



PEGASUS CONSULTANCY

Design Statement

Hatton Village, Edinburgh

On behalf of Inverdunning (Hatton Mains) Ltd

March 2020



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SECTION I - BACKGROUND

This Design Statement and Masterplan supports a representation to Choices for City Plan 2030 (Edinburgh Local Development Plan 2 Main Issues Report) for a new village at Hatton Mains, Edinburgh.

This Statement is informed by national and local policy as outlined hereafter and relates to the Planning Statement, Landscape and Visual Impact Assessment, Blue Green Drainage Strategy, Transport Assessment, Ground Conditions Desk Study, Landscape Strategy and other supporting technical reports, with the intention of demonstrating the key design process stages and setting a framework for detailed design at Hatton Village.

Section 2 provide a vision statement for Hatton Village.

Sections 3 and 4 introduce the site and provide an appraisal of the site and its context.

Sections 5, 6 and 7 set out design policy context, design influences and community consultation.

Sections 8 and 9 outline design development and concept design for the site.

Section 10 provides the Masterplan, which illustrates how the site can be developed, including landscape strategy, transport connections, drainage strategy, open space requirements, density, key land uses and phasing.

Section 11 provides indicative streetscenes illustrating the character of the new village.

Development

Hatton Village, Edinburgh

Landowner

WS Crawford

Land Promoter

Inverdunning (Hatton Mains) Ltd

Design Team

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AECOM (Transport)

Millard Consulting (Flood Risk Assessment)

Alan Motion Tree Consulting
(Aboricultural Survey & Assessment)

AOC (Archaeology & Heritage)

Airshed (Air Quality & Noise Assessment)

Overview of Brief

Analysis of context and design approach to facilitate a high quality new village, taking into account design policy and guidance, and to provide a Masterplan to support a representation to the Local Development Plan and potential Planning Permission in Principle application and phased development thereafter.

SECTION 2 - VISION STATEMENT

“Hatton Village will be form a new community, close to West Edinburgh but having its own identity with a village square, local amenities and attractive residential neighbourhoods set within a green network of parks and woodland.

The design of the village will acknowledge its landscape setting, with long range views to Edinburgh Castle, Arthurs Seat and the Pentlands incorporated, reflecting the original design approach of former country house estates in the locality (Hatton, Dalmahoy, Ratho Park). This will also be reflected in the entrance to the village from Dalmahoy/A71, which will reflect a tree-lined ‘country house’ approach.

The new community will be centred on the existing Dalmahoy Road, just north of the A71 main transport route which provides direct links to Edinburgh and Livingston. Dalmahoy Road will form the spine of the village and allow for bus connection with a permeable network of residential streets extending to east and west. A new footpath and cyclepath route, set back from the A71, along the southern edge of the site will provide a safer route for local users.

A new linear neighbourhood park will extend through the village with smaller linear and local parks creating biodiversity and amenity greenspace links throughout the community whilst providing natural areas for surface water drainage.

The village hub will form the main focus and will provide an opportunity for local shops and services around a village square with an adjoining site for a new primary school with scope to act as a community hub.

Higher density housing including apartments and terraces will be focused on the village hub with medium density housing blocks framed by greenspace extending through the middle and southern areas of the village. The northern part of the village will have lower density housing reflecting the transition towards the countryside edge.”



Figure 1 - Indicative Streetscene

SECTION 3 - THE SITE

Site Context

The proposed site of Hatton Village is within a highly accessible location within Scotland's Central Belt with excellent links to the national rail and road network.

At regional level, the site is situated between Edinburgh and Livingston on the A71 arterial route west of the city. To the north lies Ratho, the M8/M9 motorway network and Edinburgh Airport. To the east lies Heriot-Watt University's Riccarton Campus, Edinburgh Park, RBS Headquarters, South Gyle Retail/Industrial and the City Centre. To the south lies Dalmahoy Country Club and to the west lies Livingston.

