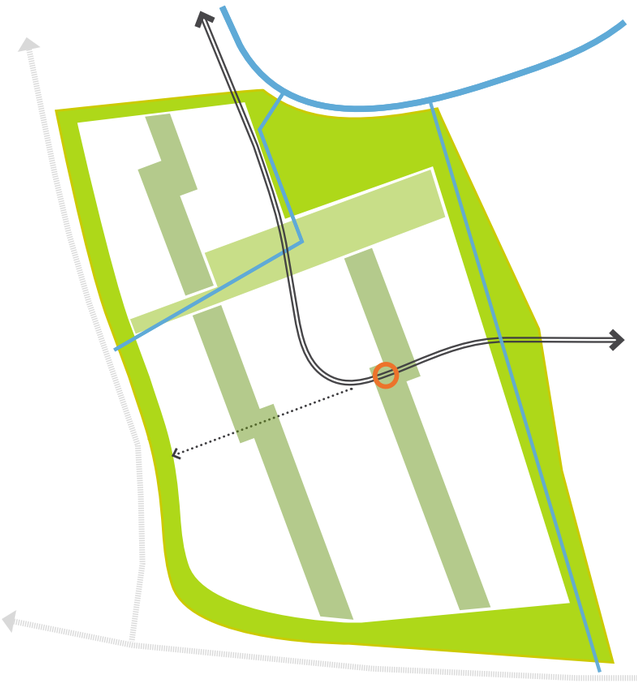
Growing a new place around the tram infrastructure that will become the principal arrival point for business visitors



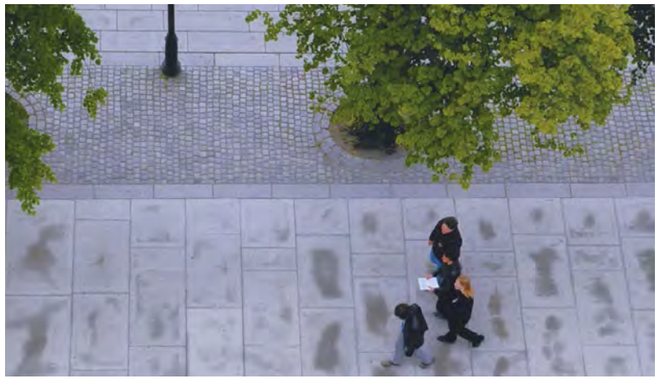
Setting up distant views to connect the place to its wider context



Organising the masterplan around a landscape framework to structure development that is embedded in its setting

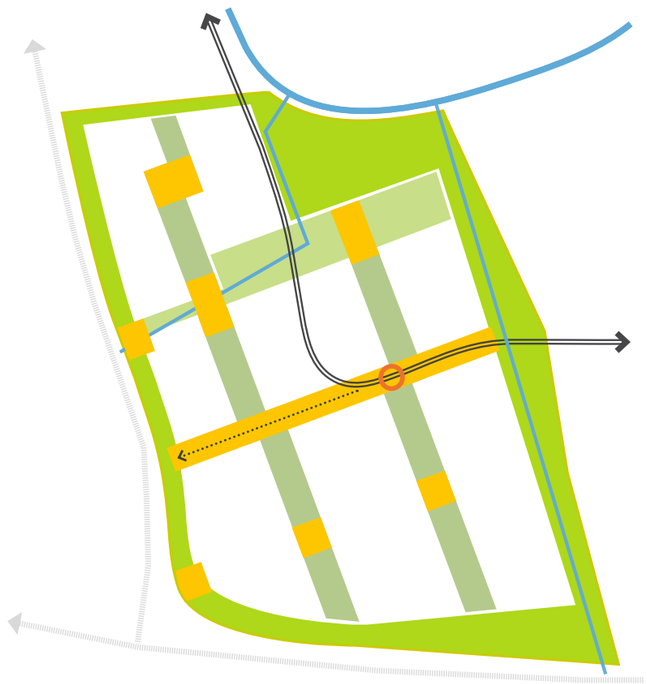


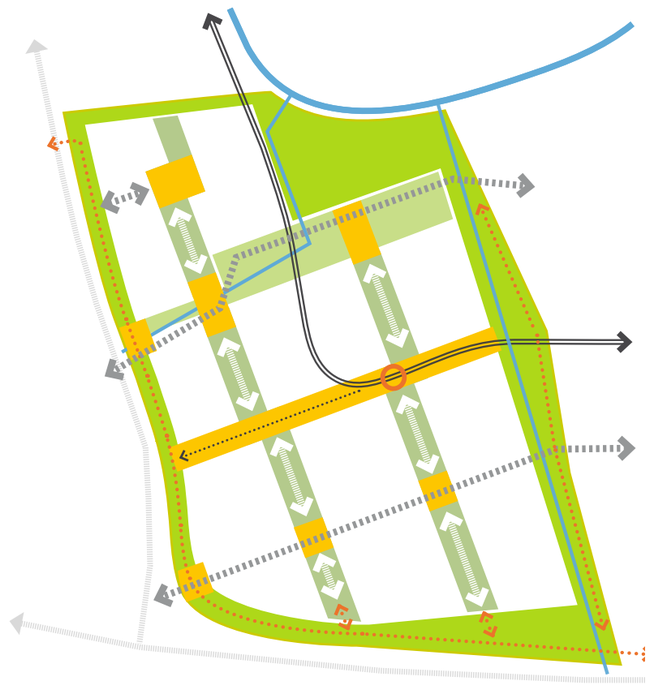
Creating thresholds of public space at the intersections between the landscape framework



Establishing active street spaces designed to prioritise pedestrians and cyclists with efficient vehicular movement

Developing a long term framework for placemaking which will enhance Scotland's global profile as a place to do business.





Illustrative Masterplan

Summary

The masterplan is structured around an integrated network of streets and public spaces to create a framework of green landscape which embeds the new place in its setting. These spaces are designed around pedestrians and cyclists, with green/blue SUDS infrastructure integrated with the public realm.


1 -Tram Square


2-Tram Corridor


3-Avenue


4-Linear Park Along Burn


5-Landscape Edges

Illustrative Masterplan

Wider Context

Illustrative Masterplan

Landscape Framework

The landscape framework forms the network of public realm and shared landscape which defines the common estate areas and the primary structure of the masterplan. It comprises a series of separate components which collectively combine and integrate to create the setting for the Phase One development.

A range of public open spaces of varying scales are located throughout the development, providing spatial variety to the overall development pattern. These range from larger scale green corridors along sections of the tram line and the tributary burn to the Gogar Burn, to pocket parks and hard landscape spaces, separating building blocks or occupying corner plots, which provide incident and interest to the overall streetscape character.

This landscape strategy is extended throughout the public realm, with varied tree species, ornamental grass, shrubs and swale, integrated into the development's network of streets and cores.

The landscape strategy continues and develops the strategic landscape proposals for the International Business Gateway development, included in the West Edinburgh Landscape Framework, to establish an appropriate setting and character for the development through the provision of high quality public realm and green spaces. The key principles of the landscape strategy comprise the following components:

- A parkland frontage to the A8 corridor and to the east of the development, with fingers of parkland extending into the development pattern.

- A pattern of north-south and east-west green infrastructure features extending through the site.

- A sequence of public hard and green spaces of varied scale spread throughout the development.

- Public realm spaces related to the tram corridor and stop.

- A vehicular and pedestrian/cycle circulation hierarchy defined by variations in floorscape treatments and plant selections.

Illustrative Masterplan

Plot Framework

The development plots are defined by the landscape framework of the estate to establish a secondary hierarchy of development zones spaces.

Through the application of Development Parameters and a toolkit of Plot Principles, a Plot Framework of shared hard spaces, communal landscape features and private gardens define the locations of buildings within each plot.

The Plot Principles comprise the following key components:

- A shared space principle applied to plot access and circulation.

- Pedestrian and cycle connections to the wider estate landscape.

- Screened parking courts, defined by business / commercial development blocks.

- Shared surface residential streets with private communal residential green spaces.

- The use of green buffers and extension of fingers of green landscape into development plots at frontages with estate landscape features.

- A high quality urban edge at the interface with Eastfield Road.

Illustrative Masterplan

Movement and Access

The masterplan is designed to be a primarily pedestrian and cycle priority environment to facilitate active streets and public spaces, building on the existing public transport infrastructure of the tram stop at Ingliston Park and Ride. The access and movement strategy balances this priority with the need to provide legible and efficient vehicle access to the development plots and sufficient parking.

The primary space is the public square around the tram stop and the corridor that bisects the site from east to west. This square is pedestrian and cycle priority, with limited vehicle access.

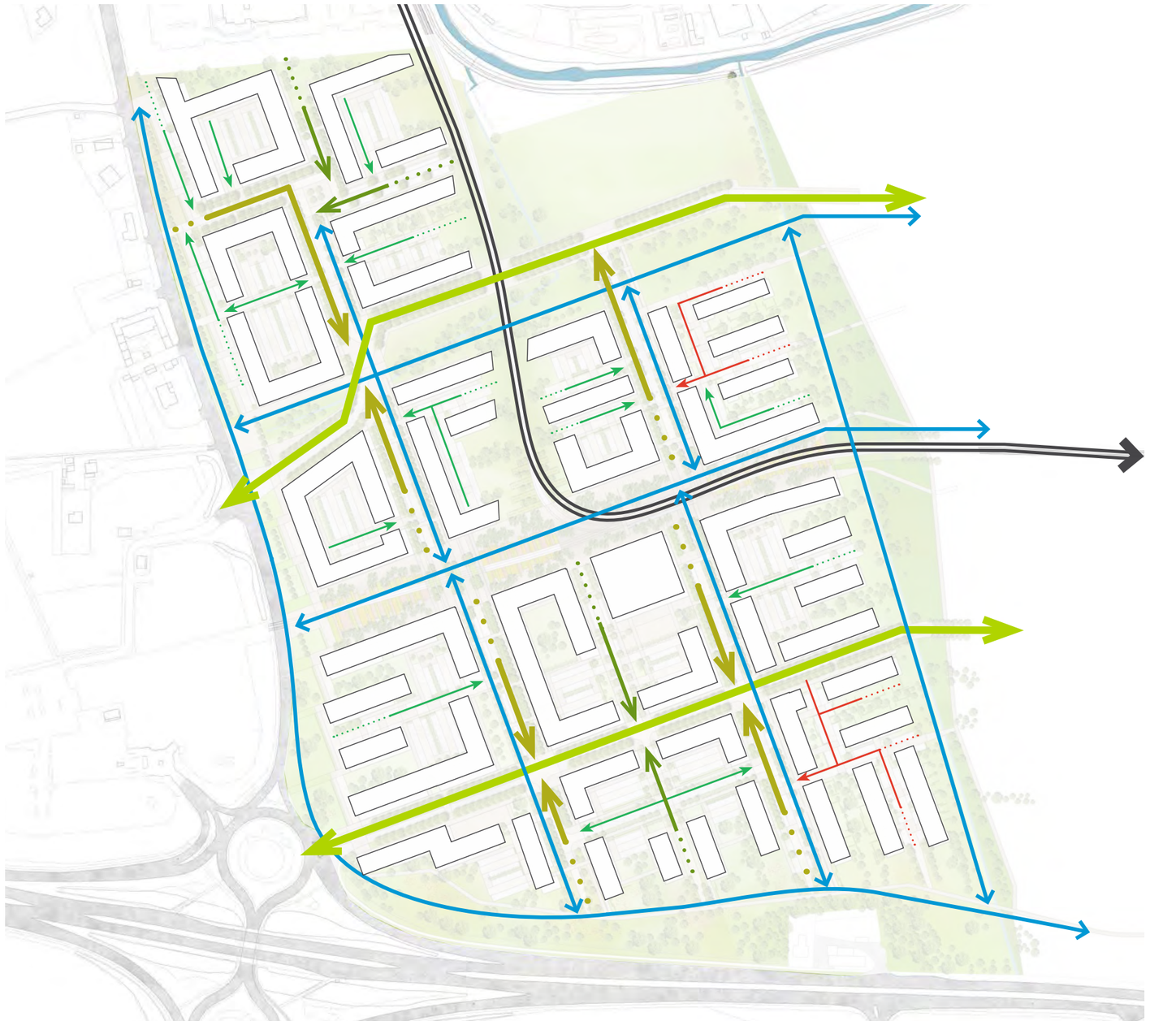
Vehicle priority routes generally run east / west along Distributor Roads from the junctions on Eastfield Road, either side of the Tram Square.

The Avenues are the primary north-south access routes. These have a range of context specific characters that fall into two primary categories:

Vehicle Priority
On street parking, segregated cycle lanes and pedestrian pavements integrated within a landscaped avenue of trees. These are located closest to the distributor roads and provide easy access to plots.

Pedestrian and Cycle Priority
A more informal variety of shared spaces and landscaping, with limited on street parking. These are located close to the central Tram Square and development edges where vehicle movement is reduced.

Vehicle access within plots is laid out along shared space principles, incorporating landscaped parking courtyards for commercial plots and on street parking for residential plots.



Illustrative Masterplan

A Mixed Use Place

The International Business Gateway will be an urban business environment that represents a move forward from the mono-use, business park model to a mixed use, 24 hour place.

Although it will primarily be Class 4 business space, it will also include hotels and residential development. This will ensure that a critical mass of movement and activity is retained outside of office hours. Ancillary mixed leisure and retail uses will meet the everyday needs of workers, visitors and residents.

Business space and hotels will be focused around key civic "nodes" with public transport infrastructure, and along primary street frontages. Active ground floor uses will be encouraged at strategic points to provide ancillary uses.

Residential developments will be integrated throughout the site. The location of these plots will capitalise on views and connections to the extensive landscape infrastructure.

- Business Led Development
- Business Led Development with Active Ground Floor
- Hotel Led Development
- Hotel Led Development with Active Ground Floor
- Residential Led Development
- Civic Development

Massing and Heights

Strategy

The West Edinburgh Strategic Design Framework states that development at the International Business Gateway should be predominantly four storeys with higher buildings at strategic locations and gateways. This has formed the basis of the approach to the massing of the illustrative masterplan, and has been developed further on the following principles:

- The development nestles into the overall landscape pattern, backed by the landscape beyond.

- The built profile to the development is varied in height, comprising a diverse roofline profile which assists in breaking up the overall scale of the development.

- The scale of the development is punctuated and penetrated by a series of openings / spaces between buildings, which reduces the extent and appearance of the development within its wider landscape context.

- There is a clearly expressed sequence of the projection and recession of individual buildings along the edges of the development, equating with the principles of green fingers of open space which characterise the edges of the development.

- The landscape framework softens the overall extent of built development through the introduction of intervening landscape elements in front of the visible facades to buildings.

View from LVIA: Proposed view from Corstorphine Hill

Massing and Heights

Site Approach

Site massing and illustrative building heights have been structured to reflect infrastructure nodes, highlight key access points and take advantage of site topography to create a diverse townscape and flexible framework for development.

Whilst the prevailing building height is generally a maximum of 22m (equivalent to four storeys of commercial development), important frontages to primary spaces and routes, such as the Tram Corridor, Eastfield Road and the North Square, are structured to accommodate the equivalent of five or six storeys of development.

Key strategic access points, such as from Eastfield Road (view 1), the A8 roundabout (view 4) and adjacent to the Tram Stop, have been identified as “gateway” nodes and possible locations for buildings of up an equivalent of eight storeys.

Development addressing the peripheral parklands to the south and east provide opportunity to form a mixed-use four to five storey zone, stepping the development building height of the “gateway” nodes with protruding and recessed massing that blends into the parkland landscape.

These principles have been tested in series of illustrative views, from both key approach routes to the site and within the site to the existing landscape beyond.

View Position


1 - Eastfield Road - Illustrative Northern Approach


2 - Edinburgh Tram - Illustrative Eastern Approach


3 - A8 - Illustrative Eastern Approach


4 - A8 - Illustrative Western Approach

Massing and Heights

Views from Site

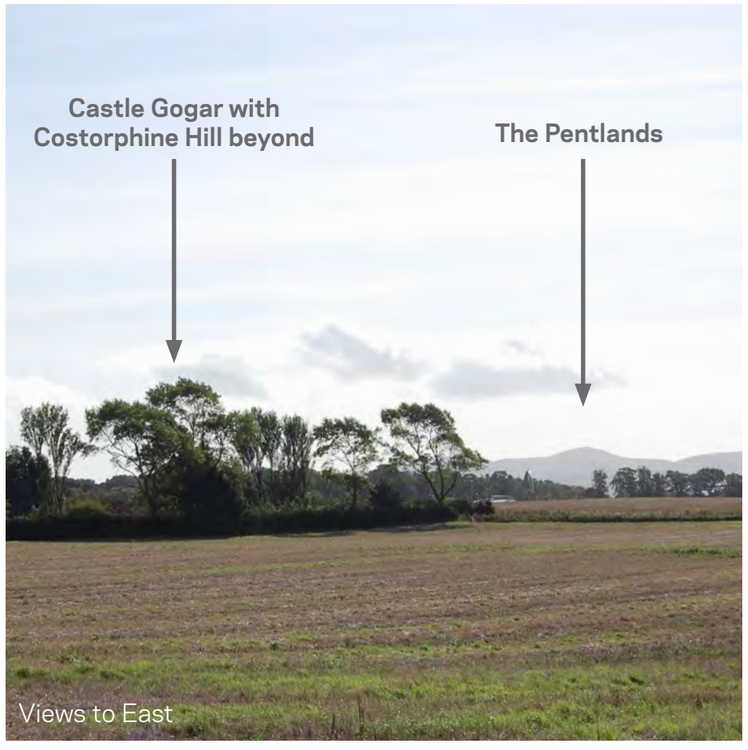
Tram Corridor

The Tram corridor forms the central civic space that preserves east / west axial views through the site.

As people move through the space, views to landmarks such as Corstorphine Hill and Arthur's Seat are framed by the development.