The site's wider location is illustrated within **Figure 2** therefore provides a strategic opportunity for growth with associated linkage to the established road/public transport network, major employment areas and key services/amenities.

The site adjoins the A71 and is in close proximity to Hermiston Park and Ride and West Edinburgh's employment centres with scope to link to a range of transport connections.

The location of the site also allows for a stand-alone settlement between Ratho to the north and the Currie/Balerno area to the south.

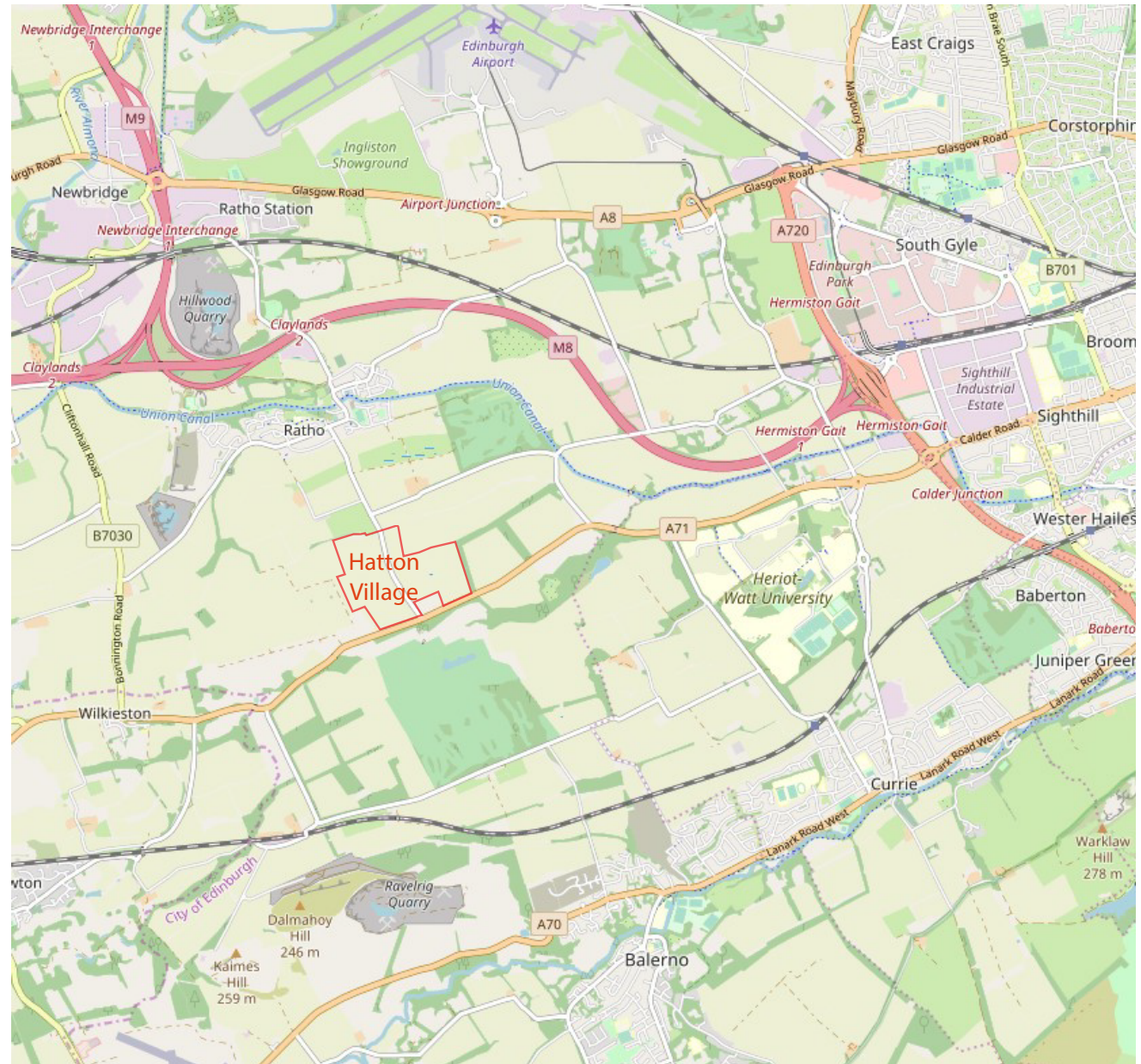


Figure 2 - Site Location

The Site

The site boundary is illustrated in **Figure 3** and extends to approximately 58 hectares (143 acres) and comprises generally arable farmland bound by the A71 to the south, mature woodland to the east and field boundaries/wooded tracks to north and west.

Hatton Mains Farm adjoins the south-west boundary and Ratho Park Carvery, private houses and the entrance to Dalmahoy Hotel & Country Club adjoins the southern boundary. Agricultural land extends to the west, north and north-east.

The land is bisected by a minor road extending in a north-south direction between Ratho and the A71 and Dalmahoy, which also provides a footpath connection between these two points. The route of the road is lined by a combination of hedgerow, trees and drystone wall.

The land generally falls from north-west to south/south-east with the northern part of the site falling towards an adjoining minor watercourse.



Figure 3 - Site Boundary

SECTION 4 - SITE APPRAISAL

As set out within **Edinburgh Design Guidance** (amended 2018), a key part of the Design Statement is a site and area appraisal.

This section sets out the analysis which has informed the proposed design solution for Hatton Village. The analysis is also supported by key studies and reports.

The main topics that Edinburgh Design Guidance requires to be included for appraisal and how this has been addressed is summarised within **Table A** for ease of reference.

Each information element is addressed within this Statement but where more detailed studies are available, these are referenced for further reading.

Additional analysis has been provided, including Historic Development Context within the Townscape section, Connectivity analysis within the Streets/Movement section and Agricultural land classification.