Massing and Heights

Views from Site



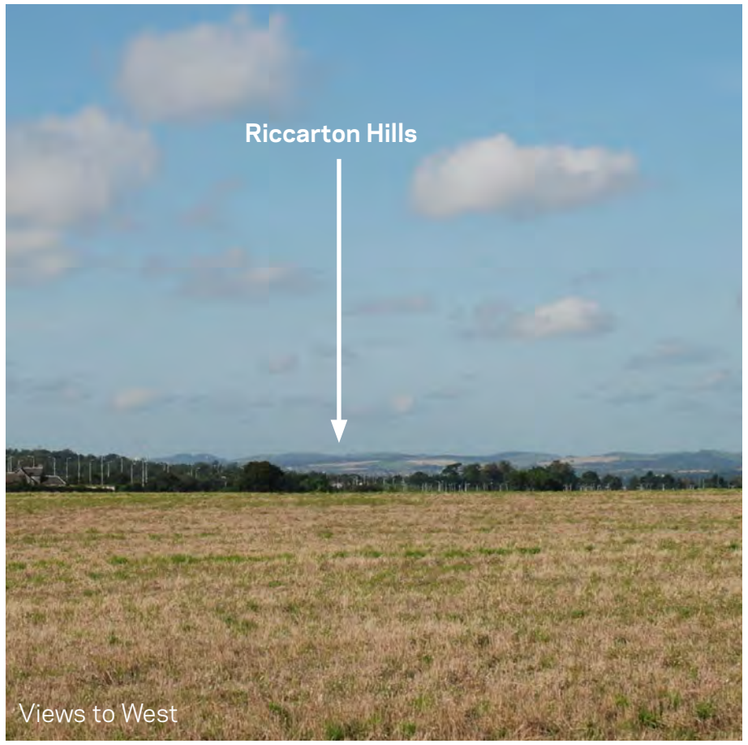
Distributor Road North

The Distributor Roads provide east / west vehicular access and preserve axial views through the site.

Approaching from Eastfield Road, the northern distributor road provides views across the open parkland, that follow the existing watercourse, and east towards Castle Gogar and the landscape beyond.

Massing and Heights

Views from Site



Views to West

Distributor Road South

The Distributor Roads provide east / west vehicular access and preserve axial views through the site.

From within the site, views west to the existing landscape are framed by the new development. As the junction with Eastfield Road is approached, the views open out to encompass The Bings and distant landscape such as the Riccarton Hills

Distributor Road South - Illustrative View West

Massing and Heights

Views from Site

Views to South

Avenues

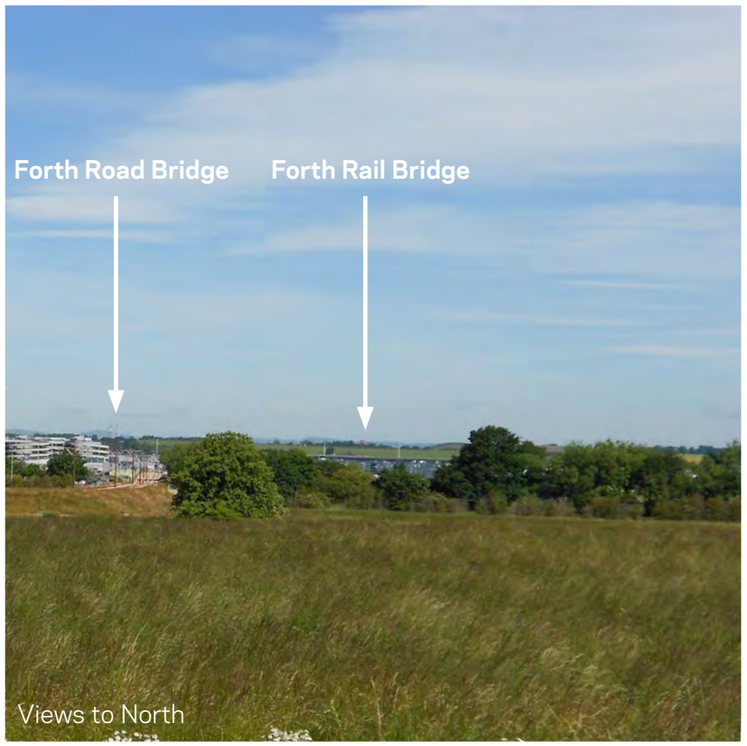
The Avenues are the primary north/south access routes through the site and preserve axial views through the site.

Looking south from the avenues, the topography of the site shields the A8 and focusses on the mature Gogarburn Policy Landscape and distant views beyond.

Avenue - Illustrative View South

Massing and Heights

Views from Site



Avenues

The Avenues are the primary north/south access routes through the site and preserve axial views through the site.

Looking north from the eastern avenue, views across the airport to the landscape beyond are framed by the development. In places, landmarks such as the Forth Rail Bridge and Forth Road Bridge will become visible.

Massing and Heights

Views from Site


Views to North

Avenues

The Avenues are the primary north/south access routes through the site and preserve axial views through the site.

The western avenue terminates in a view of the existing Hilton Hotel and Edinurgh Airport multistorey car park, which has not been deemed important to preserve. The alignment of the avenue in this location is staggered to screen this view with new, higher quality development within the International Business Gateway.


Western Avenue - Illustrative View North

Sustainability
SUDS

A Sustainable Urban Drainage Strategy (SUDS) has been implemented within the masterplan, developing on the recommendations of the West Edinburgh Landscape Framework. Detailed technical information can be found within the Environmental Statement that accompanies the application. The principles applied are outlined below.

Source Control:

Source control measures deal with the “first flush” surface water flows. These features include:

- Permeable Surface Drainage: Porous or permeable block paving to hard surface areas such as car parks and shared surface circulation within Development Plots

- Bioretention: Shallow landscaped depressions which are typically underdrained and use vegetation to reduce runoff volumes and remove pollutants. These have been implemented into the design guidance for the Distributor Roads and Avenues.

Site Control:

Site control features manage the runoff from site control measures, typically through the use of landscape swales and detention beds. Consideration has been given to the extent and location of these features with regards to Airport Safeguarding and the discouragement of hazardous birds. Treated and attenuated runoff from these features will be discharged into existing watercourses.

Sustainability

District Heating

Provision has been made within the masterplan framework for the implementation of a district heating network. The layout will provide an efficient and logical route for district heating infrastructure to serve each development plot.

Strategic locations have been identified for District Energy Centres that will initially allow networks to be developed within boundaries of land ownership. Over the course of the full build out of the International Business Gateway, there will be opportunities for site wide connections and pooling of resources.

District Heating Network

District Energy Centre

04 Plot Parameters

Introduction

Plot Parameters

As the International Business Gateway will be a long term development that is realised over a number of years, a series of Plot Parameters are provided to ensure that flexibility can be accommodated within a masterplan framework that preserves visual quality and coherence.

The Plot Parameters define the location and extents of the development plots and common estate infrastructure, with specific parameters for each plot that govern the extent of development, use classes, building heights and frontage treatments. The diagrams in this document are reproduced from the following application drawings for approval, subject to conditions:

L(PA)02 Estate Infrastructure
L(PA)03 Development Parameters
L(PA)04 Height Parameters
L(PA)05 Use Parameters

The parameter drawings are intended to be observed through subsequent AMSC. Development is expected to be substantially in accordance with these plans.

Development Guidance for the design of the common estate areas and Plot Principles for the built development are provided in subsequent sections.

The Illustrative Masterplan demonstrates an integrated approach to the implementation of the Plot Parameters, Development Guidance and Plot Principles for the level of development proposed for Phase One of the International Business Gateway.

Estate Infrastructure and Development Plots

Development Plots

Development Parameters

The Development Parameters for each plot establish a flexible framework to accommodate a range of building scales and uses. Defined frontages and edge treatments ensure successful placemaking and visual coherency across the site, as well as integration with the landscape framework. The following parameters have been defined:

Build Zone: Area in which Building Development is permitted.

Primary Frontage: These address streets, avenues and civic spaces. A 3m zone to the edge of plots defines where the primary frontage of development should be located. In order to create an urban character frontages should be continuous except for plot access points.

Green Edge: These address green spaces and parkland on the edges of the development. Frontages should not be continuous, with buildings orientated perpendicular to the adjacent landscape to allow “fingers” of green to extend into the site.

Landscape Buffer: Building Development is not permitted in these areas, which should be predominantly green landscape areas as a continuation of estate parkland. Hard landscaping pathways for pedestrian / cyclist connections will be permitted.

Build Zone

Primary Frontage

Green Edge

Landscape Buffer

Refer to application drawing L(PA)03 Development Parameters for scaled version of this diagram

Development Plots

Height Parameters

“The prevailing building height should be four storeys with some higher landmark buildings and lower building heights adjacent to structural green spaces”

International Business Gateway Development Principles, Edinburgh Local Development Plan, June 2014

The height parameters have been developed in accordance with the LDP guidance and provide a varied and interesting roofscape.

A general development height of 22m above adjacent ground level has been set as the baseline for all plots. This allows for a notional commercial building of four storeys, including an extended ground floor for active uses and rooftop plant space.

Proposals that are significantly below this baseline development height will need to demonstrate a contribution to the creation of a successful urban townscape.

Frontages to primary nodes, spaces and routes, such as the Tram Corridor, Eastfield Road Frontage and and North Square, increase this maximum to allow developments of up to five or six storeys. Key “gateway” nodes at access points along Eastfield Road and opposite the Tram Stop have been identified as possible sites for buildings of up to eight storeys.

- Maximum 38m
- Maximum 30m
- Maximum 26m
- Maximum 22m

Refer to application drawing L(PA)04 Height Parameters for scaled version of this diagram

Development Plots

Use Parameters

“International business development and ancillary uses, hotel and conference facilities, housing as an integrated component of business-led mixed use proposals”

International Business Gateway Development Principles,
Edinburgh Local Development Plan, June 2014

The proposed uses for the development plots have been allocated in order to achieve an attractive mixed use place to live, work and visit, based on the following principles:

- Provide a flexible framework for delivering a range of occupier requirements.

- Focus office and hotel development around key public spaces and routes.

- Create centres of activity with active ground floor ancillary uses at key locations.

- Integrate residential led development throughout the site, adjacent to public parkland or green edges.

Business / Hotel Led Development

Residential Led Development

Active Ground Floor Zone:
Leisure / Retail Development

Refer to application drawing L(PA)04 Use Parameters for scaled version of this diagram

05 Development Guidance

Introduction

Development Guidance

Adopting an integrated approach to placemaking, the public realm strategy responds to the creation of an urban extension to Edinburgh in an urban edge context.

This is achieved through the treatment of its public realm and open spaces, with the incorporation of extensive green infrastructure comprising parkland, tree avenues, public realm spaces, SUDs features and pocket parks throughout the development. This approach reinforces the primary and secondary vehicular and non-vehicular hierarchy throughout the development, whilst establishing areas of distinctive and varied public realm and open space character.

The landscape proposals, are coordinated with the architectural and urban design approach for the development and seek to create an overall quality of placemaking appropriate for a business, commercial and residential development of international prominence. The tree and planting species have been selected to conform to the guidance provided by the Civil Aviation Authority on bird hazard avoidance.

The redevelopment of the land currently occupied by the Ingliston Park and Ride facility, owned by City of Edinburgh Council, is part of the long term strategy for the area described in the West Edinburgh Strategic Design Framework. Although it does not form part of this application, as the land is not within the the applicant's ownership, the illustrative masterplan and plot principles set out guidance on how it should be developed as a co-ordinated part of the overall masterplan.

This section defines the outline proposals and outline specifications for the design of the common estate areas, landscape and infrastructure, where it is expected that the AMSCs will be submitted to generally accord with this development guidance. The development guidance controls requirements for the appearance, quality and character of this common estate, which will bind the individual plots together.

Illustrative Masterplan

Public Realm

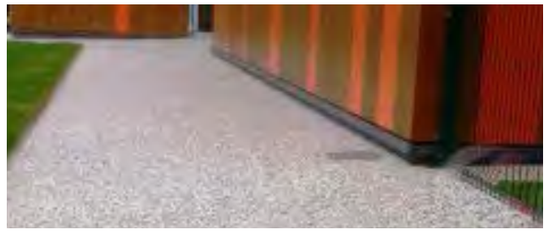
Material and landscape palette

Hardscape

Key Public Spaces
Textured concrete paving blocks, mix of greys
Example Product: Charcon Andover Textured

Cycleway
Resin bound gravel paving, buff
Example Product: Sureset Resin Bound Paving

Key Vehicle / Pedestrian Intersections
Small unit concrete sett paving, silver grey
Example Product: Charcon Countrysett



Landscape Paths
Resin bound gravel paving, light grey
Example Product: Sureset Resin Bound Paving

Kerbs
Wide top textured concrete kerb, silver grey
Example Product: Charcon Countryside Classic

Public Realm Benches
Hardwood slats on concrete base

Edge to Tram Corridor
Random Caithness stone horonizing
Example Project: An t-Eilean, Inverness Campus

Public Realm Feature Lighting
Example Product: Santa + Cole Area Lighting Beacon

Landscape

Tram Space Pine Trees
Pinus nigra austriaca - Semi mature Austrian pines, set randomly throughout area

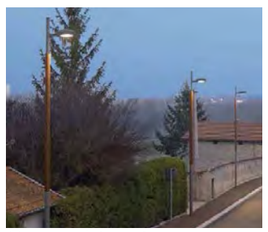
Meadow spaces within Parkland
Range of colour-themed perennial meadow mixes

Avenue Trees
Gingko biloba - Single or double tree avenue, depending on location

Raised Plant Beds to Tram Edge
Corten edged raised plant beds. Range of perrenials and ornamental grasses.

Distributor Road Trees
Corylus colurna - Single tree avenue to each side of road.

Bioretention “Rain Garden”
Range of hardy perennial grasses



Street Lighting
Simple, contemporary design lighting column
Example Product: We-ef RBL660 Column

Footpath Lighting
Flexible, bi-directional, contemporary fitting
Example Product: Vekso Addo L95 Mini Bollard

Public Realm

Tram Square

The Tram Square is a predominantly hard landscape space that forms the key public realm space of the development. Located around the existing tram stop and extending along the tram corridor, it acts as a key arrival and departure point for workers, residents and visitors to the development, whilst also providing a central venue for regular temporary events, such as street markets and outdoor exhibitions.

The floorscape comprises a simple contemporary concrete paving material, laid in a range of large to small module sizes, which provide a transition across the space, from large module units nearest the buildings to small scale units adjacent towards the tram line, and at defined crossing points of the tram line.

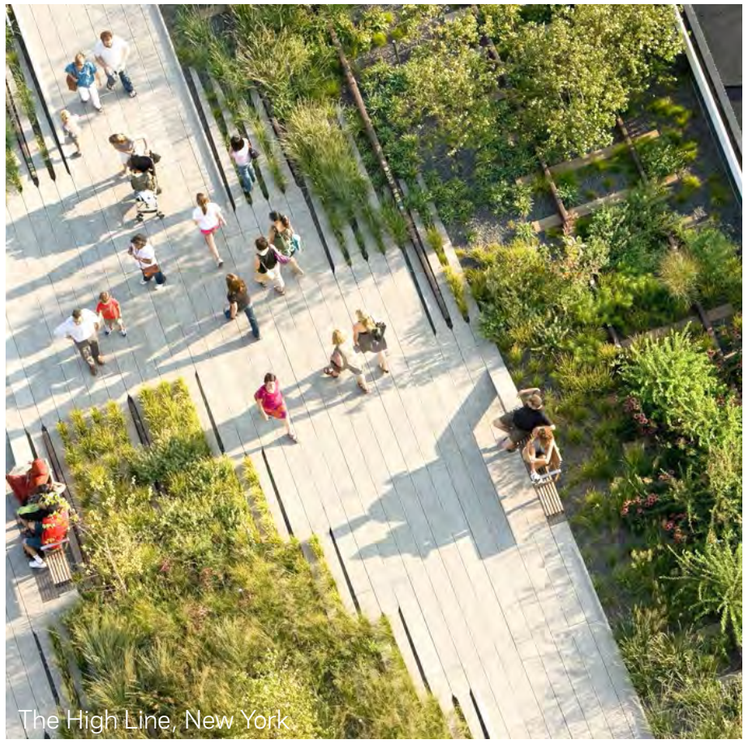
Semi-mature pine trees are distributed throughout the paved area, creating a distinctive character, with their single clear trunks and broad canopies. Corten steel tree grilles, with geometric cut-outs surround each tree, and in places provide continuous bands across the paved area.

As the tram route enters the public realm space, this important transition is defined by a sequence of rows of tall stainless steel rods, forming a threshold between informal parkland to the north whilst providing a distinctive and punctuating feature along the overall tram experience.

View of Tram Square

Public Realm

Tram Corridor



The High Line, New York

To safeguard the line of the tram route, a sequence of low raised planting beds of mixed perennials, grasses and ground covers flank the edge of the route, acting as a barrier to uncontrolled pedestrian crossings of the line whilst providing year-round interest through seasonal variations of colour, form and texture.

The varied arrangement of the raised beds creates a rhythm of projections and recesses which define areas for seating. The floor treatment to the spaces created by these planters is formed in random Caithness stone horonizing to create a contrasting texture to the main space.

Illustrative Axonometric: Tram Corridor

Public Realm

Tram Square

Illustrative Axonometric: Tram Square

1 - Tram Stop at centre of main civic space

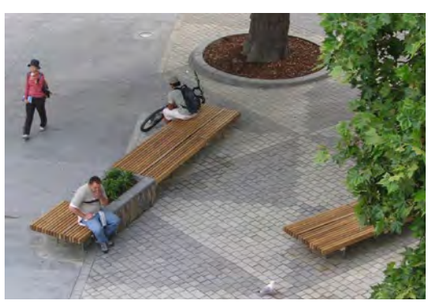
2 - Active frontages to ground floors on to Tram Square

3 - Low raised plant beds of mixed perrenials, grasses and ground cover. Flanked with random Caithness stone horonizing.