Information	Detail	Supporting Assessment	Statement Page
Landscape	Geology Topography Landform Vegetation Trees Local Landscape Character Use of Landscape	GS GS GS/FRA LVIA LVIA/TS LVIA LVIA	p.8-9
Ecology	Protected Species Biodiversity	EA EA	p.10
Hydrology, Drainage, Services	SUDS Services & Utilities	FRA/GS GS	p.11
Townscape	Listed Buildings Focal Points/Landmarks Character/Style	HE HE	p.12-14
Streets/Movement	Wider Street Network Footpaths/Cycle Routes	TA TA	p.18
Views	Key/Important Views Local Views	LVIA/HE LVIA/HE	p.8-9, 12-14
Microclimate	Sunpaths Prevailing Wind Aspect		p.19
Planning/Other designations	Protective Designations Open Space Strategy Development Guidance	PS PS PS	p.20-21 p.22 Section 5
Constraints & Opportunities Summary			p.23

Note:

GS	Ground & Services Desk Study
FRA	Flood Risk Assessment & Outline Drainage Strategy
LVIA	Landscape and Visual Impact Assessment
EA	Ecological Appraisal & Preliminary Roost Assessment
TS	Tree Survey & Arboricultural Constraints
TA	Transport Assessment
HE	Historic Environment Desk Based Assessment & Geophysical Survey
PS	Planning Statement

Table A - Site Appraisal Information Summary

LANDSCAPE

Figure 4 summarises the site's key landscape features.

Geology

General ground conditions are addressed within the supporting Engineering Report. In particular, there are no geological or historic mining issues affecting the site. The site's present and historic use as agricultural land is identified with no obvious sources of contamination or made ground subject to detailed site investigation.

Landform

The land slopes generally from north-west to south/south-east, with the northern edge of the site falling towards the adjoining minor watercourse. The Flood Risk Assessment provides further information. The assessment recommends no development within the functional floodplain of the minor watercourse along the northern boundary.

Vegetation/Trees

A Tree Survey and Arboricultural Constraints Report was undertaken of trees both within the site and within the required distance from the site boundary, including the mature woodland to south and east. The survey recommends a buffer zone of 10m adjacent to this woodland to avoid over-shadowing.

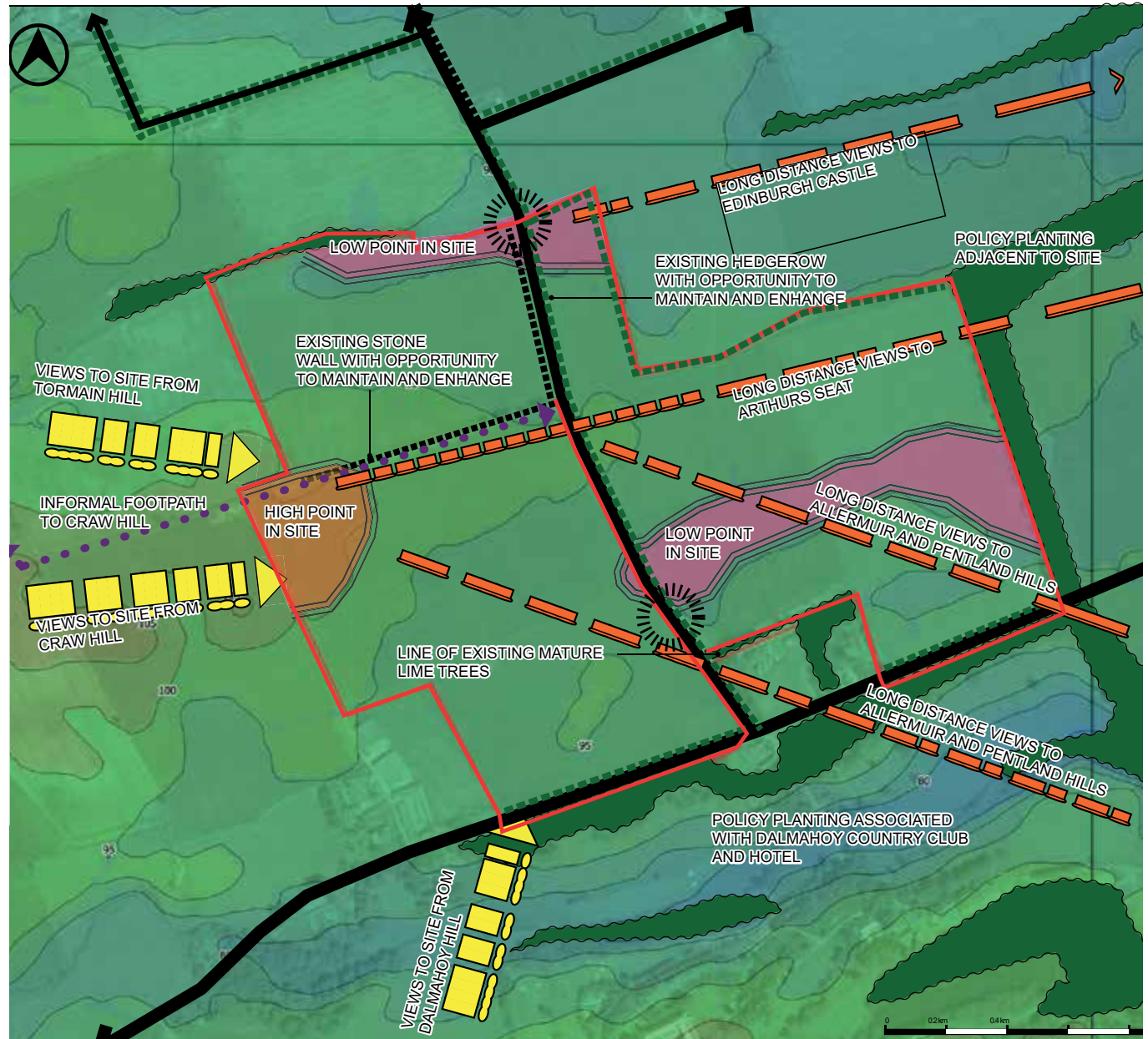


Figure 4 - Landscape Analysis

Individual trees within the site along Dalmahoy Road and on the western boundary should also be retained where possible.