4 - "Copses" of semi-mature Austrian pine trees within paved areas

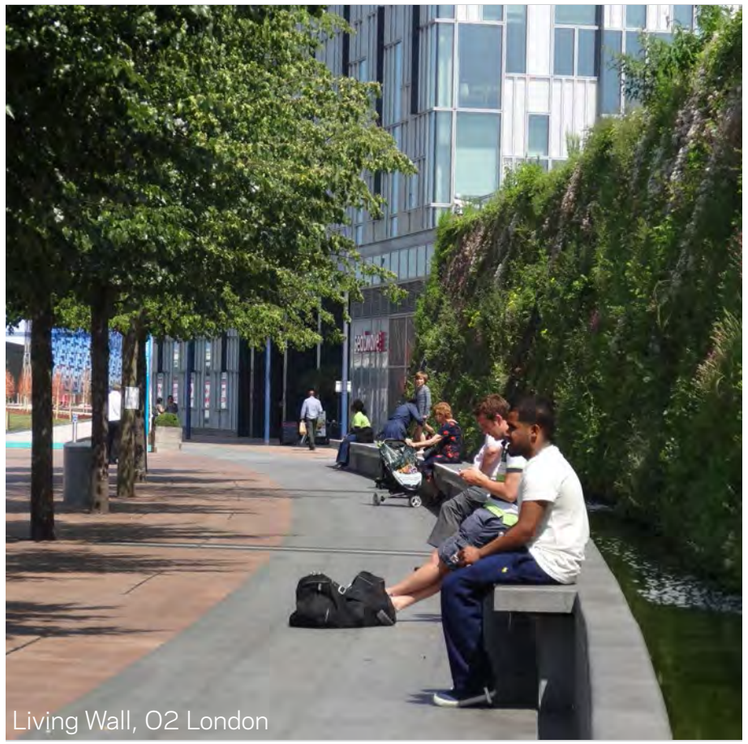
5 - Contemporay concrete paving material laid in transitioning sizes across tram space

6 - "Field" of stainless steel rods form threshold between Tram Square and parkland to North



Public Realm

Tram Corridor



Living Wall, O2 London

The tram corridor treatment will continue to accommodate the proposed extension of the Edinburgh Tram west to Newbridge and the redevelopment of the Park and Ride facility, in accordance with the full extent of the West Edinburgh Strategic Design Framework.

In the short term, partial planting treatment and hard surfacing will be applied in conjunction with a “living wall” to shield the Park and Ride from the development.

Illustrative Plan: Full Corridor with Tram Extension and Park and Ride redeveloped

Illustrative Plan : Temporary Treatment with Living Wall

Public Realm

Avenue

The Avenues form a key component of the development's circulation hierarchy, extending from the distributor roads into the development zones and providing both vehicular and non-vehicular access. They incorporate substantial green infrastructure features to define their character and differentiate them from other parts of the access network, with avenues of trees, planted verges and bio-retention 'rain gardens'.

The road is flanked by a combination of parallel and 90 degree car parking areas, interspersed with tree and ground cover planting areas. Bio-retention 'rain garden' areas flank sections of the road, collecting and attenuating stormwater run-off whilst providing amenity value through their planting, with a range of hardy perennials.

Single and double avenues of tree planting reinforce the formal alignments of much of the avenues, becoming more informal in arrangement where the avenues meet the central tram space or transition into the southern parkland character. Key intersections, junctions and thresholds along the avenues are identified by small unit contemporary concrete blocks to define their importance within the overall circulation hierarchy.

View of Avenue

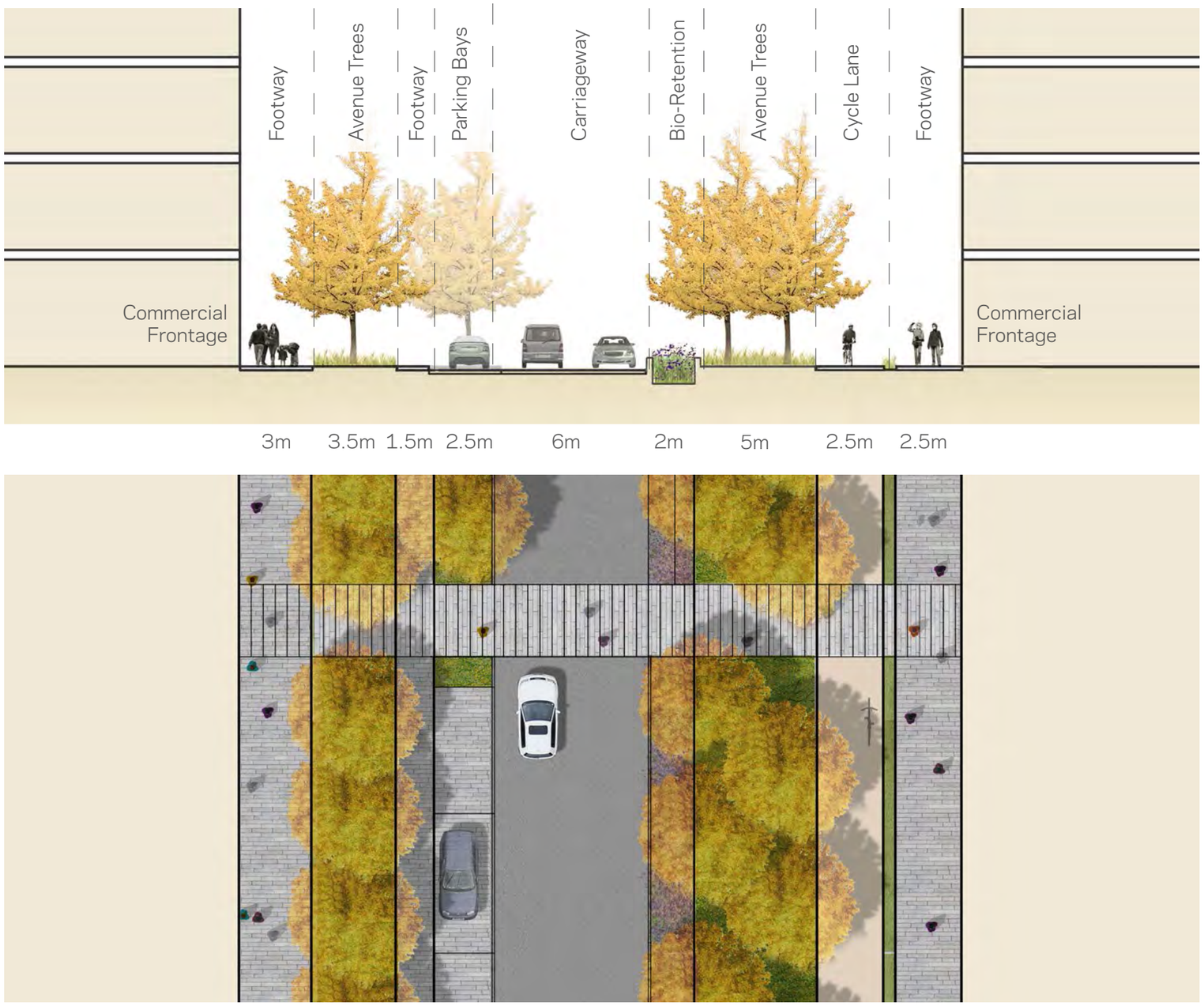
Public Realm

Avenue

Plot development parameters require primary frontages to address the avenues directly and to create an urban character to these spaces.

Commercial plots should address streets directly with a continuous line of development to create an urban character frontage to the avenues.

Where on street parking is provided, it should be incorporated within the landscaped edges, with regular breaks for trees and planting.



Typical Plan and Section through Avenue

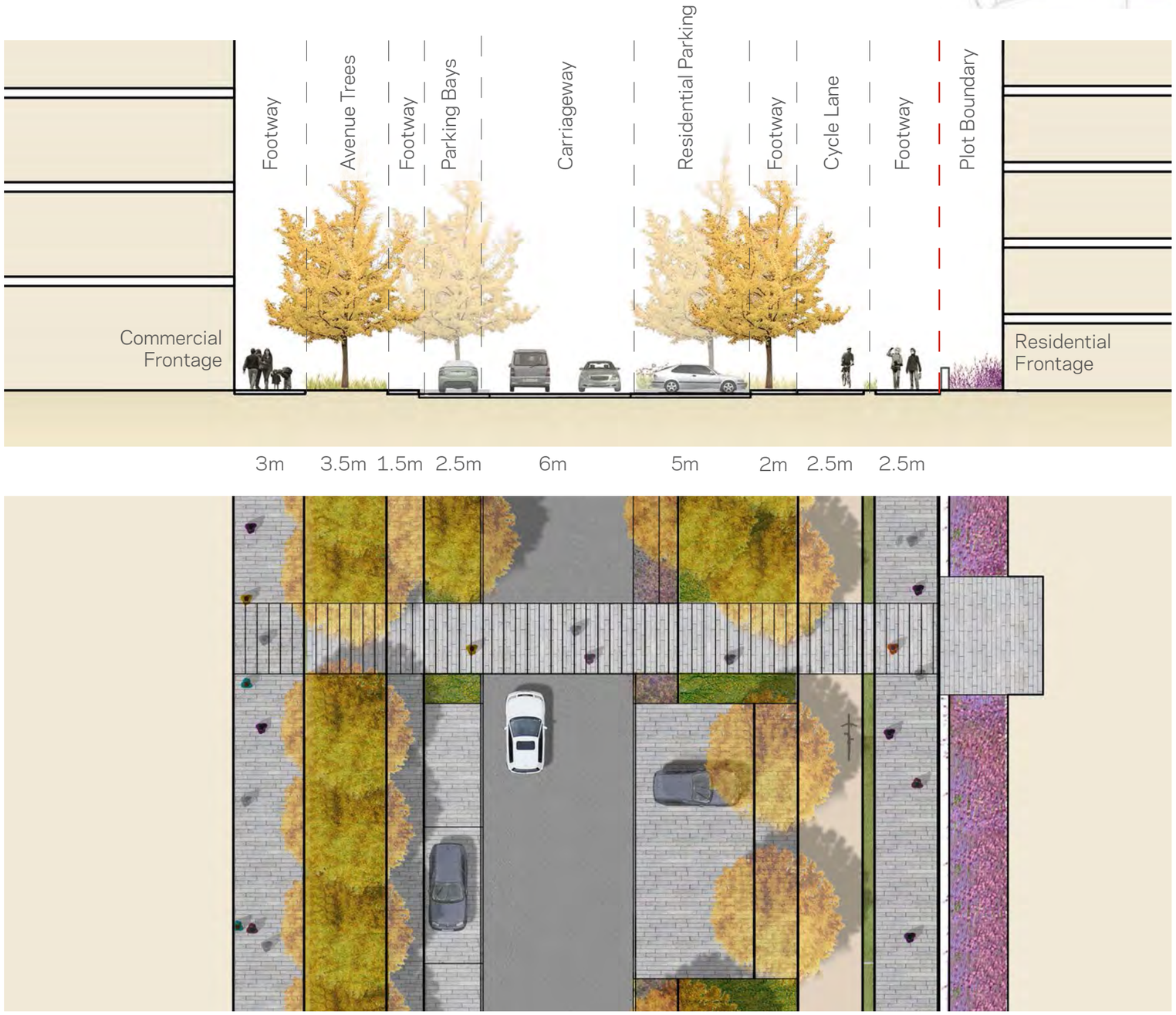
Public Realm

Avenue

Plot development parameters require primary frontages to address the avenues directly and to create an urban character to these spaces.

Where residential developments front the avenues, use of small front gardens or defensive planting are encouraged to provide privacy for ground floor occupants.

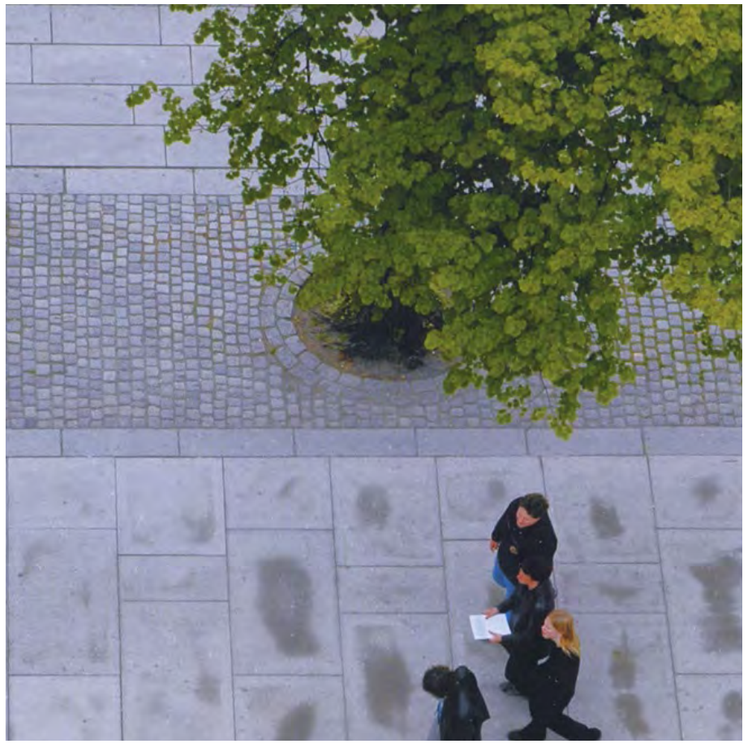
Where on street parking is provided, it should be incorporated within the landscaped edges, with regular breaks for trees and planting.



Typical Plan and Section through Avenue with residential frontage

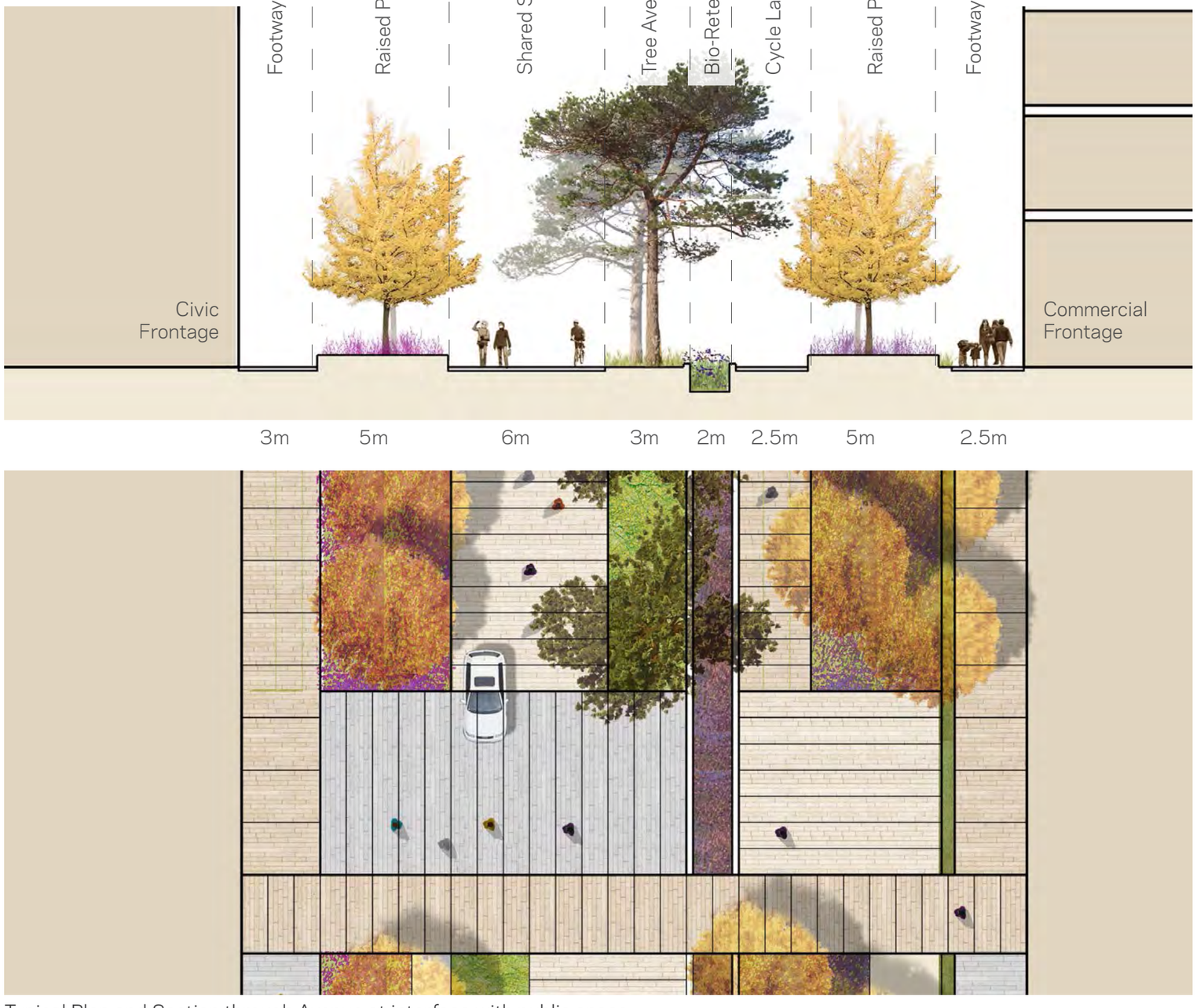
Public Realm

Avenue



As the Avenues approach the Central Tram Square and other areas where vehicle movements are reduced, pedestrian and cyclist usage will become more prevalent.

The layout and character of the avenues at these interfaces gradually changes to incorporate a more informal variety of shared spaces and landscaping, with limited on street parking.