Local Landscape Character

The proposed site is located within the Ratho Farmland Landscape Character Area (LCA- see **Figure 5** below), and as is typical of this LCA, the topography is low lying and undulating. Arable field boundaries tend to be delineated by hedgerows and are often substantiated by lines of trees. There are also groups of trees relating to farmhouses and the neighbouring policy woodland. The landscape pattern of the fields, hedgerows and trees is pleasing if unremarkable, lacking features that might be considered to be rare or unique within the City of Edinburgh Council area.

The landscape is generally open and large scale with medium range views curtailed by tree belts and policy woodland. There are long range views from the parts of the proposed site to the higher land of the Pentland Hills to the south and the Braid Hills to the east. Long range views westwards are limited by Craw Hill and Tormain Hill.

Overall the proposed site is visually well contained by a combination of localised ridges, hedgerows and groups of trees. Close range views of the site area are limited to two short sections of the A71 which bounds the southern edge and from Dalmahoy Road which bisects the site area. From the nearby settlement of Ratho open views of the site area are limited to elevated parts of the Wilkieston Road.

The Special Landscape Area (SLA) relating to the Ratho Hills extends to the western boundary of the proposed site. The special qualities of this SLA relate to the “distinctive pattern of trees on the ridgeline” which provide a local landmark, and to the southern side slopes of the ridge which are laid out with woodland blocks and which form part of the setting to the Hatton House designed landscape. These special qualities are

relatively distant from the proposed site, and would not be affected by the proposed development. The recreational resource afforded by the SLA, including the ridge-top path between Craw Hill to Tormain Hill would also remain unaffected by the proposed development.

The supporting Landscape and Visual Impact Assessment fully appraises the site. The assessment confirms that the proposed development would have no significant effects on the integrity of the landscape character areas or Special Landscape Area while the proposal would not undermine Green Belt objectives.

Use of Landscape

The site’s use is currently arable farm land and therefore, access is restricted.

The A71 on the site’s southern boundary plus Dalmahoy Road bisecting the site form the current active areas in terms of road users, cyclists and pedestrians.

The site provides the potential to open up access to a much wider area with new green links with cycling and walking routes, whilst maintaining existing landscape features through the site.

New public open space including a neighbourhood park, smaller pocket parks and green corridors along existing landscaped field boundaries can provide for a variety of character and useable spaces to the benefit of the wider community.

ECOLOGY

Figure 5 illustrates the habitat assessment areas for the supporting Ecological Appraisal.

Designated Sites

There are no European or UK designated sites within 2.5km of the development site and whilst there are three locally designated sites within 1km, these are deemed to be discrete from the site and would not be adversely affected.

Protected Species

No badger activity was recorded on the site and bat roost potential was deemed negligible.

There are no constraints to development with a precautionary approach recommended at the construction stage only with respect to small mammals and nesting birds with clearance of low value semi-natural habitat outwith bird nesting season.

Habitat/Biodiversity

There will be a loss of semi-natural habitat but the main loss will be arable land with low value. The proposed development would provide the opportunity to enhance biodiversity value through introduction of a range of habitats including private gardens and landscaped open space and SUDS.



Figure 5 - Extract from Habitat Plan

HYDROLOGY, DRAINAGE, SERVICES

Hydrology

The Flood Risk Assessment identifies a 1/200 year functional floodplain for the minor watercourse adjoining the site's northern boundary. This is indicated in **Figure 6** and is to be retained as a no-build zone.

Surface water drainage

A drainage strategy (illustrated in **Figure 6**) has been developed which will utilise a combination of porous paving and swales with SUDS basins. The basins have been designed to address surface water requirements with two in the southern part of the site and two in the northern part of the site. Whilst providing treatment and attenuation, the basins can also provide valuable amenity resource in terms of useable open space with active areas in addition to visual amenity. The proposed strategy has been discussed with Scottish Water.