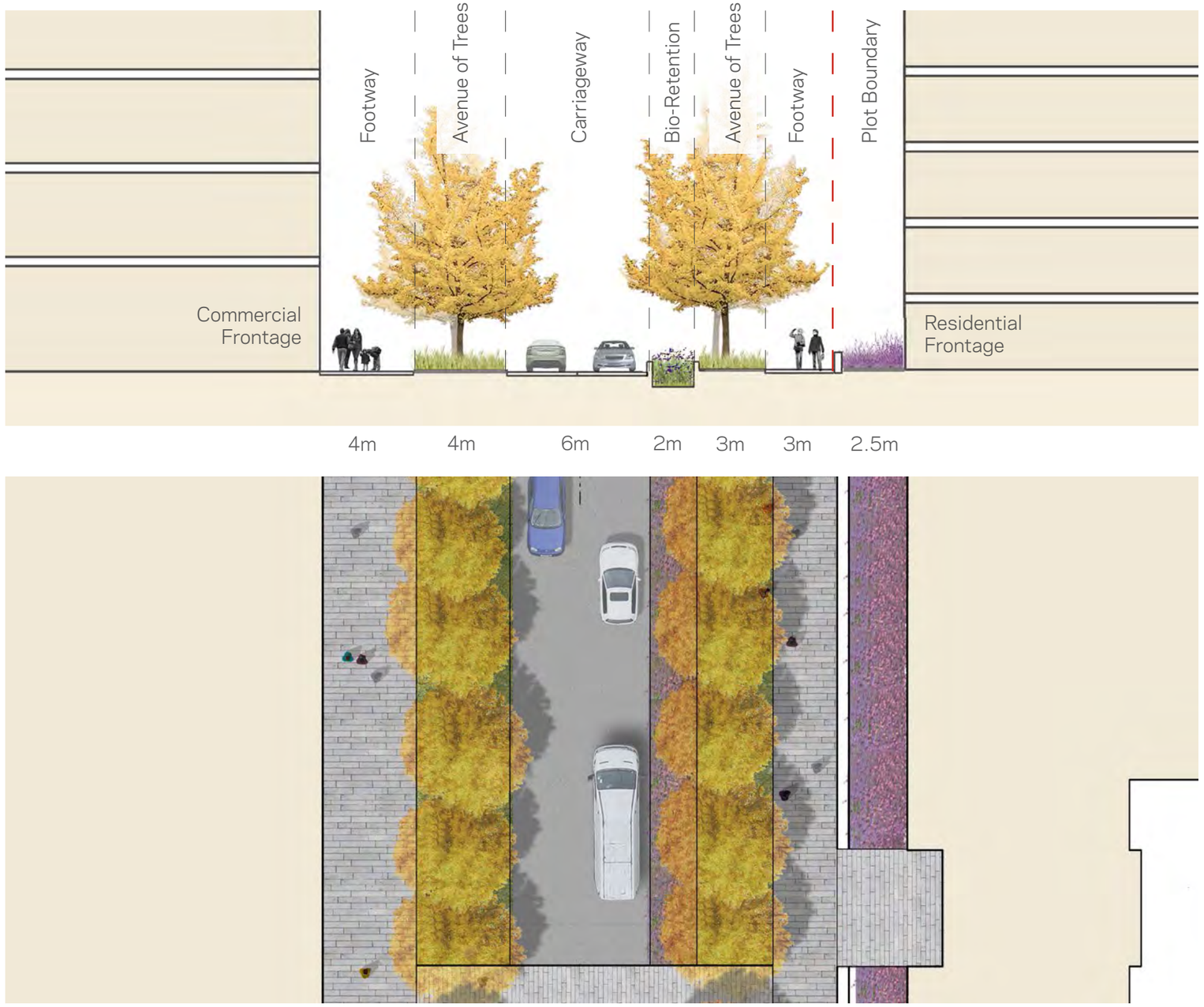
Typical Plan and Section through Avenue at interface with public space

Public Realm

Distributor Roads

The Distributor Roads provide the main east-west vehicular access routes into the development from Eastfield Road and will link eastwards to development of the International Business Gateway beyond Phase One. As primary vehicular circulation routes, they have a simple landscape treatment, comprising of single avenues of trees set within a verge of ornamental grasses and a bio-retention "rain garden", which separate the footpaths from the main road carriageway. Key intersections with the tram route and the avenues are defined by small unit contemporary concrete blocks to highlight their location and importance within the development as key thresholds.

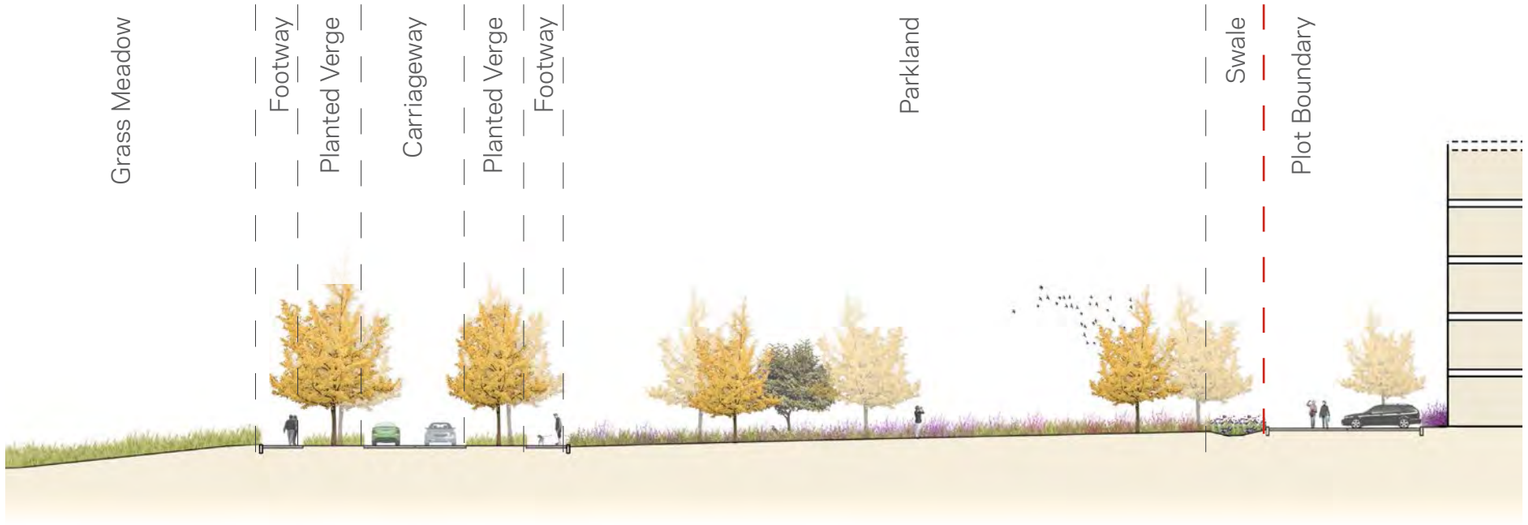
The southern distributor road follows the route of the existing access to Ingliston Park and Ride, extending it further into the site. It is characterised by urban frontages, with a mix of residential and commercial development.



Typical Plan and Section through southern Distributor Road

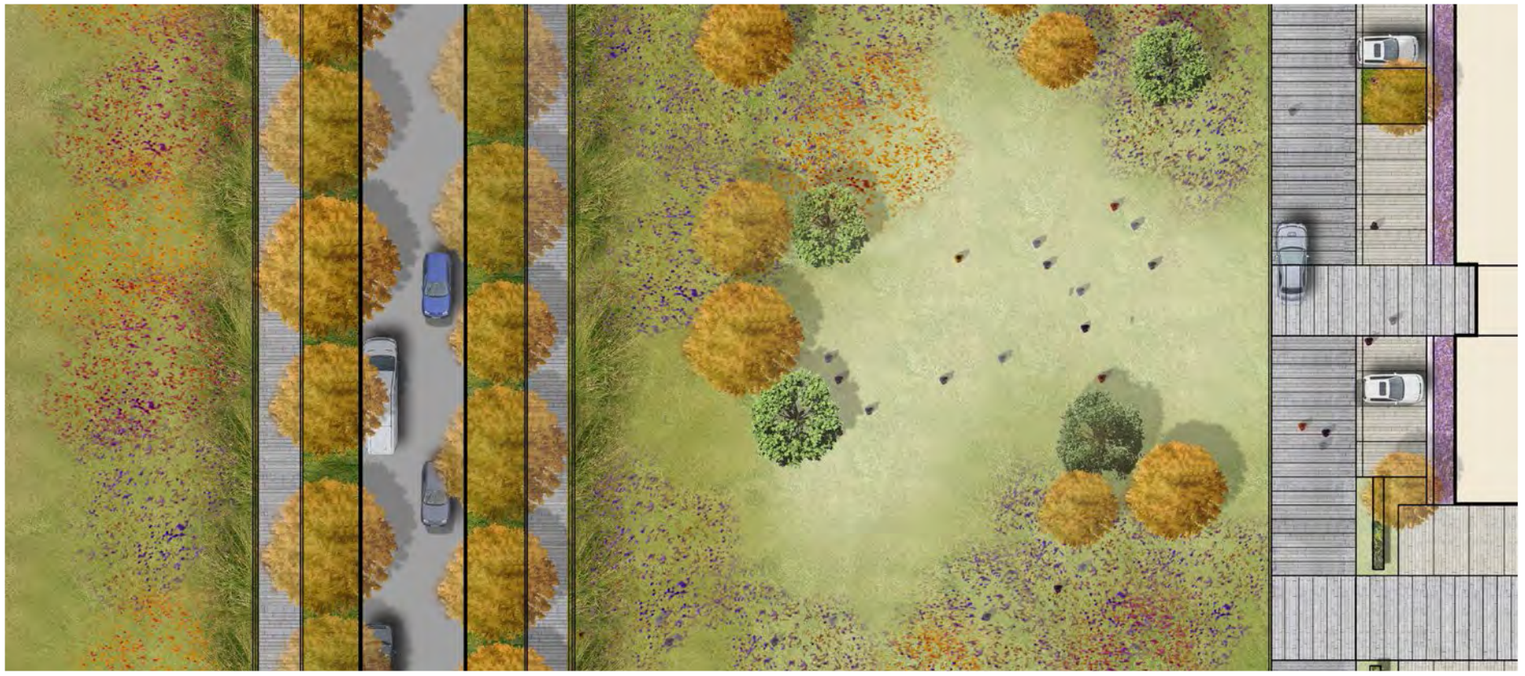
Public Realm

Distributor Roads



The route of the northern distributor road is governed by the location of the vehicular tram crossing that provides access to the north eastern plots. It forms the boundary between the more formal parkland that flanks the existing watercourse and the meadow planting to the north, on land which has been safeguarded for future airport expansion.

The 7.3m carriageway anticipates the extra capacity required for access to developments outwith Phase One in the eastern section of the International Business Gateway.



Typical Plan and Section through northern Distributor Road

Public Realm

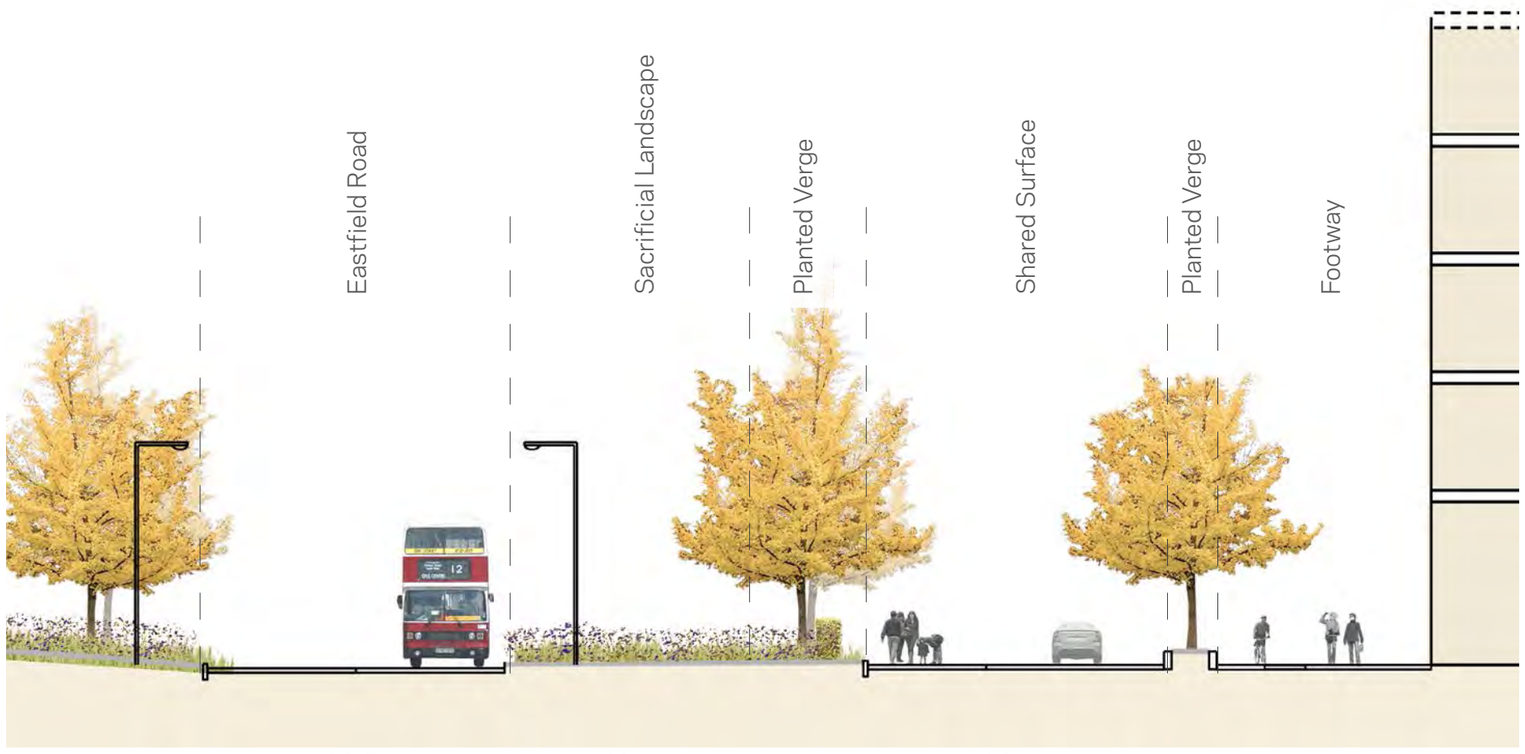
Eastfield Road

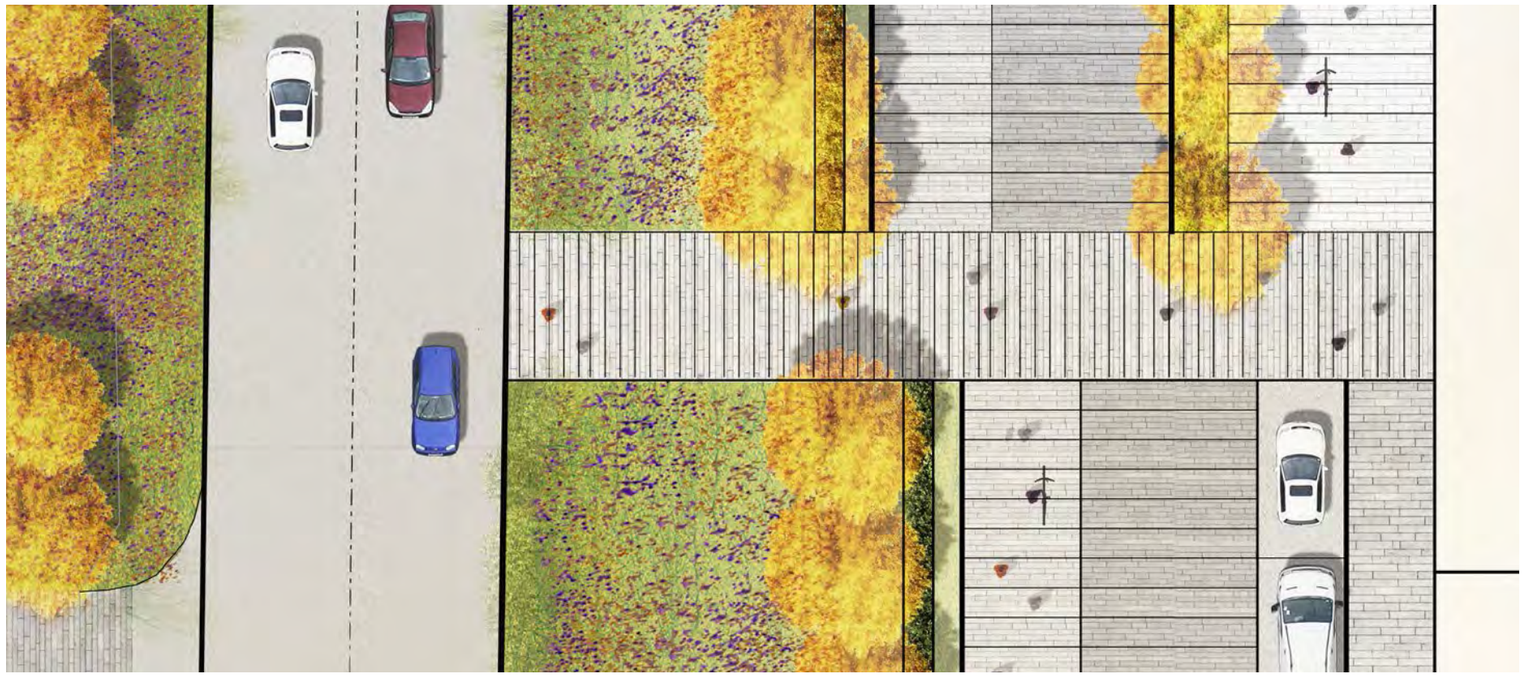
Eastfield Road provides the western boundary to the International Business Gateway. As the principle vehicle access route to Edinburgh International Airport, it is an important frontage and will be the first impression of the IBG for many visitors to the city.

Vehicle access to the site from Eastfield Road is limited to the two junctions leading to the north and south distributor roads. A network of shared-surface hard landscaping, with vehicle, pedestrian and cycle access runs parallel with Eastfield Road, enabling development to address this important frontage

An ornamental grass verge, with hedges and an avenue of trees, act as a green buffer between cyclist and pedestrian movement and the main carriageway.

A section of sacrificial landscape allows for upgrading of Eastfield Road should additional capacity be required in the future. The area of sacrificial landscape required will vary to accomodate the specific design of road upgrades, however setting out should allow for a minimum 3m retained planted verge between the upgraded Eastfield Road and the edge of the shared surface.





Typical Plan and Section through Eastfield Road

Public Realm

North Square

The North Square acts as a key development threshold, containing views to the north of adjacent unsympathetic developments. Movement is redirected towards the Eastfield Road frontage, where pedestrian and cycle connections beyond the site are made. Secondary spurs provide access to adjacent plots and active frontages create amenity uses for this area of the development.

The square has a shared surface treatment of contemporary concrete paving, with integrated planting at the centre featuring a mix of perennial and ornamental grasses. Feature trees provide visual interest and create a focal point to the space.

1 - Central shared space square with planting and feature trees

2 - Avenue approach from south

3 - Views to north contained by development and landscape

4 - Access to Eastfield Road frontage

5 - Secondary access spurs

Illustrative Axonometric: North Square

Public Realm

Southern Parkland

The Southern Parkland contributes towards the provision of a continuous parkland frontage to the IBG development along the A8 corridor, and the creation of habitat and landscape connectivity with the Gogar policy landscape to the south-east. This parkland corridor provides the setting for the strategic footpath/cycle route linking IBG West to Gogar, a green space buffer between the built development and the A8.

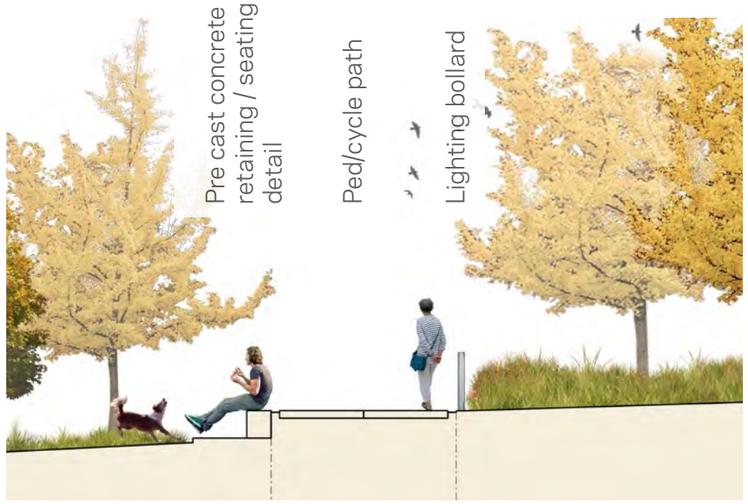
The cycle / footpath acts as the boundary between the estate parkland and the development plots. The northern edge of the footpath forms a kerb / seating detail that delineates this boundary. Development parameters for these plots requires an extension of the landscape buffer and a series of fingers of green space which penetrate northwards into the development pattern, resulting in a staggered and varied built edge to the development along this important frontage.

Large blocks of colour-themed perennial meadow mixes, selected for prolonged seasonal colour and interest, extend throughout the area. Informal groups of parkland trees flank the footpath/ cycleway, becoming more formal in layout as they extend towards and into the fringes of the built development, where they meet the avenue and street landscape treatments. In places, small blocks of mixed woodland enliven the spatial sequence.

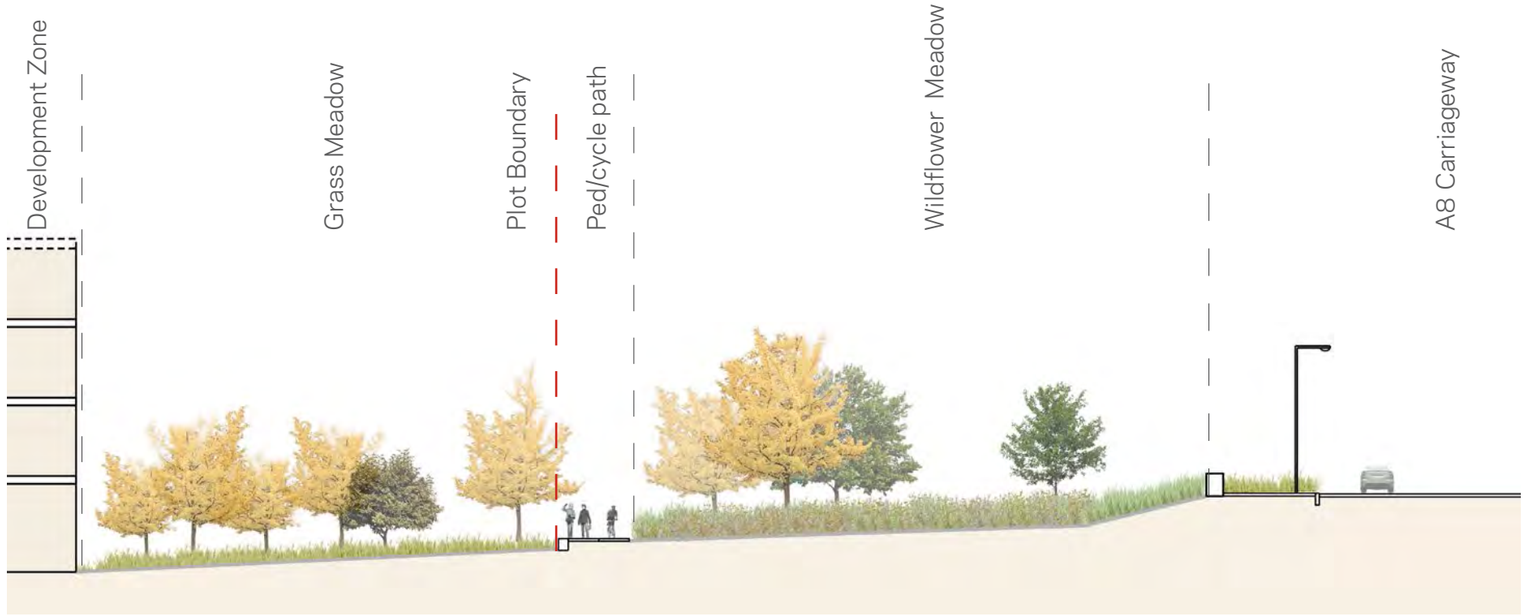
Illustrative Plan: Southern Parkland

Public Realm

Southern Parkland



Detail through plot boundary interface



Typical Plan and Section through Southern Parkland

Public Realm

Linear Park

The Linear Park forms the major element of green infrastructure. Its north-south alignment focuses views towards the Forth Bridges and the Pentland Hills, aiming to fulfil a significant role in integrating open space parkland, public access, informal recreation and habitat creation and connectivity through the adoption of a 'contemporary designed landscape' approach.

The parkland focuses on the line of the existing burn, where blocks of marginal planting are introduced along its length. A direct north-south footpath provides a strategic connection between the Southern Parkland edge with the northern section of the site, whilst linking the various east-west connections across the park. Informal tree avenues aligned along the north-south footpath reinforce its alignment within the parkland and help to structure views to the north and south.

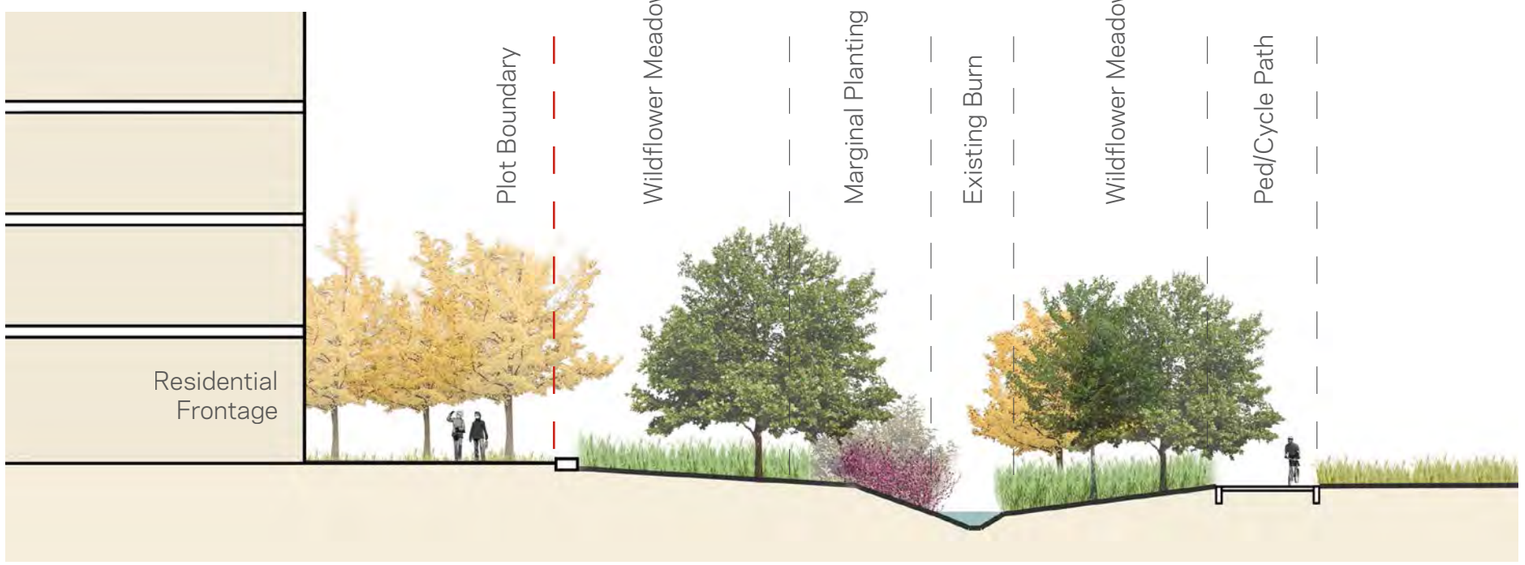
Development parameters for plots fronting these spaces require fingers of green space to penetrate into the development pattern, resulting in a varied built edge to the development along this parkland frontage.

Residential developments fronting the parkland will use planting or low level hardscaping to define private gardens and communal space. Significant barriers to visual and pedestrian connections, such as high fencing or walls, should be avoided.

Illustrative Plan: Linear Park

Public Realm

Linear Park



Typical Plan and Section through Linear Park

Public Realm

Outline Specification

Tram Square				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Paving	Textured concrete paving blocks	600mm x 200mm 400mm x 200mm 300mm x 100mm 100mm x 100mm All 80mm depth	Light Grey Silver Grey Midnight Grey 45% / 45% / 10% Mix	Paving type to be a single or closely related products available in a range of coordinated size modules and grey colour variations. 50% of total paved area to use 600 x 200mm module. Paving to be laid in aligned courses perpendicular to building facades, with random transition from larger units adjacent to buildings to small scale modules towards tram line crossing points. Paving laid to 1:80 crossfall. Example Product: Charcon Andover textured concrete paving.
	Linear slot drain system	-	Galvanised	Linear slot drainage channels introduced at intervals to collect surface water run-off, with in-built fall to base unit to facilitate drainage connections. Example Product: Marshalls Slot Drain Duo/Mono
	Random caithness stone horonizing	Random sizes, predominantly linear modules with some triangular sections	Dark - light grey	Randomly laid linear strips of stone, generally aligned in a north-south orientation, variable width 25mm minimum - 150mm maximum, sawn sides and cropped ends, c.80mm depth with joints filled with flush pointed mortar. Extent of area to extend around raised plant beds and seating areas. Example Project: An t-Eilean, Inverness Campus
Trees	Species: *Pinus nigra austriaca*	Minimum 7x transplanted Canopy width 200 - 300cm Height 450-500cm	-	Semi mature pines set randomly throughout area, minimum separation distances 5m, maximum 7m, each planted in proprietary underground load bearing crate system or equal equivalent to provide uncompacted tree rooting zone capable of supporting paving type. Irrigation/aeration system and underground guying to be incorporated.
	Tree Grille	1.8 x 1.8m minimum to each tree.	Corten steel	Geometric cut out design to tree grid. 25% of trees to be connected with corten strip grids within paving area. Black gravel mulch below tree grid over full extent of tree pit. 2no recessed LED uplighters per tree set into surrounding paving. Example product: Streetlife Corten tree grid/strip - Matrix.
Raised Plant Beds	Corten steel as edging to plant beds.	10mm thick x c.300mm height 'L' Shape Section	Corten steel	Edging to each planting bed set level. Planting beds set at varying levels above finished paving level – minimum 100mm, maximum 250mm. Edging bolted to concrete foundation. Black gravel mulch to plant beds – 50mm depth. Minimum 400mm depth imported topsoil on minimum 200m depth subsoil on free draining granular material.

Public Realm

Outline Specification

Tram Square				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Perennial Planting	Example species: *- Sedum 'Ruby Glow'* *- Salvia x sylvesrtis 'Mainacht'* *- Lavandula angustifolia 'Munstead'* *- Rudbeckia fulgida sullivantii 'Goldsturm'* *- Imperata cylindrica 'Rubra'* *- Festuca glauca 'Elijah Blue'* *- Bergenia cordifolia* *- Stachys byzantina 'Silver Carpet'* *- Ophiopogon planiscapus 'Nigrescens'*	Minimum 2l pot	Varied	Mix of perennial, ornamental grasses and ground cover plants in combinations of single species and mixed planting beds. Plants to be planted at 5-9 plants per m^2 dependent on species habit/mature size.
Linear Benches	Corten steel and hardwood	Variable lengths to suit layout c50cm width c45cm height above paving level	Hardwood slats for individual seating components Corten steel to seat strip	Overall lengths achieved by combining various standard module lengths. Incorporate variable lengths of hardwood slat seat. Incorporate areas of integral bicycle parking into layout, with associated corten steel bicycle racks. Example Product: Streetlife Corten seat strip and bicycle rack.
Individual Benches	Hardwood slats on concrete base	2.0m / 2.4m / 3.0m lengths to suit locations on plan.	Hardwood slats Light grey pre-cast concrete base unit	Slats, c57mm width x 35mm depth set in aligned rows on solid light grey pre-cast concrete base unit, smooth acid etched finish. Located in combination with raised plant beds. Size selection and orientation related to plant bed layout. Benches set level. Example Product: Streetlife Woodtop system on Plean Precast base unit
Feature Lighting	In-ground luminaire	Linear module: c1000mm x 90mm	Stainless steel cover – LED lighting unit	Located in proximity to seating areas and to assist in delineating circulation routes. Example Product: Santa + Cole Area Lighting Beacon
	Bollard light	Height c. 1.0m	Corten steel	Set in 4no bands across either side of tram line at northern entrance to tram space. Each band to contain minimum 3no rows, each set 0.5m apart, random spacing of rods within each rows with maximum spacing within rows of 0.5m.
Entrance Feature	Stainless steel rods	25mm diameter. Vertical height above ground level 3.5m - 4.0m	Polished finish	Set in 4no bands across either side of tram line at northern entrance to tram space. Each band to contain minimum 3no rows, each set 0.5m apart, random spacing of rods within each rows with maximum spacing within rows of 0.5m.

Public Realm

Outline Specification

Avenues				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Road Surface	Hot rolled asphalt	-	-	To CEC standard specification.
Road Kerbs	Wide top textured concrete kerb	914mm x 205mm x 290mm	Silver grey	Laid with 100mm upstand to road surface or as flush kerb adjacent to parking bays and at junctions/crossings. Select product type with range of coordinated sizes/shapes to suit kerb requirements throughout the avenues. Example Product: Charcon Countryside classic wide top kerb and associated products
Parking Bays	Permeable concrete blocks	200mm x 100mm x 80mm	Charcoal or midnight/ dark grey to parking bays, with light grey blocks to delineate bay divisions	Select product to have close match in terms of colour/texture with tram space paving material. Permeable concrete blocks laid in stretcher bond with offset joints perpendicular to direction of parking bays. Example Product: Charcon Andover Textured Infiltra concrete blocks
Intersections/ Junctions	Small unit concrete sett paving	c100mm x 100mm x 100mm	Silver grey	Laid in stretcher bond with offset joints perpendicular to main direction of travel along avenue. Example Product: Charcon Countrysett
Footpaths	Textured concrete paving blocks	300mm x 100mm	Light Grey	Paving to be laid in aligned courses perpendicular to building facades. Paving laid to 1:80 crossfall. Example Product: Charcon Andover textured concrete paving.
Cycleway	Resin bound gravel paving	6mm aggregate, finished depth 16mm	Natural aggregate. Cream/ buff/ brown colour spectrum	Construction specification for urban pedestrian locations. Laid with constant crossfall towards bio-retention strip. Cycleway logo incorporated at ends to sections of cycleway, inlaid directly into cyclepath using resin bound gravel, colour to provide visual contrast with general cycleway surface, aggregate size 3mm. Product Example: Sureset resin bound paving – colour references Barley Beach with Midnight inlay for cycle logo.
Edging to Footpath / Cycleway	Heavy duty steel edge restraint	10mm x 150mm	Galvanised	Used as edging to adjacent bio-retention strip, laid flush with adjacent paving level. Example Product: Exceledge Hi Grade steel edge restraint
Street Lighting	Contemporary style lighting column with LED fitting	Column height as advised by lighting engineer	Die cast aluminium cylindrical column Mid-dark grey	Simple, contemporary design lighting column and fitting, with high level of energy efficiency, capable of lighting road, footpath and cycle route from single column location. Example Product: iGuzzini U.F.O. Street Optic, large body

Public Realm

Outline Specification

Avenues				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Trees	*Ginkgo biloba*	Rootball, 20-25cm girth semi-mature, 5-5.5m height.	-	Single or double tree avenue depending on location. Plant into continuous planting trench over full length and width of verge, comprising 300mm depth topsoil overlaid on 450mm depth sandy subsoil on 150mm depth 40.20 clean stone overlaid on well broken up sub-grade. Allow for underground guying system and aeration/irrigation pipe per tree, and with uPVC perforated land drain with connections to bio-retention drainage pipe. 1.2m square black gravel surround to each tree, formed with heavy duty steel edge restrain, 6 x 150mm, galvanised finish. Verge - Flowering lawn seeding at 3gms per m2. Install continuous vertical root barrier to both sides of planting trench. Example Products: Exceledge HiGrade steel edge restraint. Scotia Seeds 'Flowering Lawn' mix
Bio-retention Strip	Range of hardy perennial grasses – example species: - *Nasella tenuissima* - *Deschampsia cespitosa* - *Sporobolus heterlepsis* - *Molinea caerulea*	Pot grown – minimum 30-45cm height	-	Located between footpath and cycleway. Detailed construction make-up and drainage connections to drainage engineers design. 300mm depth topsoil set 125mm below level of adjacent edgings to provide stormwater storage capacity. Planting to be suitable for periodic inundation by surface water run-off. Plant in 2 species per individual section, randomly mixed at 50% each, in rows at 300mm centres. Vary species selction between individual sections of bio-retention strip. Cover planting area with minimum 25mm depth, 10mm nominal size black free draining angular gravel chippings as planting mulch.
Bio-retention 'rain garden'	Range of hardy perennial grasses – example species: - *Nasella tenuissima* - *Deschampsia cespitosa* - *Sporobolus heterlepsis* - *Molinea caerulea*	Pot grown – minimum 30-45cm height	-	Located between road and tree avenue verge. Alternate sections of adjacent road kerb laid flush to allow stormwater ingress. Heavy duty steel edge restrain, 6 x 150mm, galvanised finish to edge adjacent to tree avenue verge. Detailed construction make-up and drainage connections to drainage engineers design. 300mm depth topsoil set 125mm below level of adjacent edgings to provide stormwater storage capacity. Planting to be suitable for periodic inundation by surface water run-off. Plant in 4 species per individual section, randomly mixed at 25% each, planted at 300mm centres. Cover planting area with minimum 25mm depth, 10mm nominal size black free draining angular gravel chippings as planting mulch.
Seating Areas - Individual Benches	Small unit concrete blocks	c100mm x 100mm x 100mm	Silver grey	Laid in stack bond of aligned courses, random distribution of colours. Example Product: Charcon Andover Textured Small unit concrete blocks
	Seating - hardwood slats on concrete base	2.0m / 2.4m / 3.0m lengths to suit locations on plan.	Hardwood slats, 57mm width x 35mm depth set in aligned rows on solid light grey pre-cast concrete base, smooth acid etched finish.	Size selection and orientation related to overall layout of avenue. Position at key pedestrian intersections and crossing areas. Benches set level. Example Product: Streetlife Woodtop system on Plean Precast base unit