Foul water drainage

The proposal is to discharge to the existing sewer network adjacent to the site with a Drainage Impact Assessment to be undertaken to confirm network capacity.

Utility services

Gas, electricity, BT and water connections are all available to the site.

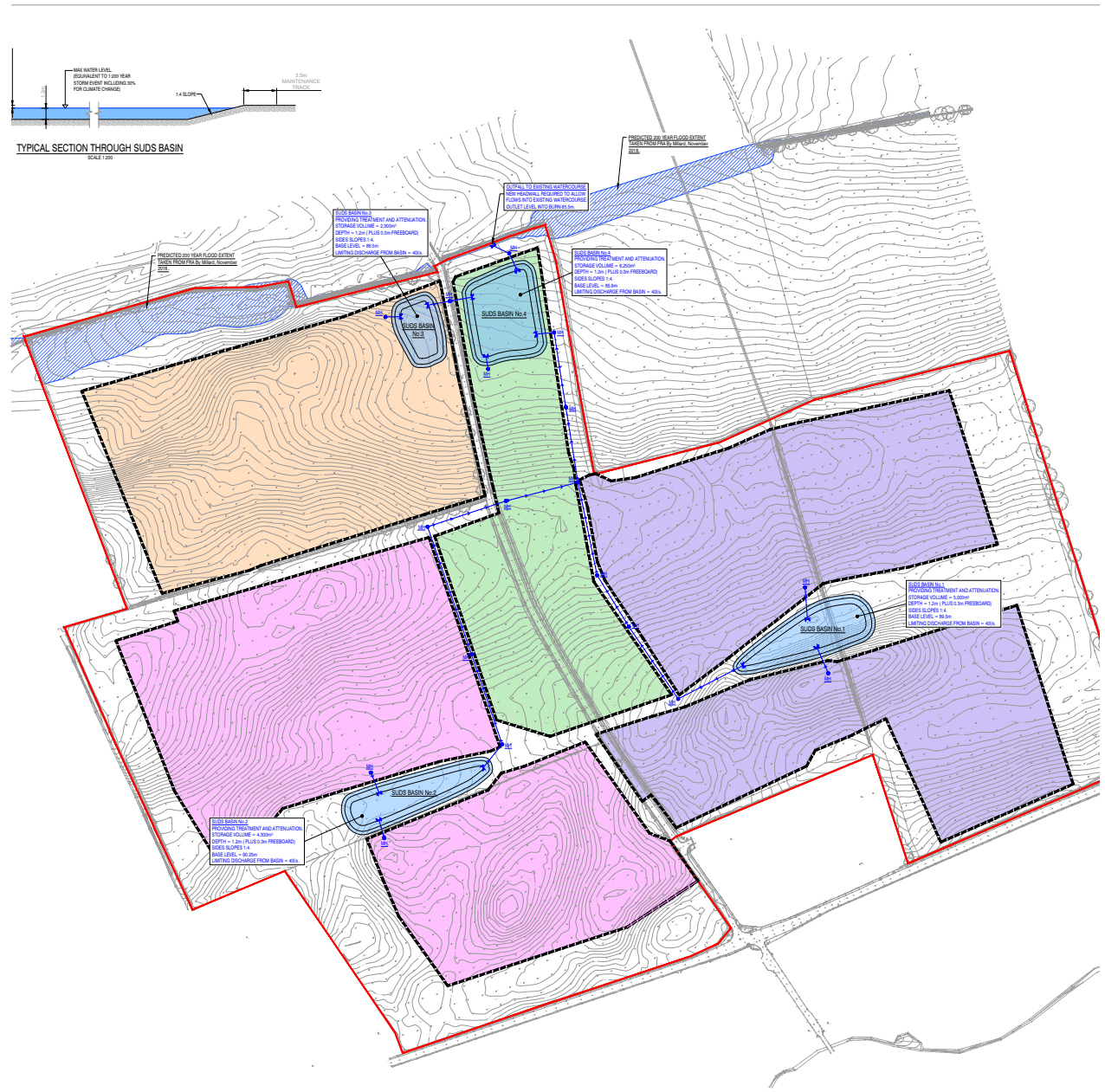


Figure 6 - SUDS Strategy and Flood Plain no-build zone

TOWNSCAPE - URBAN CONTEXT

As illustrated on **Figure 2**, the site is located on the A71 arterial route west of Edinburgh, between Ratho (to north) and Dalmahoy (to south). The new village will continue the spatial pattern of settlements along key arterial routes leading westwards from Edinburgh, as indicated on **Figure 7**.

Dalmahoy to the south includes a range of traditional buildings associated with the former country estate and now hotel and country club. These include a number of Listed buildings as detailed further below, both north and south of the A71. The Ratho Park Hotel/Carvery is also situated immediately beside the site on its southern boundary.

The proposed site is separated from Ratho village by Ransfield and Ratho Mains farms with associated rows of traditional cottages. This rural landscape extends to the east towards Ratho Park Golf Club, the Union Canal and M8 corridor, and to the west where the land rises to Craw Hill and Tormain Hill with the small settlements of Wilkieston and Bonnington beyond.