Public Realm

Outline Specification

Distributor Roads				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Road Surface	Hot rolled asphalt	-	-	To CEC standard specification.
Road Kerbs	Wide top textured concrete kerb	914mm x 205mm x 290mm	Silver grey	Laid with 100mm upstand to road surface or as flush kerb adjacent to parking bays and at junctions/crossings. Select product type with range of coordinated sizes/shapes to suit kerb requirements throughout the avenues. Example Product: Charcon Countryside classic wide top kerb and associated products
Footpaths	Textured concrete paving blocks	300mm x 100mm	Light Grey	Paving to be laid in aligned courses perpendicular to building facades. Paving laid to 1:80 crossfall. Example Product: Charcon Andover textured concrete paving.
Edging to Footpath	Heavy duty steel edge restraint	10mm x 150mm	Galvanised	Used as edging to adjacent bio-retention strip, laid flush with adjacent paving level. Example Product: Exceledge Hi Grade steel edge restraint
Trees in Verge	*Corylus colurna*	CG or RB 20-25cm girth semi mature, 5-5.5m height	-	Single tree avenue to each side of distributor road. Trees planted at 5m centres. Plant into continuous planting trench over full length and width of verge, comprising 300mm depth topsoil overlaid on 450mm depth sandy subsoil on 150mm depth 40.20 clean stone overlaid on well broken up sub-grade. Allow for underground guying system and aeration/irrigation pipe per tree.
Verge	*Nasella tenuissima*	Pot grown – minimum 30-45cm height	-	Ornamental grass planting to full extent of road verge. Plant in linear rows, 300mm apart at 300mm centres, offset between rows.
Landscape Swale	Hemerocallis varieties - 'Corky', 'Cream Drop', Bright Spangles' and 'Crimson Pirate'	2L Pot grown, fully rooted	-	Located to northern side of northerly distributor road only. Planting restricted to side slopes only, at 3 plants per m2 in random drifts of 9-15 plants per species. Central 1m width base of swale finished in black pebbles. Filter drain/pipe system to engineer's details.
Street Lighting	Contemporary style lighting column and luminaire	Column height as advised by lighting engineer	Die cast aluminium cylindrical column Mid-dark grey	Simple, contemporary design lighting column and fitting, with high level of energy efficiency, capable of lighting road and footpath from single column location. Example Product: We-ef street lighting column reference RBL660 with single or double head fitting as required.

Eastfield Road				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Eastfield Road Trees	*Ginkgo biloba*	Rootball, 20-25cm girth semi-mature, 5-5.5m height.	-	Single or double tree avenue depending on location – trees planted at 5m centres. Plant into continuous planting trench over full length and width of verge, comprising 300mm depth topsoil overlaid on 450mm depth sandy subsoil on 150mm depth 40.20 clean stone overlaid on well broken up sub-grade. Allow for underground guying system and aeration/irrigation pipe per tree, and with uPVC perforated land drain with connections to bio-retention drainage pipe. 1.2m square black gravel surround to each tree, formed with heavy duty steel edge restrain, 6 x 150mm, galvanised finish. Verge - Flowering lawn seeding at 3gms per m2. Install continuous vertical root barrier to both sides of tree planting trench. Example Products: Exceledge HiGrade steel edge restraint. Scotia Seeds 'Flowering Lawn' mix
Bio retention 'rain garden' *To be implemented following upgrade of Eastfield Road*	Range of hardy perennial grasses – example species: - *Nasella tenuissima* - *Deschampsia cespitosa* - *Sporobolus heterlepsis* - *Molinea caerulea*	Pot grown – minimum 30-45cm height	-	Located between road and tree avenue /verge. Alternate sections of adjacent road kerb laid flush to allow stormwater ingress. Detailed construction make-up and drainage connections to drainage engineers design. 300mm depth topsoil set 125mm below level of adjacent edgings to provide stormwater storage capacity. Planting to be suitable for periodic inundation by surface water run-off. Plants randomly mixed at 25% each throughout extent of area, planted at 300mm centres. Cover planting area with minimum 25mm depth, 10mm nominal size black free draining angular gravel chippings as planting mulch.
Hedge	*Fagus sylvatica* 'Purpurea'	CG hedge plants Minimum 60cm -80cm height	Purple beech	Used as edging to adjacent bio-retention strip, laid flush with adjacent paving level. Example Product: Exceledge Hi Grade steel edge restraint
Sacrificial Verge	Perennial meadow mixes	-	-	Range of colour-themed perennial meadow mixes selected for prolonged seasonal colour and interest. Prepare seeding area and sow as per suppliers instructions. Mixes to be sown in single mix geometric blocks, each block related to staggered layout to adjacent shared surface areas. Example Products: Pictorial Meadows 'Golden Summers', 'Native Meadow' and 'Purple Haze' perennial mixes.
Street Lighting	Contemporary style lighting column and luminaire	Column height as advised by lighting engineer	Die cast aluminium cylindrical column	Simple, contemporary design lighting column and fitting, with high level of energy efficiency, capable of lighting road and footpath from single column location. Example Product: We-ef street lighting column reference RBL660 with single or double head fitting as required.

Public Realm

Outline Specification

North Square				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Road Paving	Small unit concrete sett paving	Pot grown, multi-stemmed, minimum 175-200cm height.	Charcoal	Laid in stack bond in aligned courses. Wide top kerb to road edge. Example Product: Charcon Countrysett
Feature Trees	*Eucalyptus gunnii*	Pot grown, multi-stemmed, minimum 175-200cm height.	-	Feature tree planting within central island of square. Minimum 3no trees.
Central Island Planting	Range of hardy perennial grasses and feature plants – example species: - *Imperata cylindrical* 'Red Baron' - *Pennisetum setaceum* 'Rubrum' - *Unicinia rubra* - *Phormium* 'Maori Maiden' - *Ophiopogon planiscapus* 'Nigrescens' - *Miscanthus sinensis* 'November Sunset'	Pot grown – minimum 30-45cm height	-	Mix of perennial, ornamental grasses and feature plants with predominantly red characteristics, in combinations of single species and mixed planting beds. Plants to be planted at 5-9 plants per m2 dependent on species habit/mature size.
Linear Park				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Marginal Planting to Burn/Ditch	Example Species: - *Persicaria affinis* 'Superba' - *Astilbe* 'Snowdrift' - *Chasmanthium latifolium* - *Uncinia rubra* - *Nepeta* 'Six Hills Giant' - *Lythrum salicaria* 'Blush' - *Carex elata* 'Aurea'	Minimum 2L pot	-	Planted in single species, geometric blocks along western edge of burn/ditch, forming staggered edge to adjacent lawn areas. 400mm minimum depth topsoil over whole of planting area. Plants to be planted at 3-5 plants per m2 dependent on species habit/ mature size. Carex to be planted as linear band along edge of burn/ditch. Incorporate Leucanthemum vulgare seeds into grass seed mix as a 50/50 mix and undersow at 3gms per m2 throughout whole of planting areas.
Boundary hedges	*Fagus sylvatica* 'Purpurea'	CG hedge plants Minimum 60cm -80cm height	Purple beech	Hedges aligned in random length, staggered arrangement, set parallel or perpendicular to building layout as boundary to adjacent public realm, semi- private green spaces or private gardens. Planted in double row, 400mm centres between plants and offset between rows.
Bridges over Burn/Ditch	Pedestrian access bridge linking east and western section of linear park.	3m width, span length to suit existing ground levels to either side of burn.	Galvanised steel and FSC hardwood	Located at all footpath crossings of burn/ditch. Bridge form to comprise of level, rather than curved, deck, set horizontal or to a maximum gradient of 1:40. Example Product: Streetlife Country Bridge Low with Streetdeck 40 medium grey decking.

Public Realm

Outline Specification

Southern Parkland				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Footpaths	Resin bound gravel paving with steel edging	6mm aggregate, finished depth 16mm	Natural aggregate Bream/buff/brown colour spectrum	Alignments to adopt simple, geometric straight alignments between key points. Construction specification for urban pedestrian locations. Example Product: Sureset resin bound paving Colour reference: Barley Beach
Footpath Lighting	Bollard luminaire	c.1m height	Galvanised	Simple contemporary fitting with ability to light in different directions, set at specified intervals along footpaths and at key intersections. Example Product: Vekso Addo L95 Mini Bollard
Edging to Footpath	Heavy duty steel edge restraint	6mm x 150mm	Galvanised	Laid flush with adjacent paving level to both sides of footpath. Example Product: Exceledge HiGrade steel edge restraint
Meadows	Perennial meadow mixes	-	-	Range of colour-themed perennial meadow mixes selected for prolonged seasonal colour and interest. Prepare seeding area and sow as per suppliers instructions. Mixes to be sown in large single mix blocks, oversown into each other to form naturalistic transitions between mixes. Example Products: Pictorial Meadows 'Golden Summers' and 'Purple Haze' perennial mixes.
Mixed Parkland Tree Planting	Mixed deciduous and coniferous parkland trees Example Species: - *Pinus nigra austriaca* - *Betula utilis jacquemontii* - *Populus tremula* - *Nothofagus antarctica* - *Aesculus hippocastanum*'Baumannii' - *Cedrus deodora* - *Fagus sylvatica Purpurea*	Range of advanced nursery stock/semi-mature plants, rootballed or container grown. Minimum height – 3.5m.	-	Range of mixed tree planting predominantly located towards edges of linear park, to retain central section open in character. Overall planting pattern to be generally arranged in informally arranged linear lines of trees rather than informal clumps. Coniferous species to represent 25% of overall mix. Trees to be planted no closer than 4m centres. Plant into individual planting pits, comprising 300mm depth topsoil overlaid on 450mm depth sandy subsoil on 150mm depth 40.20 clean stone overlaid on well broken up sub-grade. Allow for underground guying system and aeration/irrigation pipe per tree.
Woodland Blocks	Mixed deciduous and coniferous woodland trees and shrubs. Example Species: - *Fraxinus excelsior* - *Betula pendula* - *Pinus sylvestris* - *Quercus robur* - *Corylus avellana*	Range of Standard and Feathered trees, transplants and shrubs to suit species	-	Character, scale and pattern of woodland blocks to relate to Gogarburn policy landscape. Enclose bocks with rabbit proof fencing. Total plant numbers calculated on 1 plant per 1.5m centres. Trees planted at 5m average centres but no closer than 4m. All plants randomly mixed throughout planting area, in groups of 7-11 plants per species.

Public Realm

Outline Specification

Linear Park				
Element	**Materials / Product**	**Sizes**	**Colour**	**Notes**
Footpaths	Resin bound gravel paving with steel edging	6mm aggregate, finished depth 16mm	Natural aggregate Bream/buff/brown colour spectrum	Alignments to adopt simple, geometric straight alignments between key points. Construction specification for urban pedestrian locations. Example Product: Sureset resin bound paving – colour reference: Barley Beach
Footpath Lighting	Bollard luminaire	c.1m height	Galvanised	Simple contemporary fitting with ability to light in different directions, set at specified intervals along footpaths and at key intersections. Example Product: Vekso Addo L95 Mini Bollard
Edging to Footpath	Heavy duty steel edge restraint	6mm x 150mm	Galvanised	Laid flush with adjacent paving level to both sides of footpath. Example Product: Exceledge HiGrade steel edge restraint
Amenity Lawns	Amenity grass mix	-	-	General purpose amenity grass seed mix with low growth characteristics. Example Product: groGreen Lo Grow lawn mix
Meadows	Perennial meadow mixes	-	-	Range of colour-themed perennial meadow mixes selected for prolonged seasonal colour and interest. Prepare seeding area and sow as per suppliers instructions. Mixes to be sown in large single mix blocks, oversown into each other to form naturalistic transitions between mixes. Example Products: Pictorial Meadows 'Golden Summers' and 'Purple Haze' perennial mixes.
Mixed Parkland Tree Planting	Mixed deciduous and coniferous parkland trees Example Species: - *Pinus nigra austriaca* - *Betula utilis jacquemontii* - *Populus tremula* - *Nothofagus antarctica* - *Aesculus hippocastanum* 'Baumannii' - *Cedrus deodora* - *Fagus sylvatica Purpurea*	Range of advanced nursery stock/semi-mature plants, rootballed or container grown. Minimum height – 3.5m.	-	Range of mixed tree planting predominantly located towards edges of linear park, to retain central section open in character. Overall planting pattern to be generally arranged in informally arranged linear lines of trees rather than informal clumps. Coniferous species to represent 25% of overall mix. Trees to be planted no closer than 4m centres. Plant into individual planting pits, comprising 300mm depth topsoil overlaid on 450mm depth sandy subsoil on 150mm depth 40.20 clean stone overlaid on well broken up sub-grade. Allow for underground guying system and aeration/irrigation pipe per tree.

Public Realm

Landscape Management Principles

The primary landscape framework comprises of a range of separate hard and soft landscape components which collectively combine and integrate to create the setting for Phase One of the Internationl Business Gateway development.

Establishing a process for the long term landscape maintenance and management of these components is crucial to:

- Protect the investment made in the delivery of the primary landscape framework

- Ensure the primary landscape framework establishes and develops in order to provide a quality setting and environment for businesses, residents and visitors, and therefore maintaining a good appearance and image to the development.

In order to provide a consistency of approach to, and standards of, the maintenance and management of the primary landscape framework, it is considered that this would be best achieved by being undertaken for the overall development by a single body or entity, rather than by different bodies having responsibility in different parts of, or for different components, of the primary landscape framework.

There are various specialist landscape maintenance and management companies who would be capable of undertaking the range of works which would be required. The involvement of such companies could either be on the basis of:

- A contract administered by, or on behalf of, the land owners.

- Transfer of land ownership of the areas concerned to a landscape management company.

With either option, the landscape management company would be responsible for the long term maintenance and management of the public realm areas, undertaking a specified series of works to an agreed specification and programme.

Business and home owners would be responsible for contributing on an equitable basis to the overall costs of the landscape management of the hard and soft public realm spaces through an Annual Management Charge. Plot titles would require to contain a condition reflecting the role and financial conditions related to the landscape management process. The details of this process would require to be finalised prior to any land or property being sold.

Illustrative Plan: Southern Parkland

06 Plot Principles

Plot Principles

Introduction

The International Business Gateway will be a long term development that is realised over a number of years. The Development Plots provide a flexible framework for development through the use of Plot Parameters.

To supplement these parameters, and to preserve the visual quality and coherence of the development, a series of Plot Principles have been established to provide a guidance framework. These describe a best practice approach to implementing the plot parameters guidance, as demonstrated in the illustrative masterplan.

In addition, building guidance provides precedents and material palettes that establish a quality benchmark for buildings that will deliver the ambitions of the International Business Gateway initiative.

Finally, although it does not form a part of this application, principles for the future development of the Ingliston Park and Ride site are outlined in accordance with the wider aims of the West Edinburgh Strategic Design Framework.

Detailed proposals for the development should make reference to the Plot Principles set out in this section and the quality benchmark established by the Illustrative Masterplan.

Illustrative Masterplan

Plot Principles

Illustrative Development

Within the defined plot parameters, the illustrative masterplan demonstrates how the level of development proposed for Phase One of the International Business Gateway can be delivered within the guidance provided by the Plot Principles.

A building typology of linear blocks of approximately 15m floorplate depth has been utilised to illustrate an efficient plan form that can accommodate a wide range of uses and facilitate natural ventilation and good daylighting.

Redevelopment of the existing Ingliston Park and Ride facility, owned by City of Edinburgh Council, is part of the wider strategy for the area, described in the West Edinburgh Strategic Design Framework. Although it does not form part of this application, for the purposes of the illustrative masterplan, the Park and Ride has been shown as redeveloped, with a suggested layout that continues the principles of the development parameters.

- Primary Frontage
- Green Edge
- Landscape Buffer
- Illustrative Building Development
- Landscape “Fingers”
- Plot Access and Circulation

Illustrative Masterplan: Development

Plot Principles

Illustrative Heights

The illustrative masterplan demonstrates a distribution of heights for the Phase One development that sits within the defined height parameters.

Due to typical floor to floor heights typically employed in residential developments, it is assumed that these will generally be lower than an equivalent commercial building.

Redevelopment of the existing Ingliston Park and Ride facility, owned by City of Edinburgh Council, is part of the wider strategy for the area, described in the West Edinburgh Strategic Design Framework. Although it does not form part of this application, for the purposes of the illustrative masterplan, the Park and Ride has been shown as redeveloped, with a suggested distribution of heights.

Illustrative Masterplan: Heights

- 8 Storey Business / Hotel Development
- 6 Storey Business / Hotel Development
- 5 Storey Business / Hotel Development
  6 Storey Residential Development
- 4 Storey Business / Hotel Development
  5 Storey Residential Development
- 4 Storey Residential Development

Plot Principles

Illustrative Uses

The illustrative masterplan demonstrates the mix of uses proposed for the Phase One development that sits within the defined use parameters.

Redevelopment of the existing Ingliston Park and Ride facility, owned by City of Edinburgh Council, is part of the wider strategy for the area, described in the West Edinburgh Strategic Design Framework. Although it does not form part of this application, for the purposes of the illustrative masterplan, the Park and Ride has been shown as redeveloped for business led development, with active ground floors.

A landmark civic building addressing the central tram square has been indicated within the Park and Ride redevelopment. This location is currently land in CEC ownership that is undeveloped and offers an opportunity to bring this element of the Park and Ride redevelopment forward at an earlier stage.

- Business Led Development
- Business Led Development with Active Ground Floor
- Hotel Led Development
- Hotel Led Development with Active Ground Floor
- Residential Led Development
- Civic Development

Illustrative Masterplan: Uses

Commercial Plots

Plot Principles

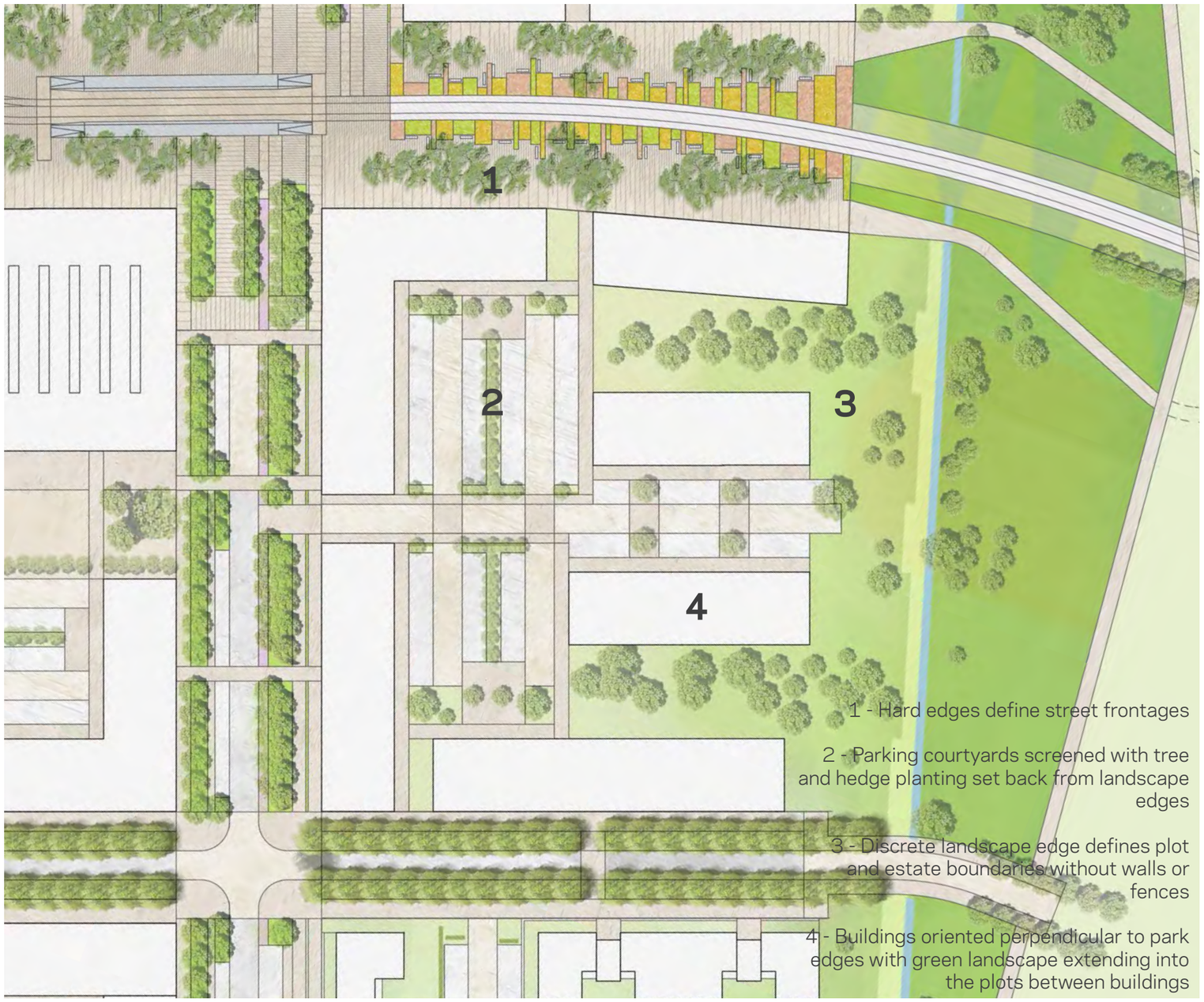
Commercial plots, for office and hotel developments, are focused around key public spaces and routes. Primary frontages should address streets and provide active ground floor uses in areas of particular importance, as defined by the Plot Parameters.

Parking provision for the residential plots has been illustrated in accordance with City of Edinburgh Council minimum parking standards for the West Edinburgh Major Growth Area, which encompasses the International Business Gateway.

- Offices:
  1 space per 180m^2 gross floor area

- Hotels:
  Assessed on merit (maximum 1 space per 2.5 rooms)

For the purposes of the illustrative masterplan, hotels have been allocated a ratio of 1 space per 5 rooms, in line with the wider ambition to encourage public transport use and reduce vehicle movements within the International Business Gateway.



Illustrative Plan: Typical Commercial Plot

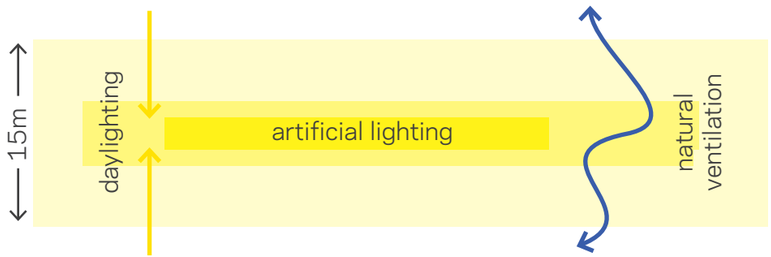
Commercial Plots

Building Typologies

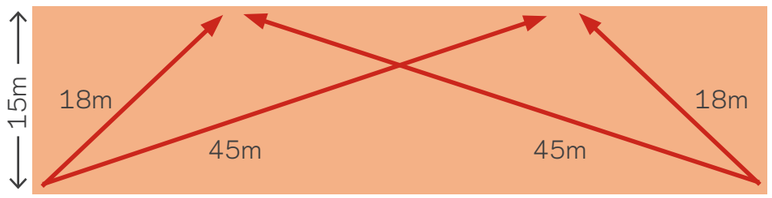
The masterplan plots can readily accommodate a range of building types and uses. A proposed building typology of linear blocks of approximately 15m floorplate depth has been demonstrated in the illustrative masterplan as an efficient way to achieve accordance with the development parameters.

These building typologies that can readily be delivered as shallow floorplate, naturally ventilated, low energy buildings, with good daylighting, that facilitate efficient and flexible spaceplanning. Simple, flexible, buildings of high design quality with low running costs.

Space planning



Daylighting and ventilation



Fire strategy

A flexible framework for a range of building typologies

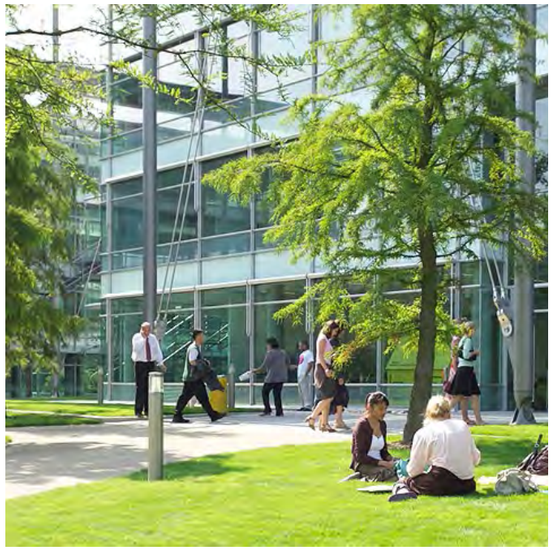
Commercial Plots

Plot Principles

Primary frontages and active uses to streets and public spaces

Primary frontages should address the main streets, avenues and public spaces to create a dense, urban character. These frontages should be aligned with the plot boundary and be continuous, except for plot access points, to maintain a cohesive development.

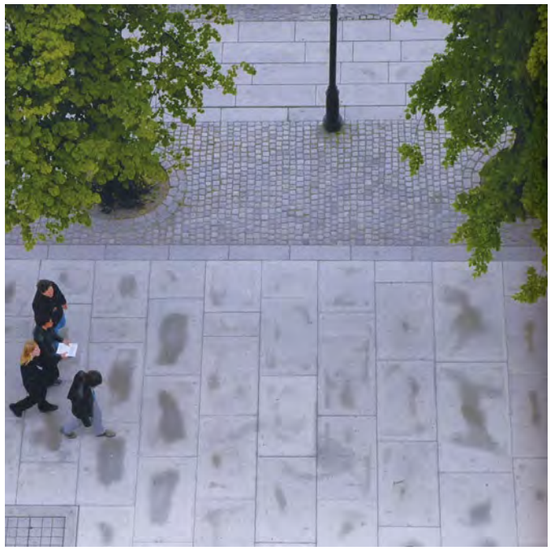
Active ground floor uses are encouraged at key locations, as identifed by the Plot Parameters.



Integrated landscape framework

Where plots address public parkland and green edges, the development line should be broken to allow fingers of green infrastructure to project into the site. This will integrate the plots with the overall landscape framework, providing amenity spaces and views for workers and visitors.

This also creates a varied edge to the development, lessening its impact on the wider landscape.



Shared street principles for access and circulation

Access and circulation within plots should laid out as shared surface areas, to encourage pedestrian movement and reduce vehicle speeds. On street parking should be integrated within these shared streets, with blocks of spaces broken up with planting and landscaping.

Variations in small unit paving patterns will assist in defining building entrances and emphasising thresholds between different parts of the street.

Landscaped parking courtyards contained between buildings

Parking courtyards, for business users and visitors, should either be fully enclosed by surrounding commercial blocks, or by a combination of business blocks and landscape edges.

Where plots address public parkland, parking courtyards should be located away from these frontages to allow integration with the wider landscape.

Small unit paving blocks laid in differing patterns define circulation, parking and footpath areas, whilst formal hedges and tree lines break down the scale of the courts, filter views to parked cars and define edges to adjacent public realm spaces.

Commercial Plots

Plot Principles

1 - Landscaped Parking Courtyards

2 - Shared surface access routes

3 - Primary frontages to perimeter with main circulation routes

4 - Varying heights and massing in accordance with height parameters

5 - Open orientation to estate landscape areas

6 - Green “Fingers” extend into Plot

7 - Discrete, soft edge to park boundary

Illustrative Axonometric: Typical Commercial Plot

Building Guidance

Commercial Plots

Commercial plots should be developed as a family of robust buildings firmly rooted in landscape yet distinctively urban in character.

The buildings should be of high design quality, but generally simple in form, with a limited palette of natural materials to create a high quality backdrop to the public spaces and urban edge setting.

More expressive forms, colours and materials can be considered at the key nodes and spaces, to reinforce the special nature of these spaces with controlled variety.

These images are intended as reference principles rather than a prescriptive range of building typologies and materials, however the key attributes and principles for commercial plot building development illustrated through these examples are:

- Simple, robust and cohesive forms.

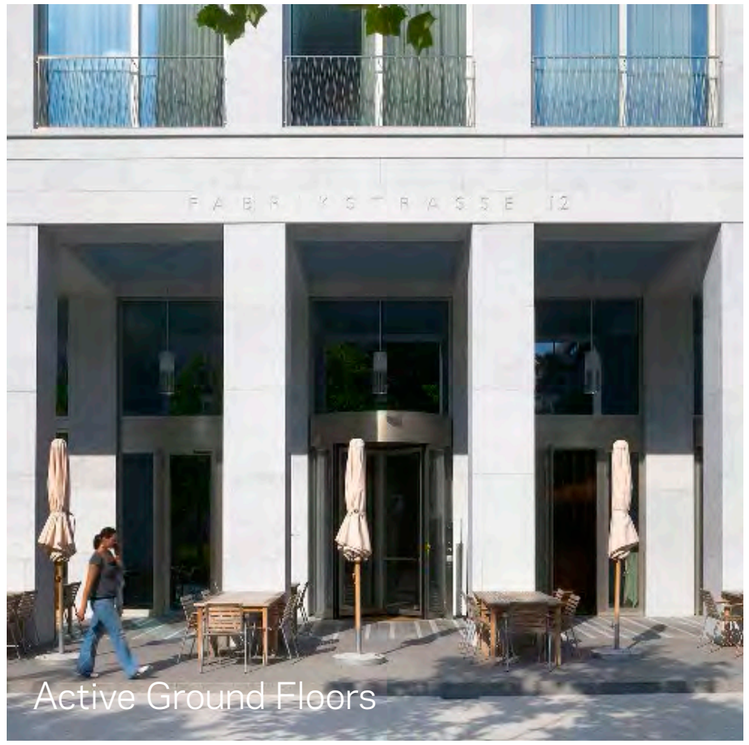
- Active ground floors encouraging connections between buildings and the surrounding public realm.

- A palette of a range of natural materials to create a varied streetscape.

- Active landscapes integrated into development plots.

- Modulation to elevations to give depth to facades and to accentuate contrast of light and shade.


Simple and Robust Forms



Active Ground Floors


Modulated Facades


Integrated Landscape

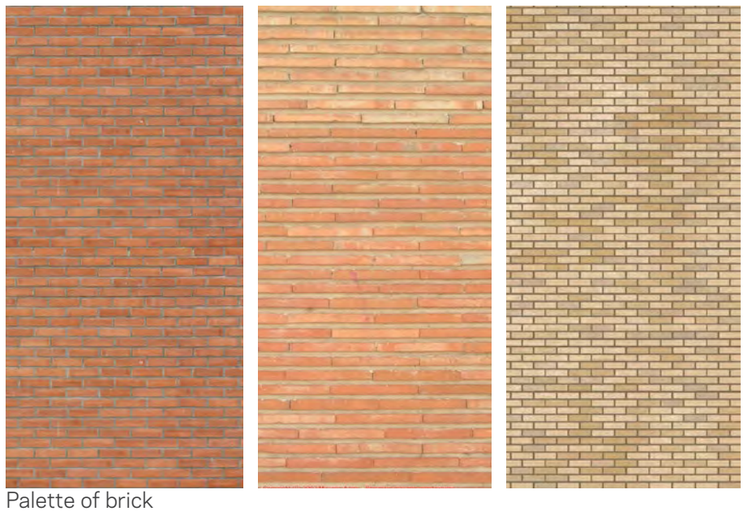
Building Guidance

Material Palette

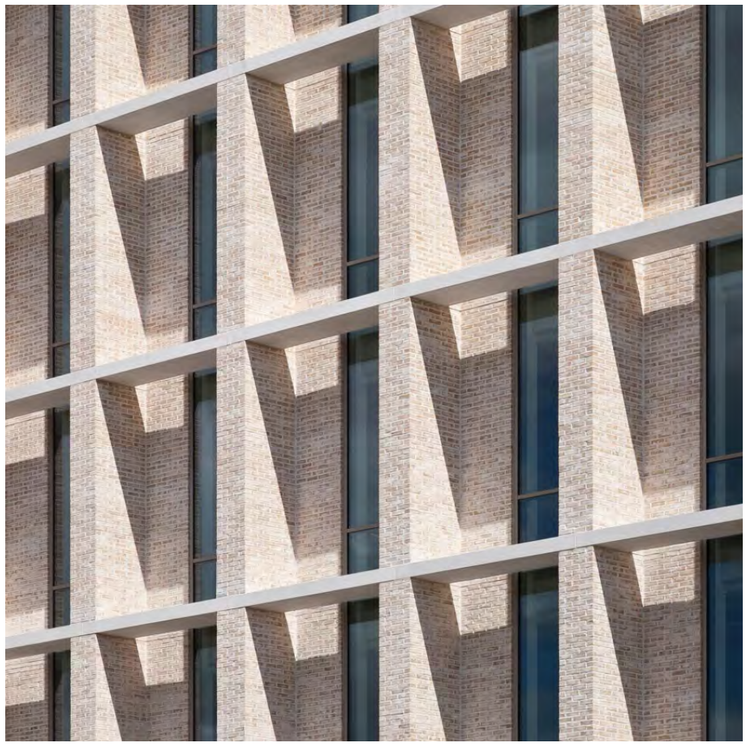
Naturally weathered metal panels

White concrete

Dark grey anodised metal panels



Palette of brick



Residential Plots

Plot Principles

The residential plots are located adjacent to public parkland or green edges. These plots are laid out to orientate entrance frontages towards the street with private and shared communal gardens addressing green spaces. Access and circulation is laid out along shared space principles, with all parking provided on street.

Elements of the public parkland and green edges extend into the plots, creating a strong connection with the wider landscape framework.

Parking provision for the residential plots has been illustrated in accordance with City of Edinburgh Council minimum parking standards for the West Edinburgh Major Growth Area, which encompasses the International Business Gateway.

- Housing for private sale (1-3 bedroom flats):
  1 space per dwelling

- Affordable housing for rent (1-3 bedroom flats):
  0.25 spaces per dwelling

Illustrative Plan: Typical Residential Plot

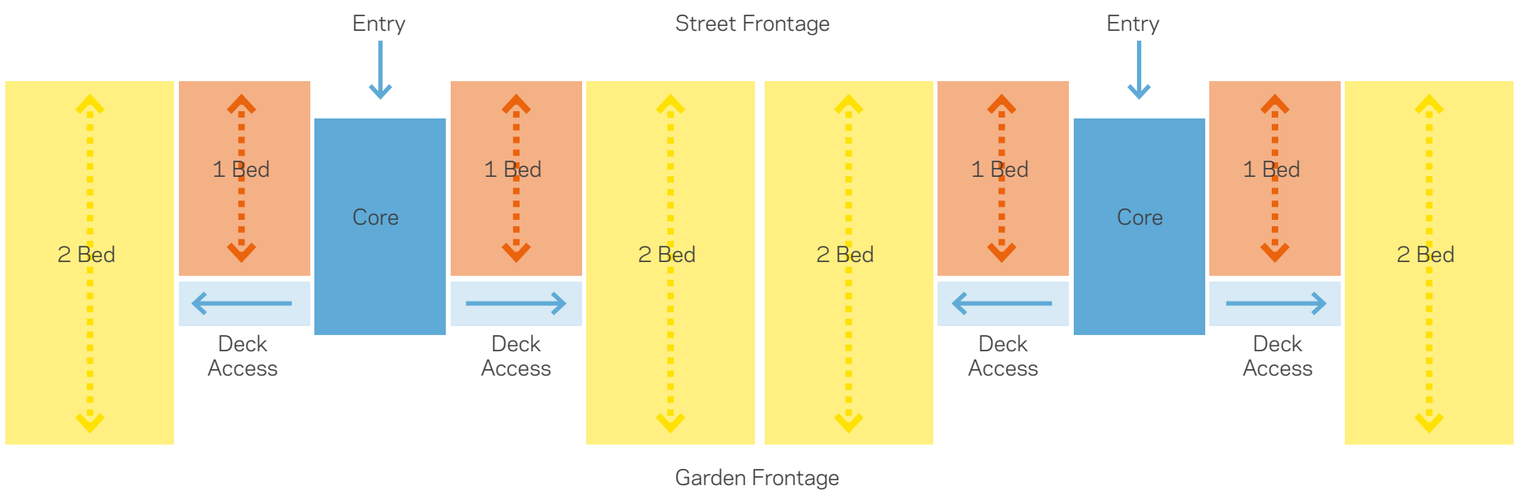
Residential Plots

Building Typologies

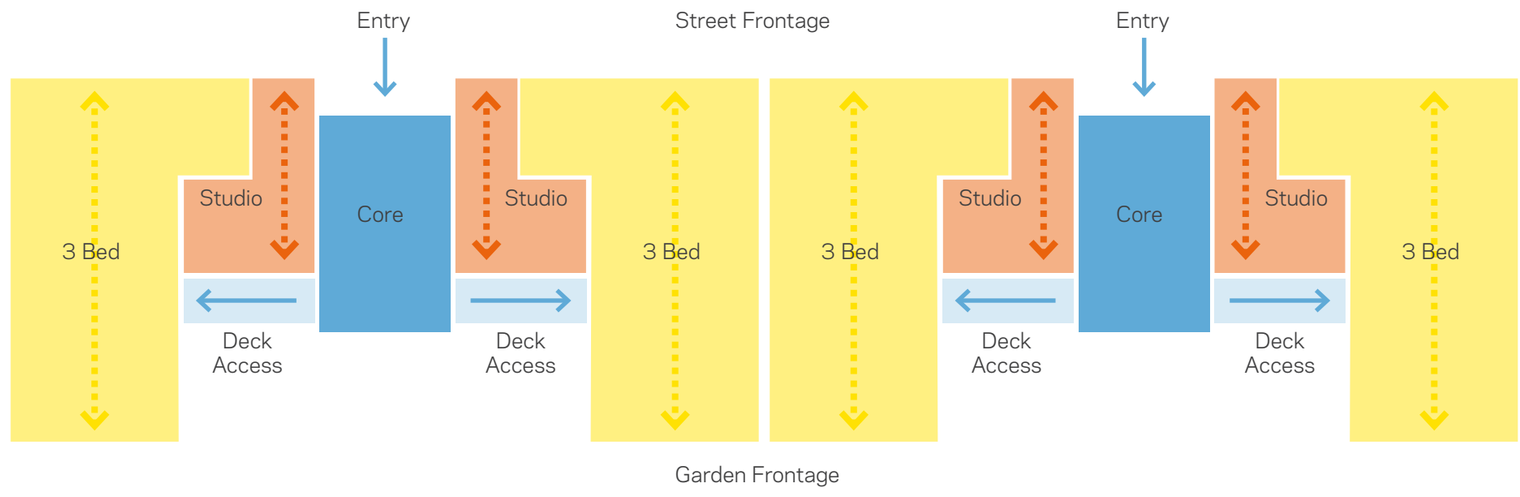
For this first phase of the International Business Gateway, it is envisaged that the demand for residential properties will primarily be for ancillary usage to the business developments and international connections that the airport provides. The building typologies proposed are therefore flatted developments of four to five storeys that can accommodate units of 1-3 bedrooms.

This ensures that the density and urban nature of the commercial plots is carried through to the residential areas, creating a cohesive, mixed use place.

The notional model used for the illustrative masterplan is based around shared cores with deck access, which allow a range of unit types and sizes to achieve dual aspect living. These broadly rectilinear blocks complement the typologies established for the commercial plots and allow similar principles of long street frontages and open edges to the landscape framework.



Example Residential Typology: 1 and 2 bed unit mix



Example Residential Typology: Studio and 3 bed unit mix

Residential Plots

Plot Principles

Privacy gardens to street frontages with on street parking

Where residential developments front streets, use of small front gardens or defensive planting are encouraged to provide privacy for ground floor occupants.

On street parking should be provided adjacent to residential developments where they front the Avenues. It should be incorporated within the landscaped edges, with regular breaks for trees and planting.

Private and communal gardens that connect to wider landscape framework

Shared and individual private garden spaces are formed to the rears of the blocks, defined by a sequence of staggered hedge lines which form the boundary to a communal semi-private green space shared between adjacent blocks.

The staggered hedge lines provide small scale spaces for seating areas, decking and barbecue areas which encourage use of the space. These communal green spaces connect into the wider adjacent parkland to the east and south.

Shared surface principles for access and circulation

Streets should laid out as shared surface areas, where varied carriageway widths and staggered alignments coupled with the strategic positioning of street trees and other areas of landscape create a more informal street character to the adjacent avenues.

On street parking should be integrated within these shared streets, with blocks of spaces broken up with planting and landscaping.

Variations in small unit paving patterns will assist in defining building entrances and emphasising thresholds between different parts of the street.

Extension of landscape framework into plot

Residential developments fronting the parkland to the edges of the development will use planting or low level hardscaping to define private gardens and communal space. Significant barriers to visual and pedestrian connections, such as high fencing or walls, should be avoided.

Residential Plots

Plot Principles

Illustrative Axonometric: Typical Residential Plot

1 - Onstreet parking

2 - Shared surface access routes

3 - Primary frontages to perimeter with main circulation routes

4 - Open Orientation to landscape areas

5 - Green “Fingers” extend into Plot

6 - Shared garden spaces defined with planting

7 -Private frontages

8 - Soft edge between plot and estate landscape

Building Guidance
Residential Plots

Residential development plots should continue the use use of simple and robust forms, with a prescribed range of natural materials that integrate with their landscape setting.

Landscape design should be carefully considered with relation to the positioning and orientation of building frontages to allow peripheral landscape to blend within the plots.

These images are intended as reference principles rather than a prescriptive range of building typologies and materials, however the key attributes and principles for residential plot building development illustrated through these examples are:

- Simple and robust, cohesive forms

- Refined material palette

- Integration within the wider landscape framework

- Defined thresholds around buildings


Simple and Robust Forms

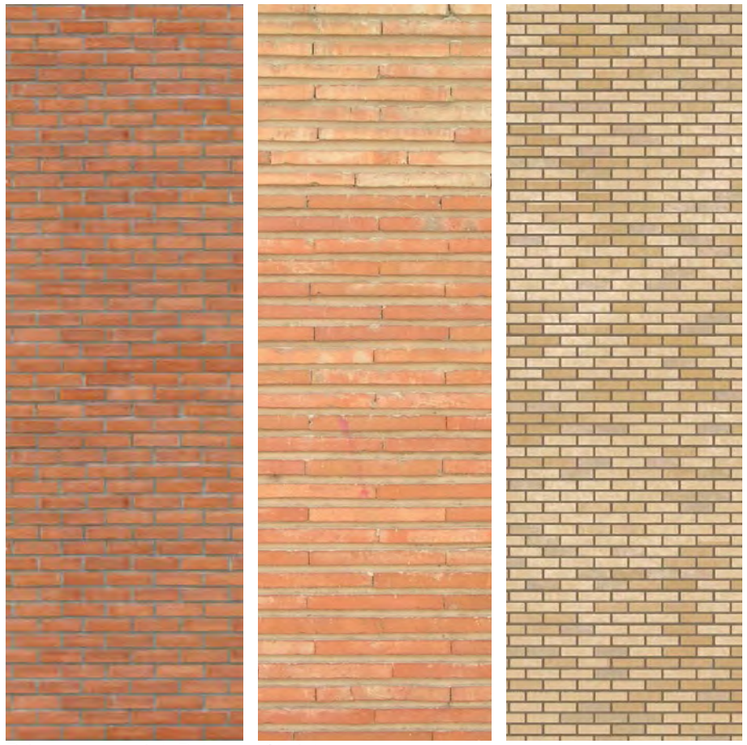

Refined Material Palette


Integrated Landscape


Defined Thresholds

Building Guidance

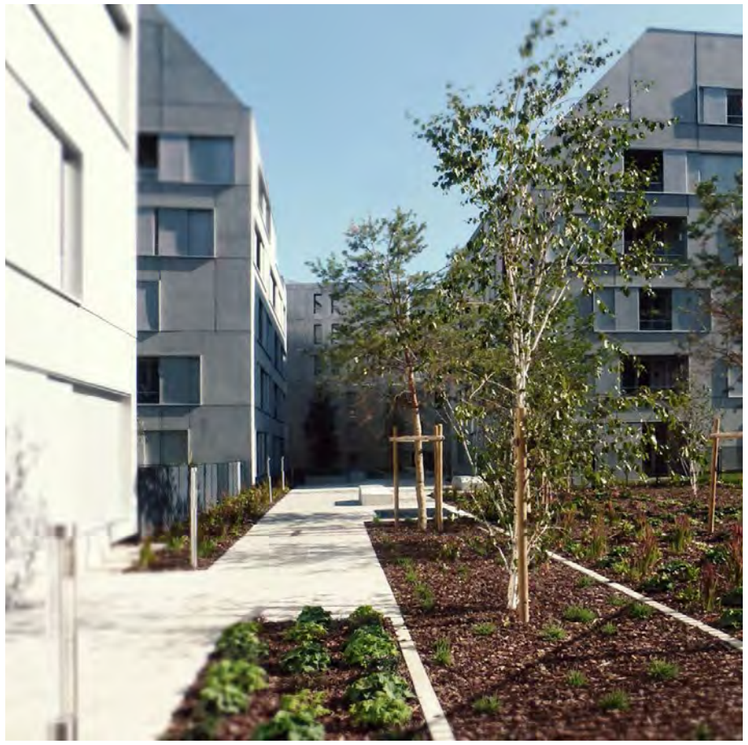
Material Palette



Primary material: Palette of brick

Details: Naturally weathered metal panels

Details: White concrete, naturally weathering timber, grey metal panels



Park and Ride

Plot Principles

The Ingliston Park and Ride site, under the ownership of City of Edinburgh Council, lies within the redline boundary of the application. It currently consists of the following land uses:

- The Ingliston Park and Ride facility, including a road that will provide the primary access to the southern section of the IBG.

- A “gap site” of undeveloped land immediately to the east of the Park and Ride.

In the short term it is understood that the Park and Ride will remain in operation, and proposals for redevelopment do not form part of this application.

However, redevelopment of the site is part of the wider strategy for the area, described in the West Edinburgh Strategic Design Framework. In order to ensure that this redevelopment forms a cohesive part of the wider International Business Gateway, an illustrative approach to the future development of the gap site and Park and Ride facility has been demonstrated.

Illustrative Plan: Park and Ride undeveloped

Existing Park and Ride

Existing Bus Interchange

Park and Ride

Plot Principles

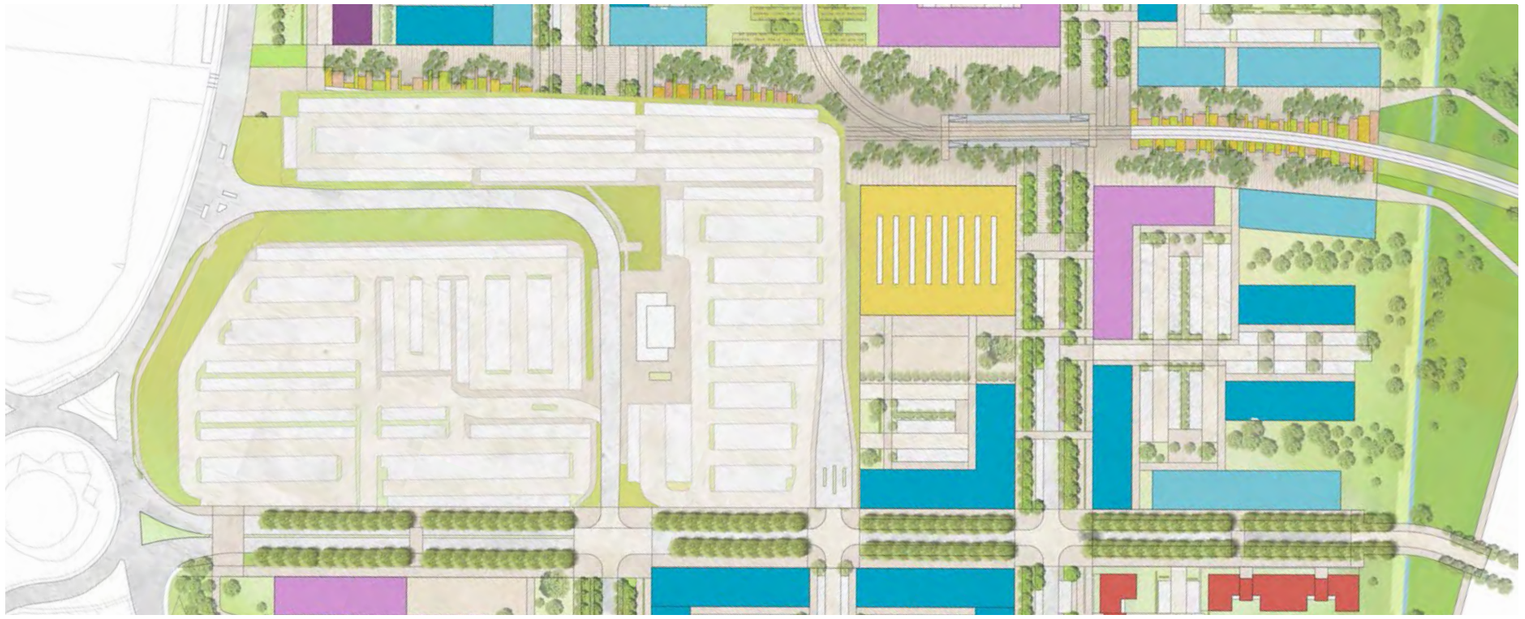
The approach to the illustrative masterplan for the Park and Ride has been planned to allow phased redevelopment:

Eastern Gap Site

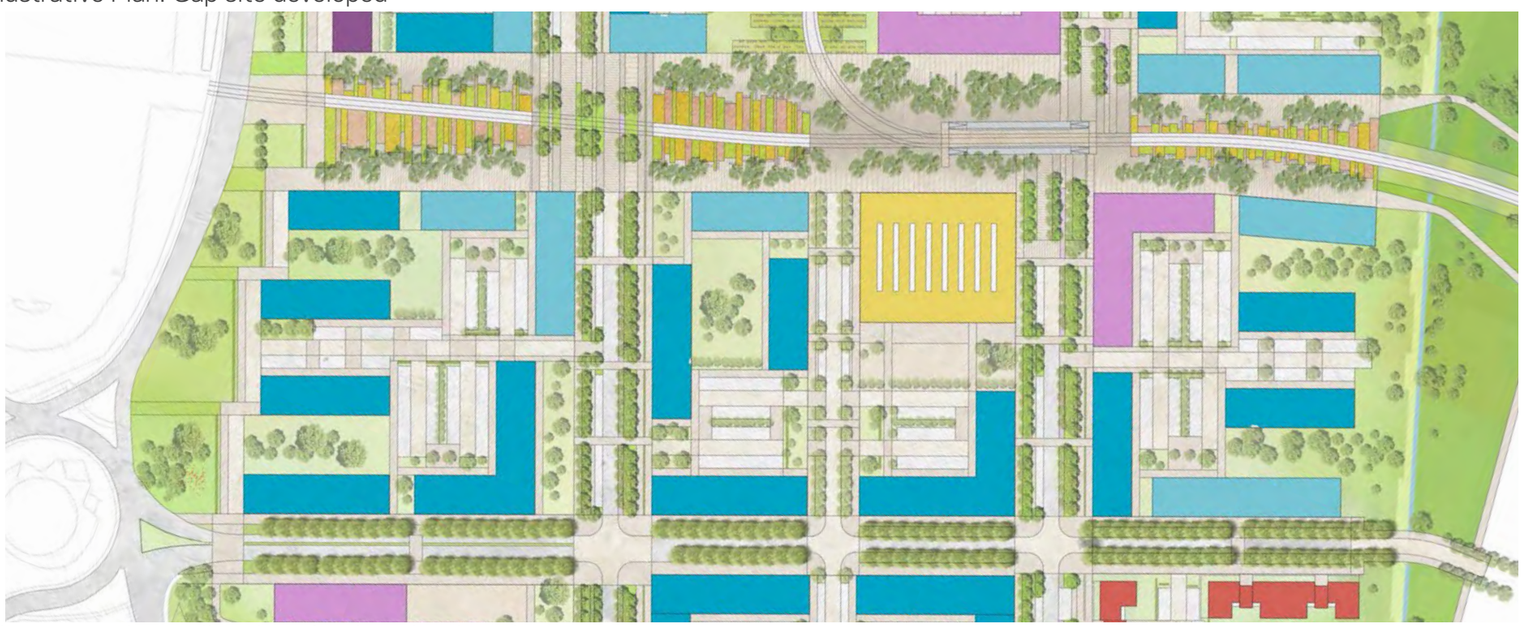
Development of this currently unoccupied plot of land is seen as an important placemaking addition to the International Business Gateway. The plot has a key frontage onto the tram square, for which it is suggested proposals for a major civic development should be brought forward. The illustrative proposals allow for this plot to be developed whilst the Park and Ride remains in operation.

Western Park and Ride Site

Full redevelopment of the Park and Ride is the longer term strategy for the International Business Gateway. The northern part of the site lies within the safeguarded route for the proposed tram extension to Newbridge, and the public realm treatment for the tram corridor should be extended along this axis. The remainder of the site should be redeveloped for business led development, applying the guidance and priniciples established for Phase One of the development.



Illustrative Plan: Gap site developed



Illustrative Plan: Full Park and Ride redeveloped

- Business Led Development
- Business Led Development with Active Ground Floor
- Hotel Led Development
- Hotel Led Development with Active Ground Floor
- Residential Led Development
- Civic Development

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