Ratho village comprises a traditional east-west main street, located immediately south of the Union Canal, and residential expansion which has progressively extended the village in both east and west directions. The historic core (and Conservation Area) also includes the former Ratho Hall estate grounds and parish church and churchyard, north of the canal. Ratho's residential areas comprise a range of inter and post-war local authority terraces/semi-detached and modern suburban growth comprising a mix of terraced, semi-detached and detached properties including development around a new Ratho Marina on the canalside.

In terms of overall urban design context, the new Hatton Village will therefore continue the historic spatial pattern of settlements along arterial routes west of Edinburgh and will be able to utilise design cues from Ratho and Dalmahoy in terms of townscape and landscape.

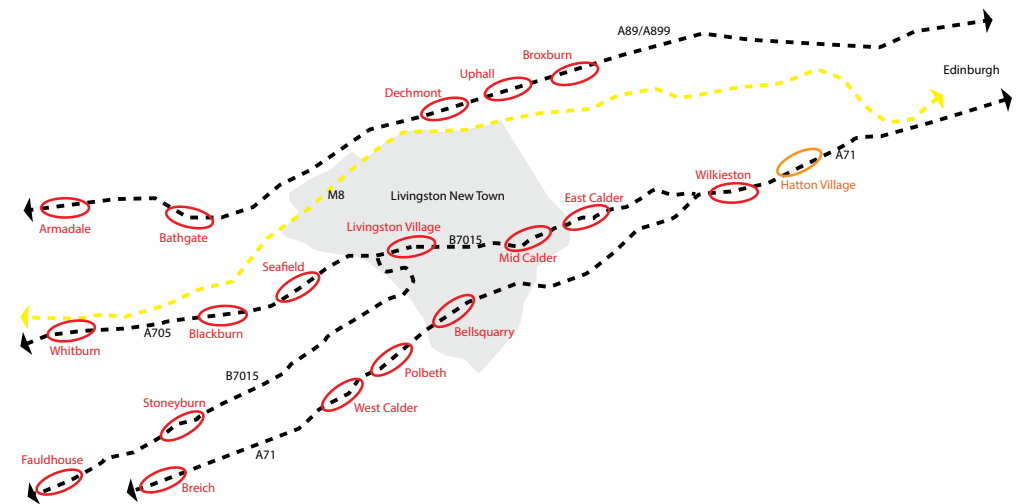


Figure 7 - Spatial Settlement Pattern (Edinburgh Western Arterial Routes)

TOWNSCAPE - HERITAGE ASSETS

Archaeological remains within the site have been addressed via both AOC's Historic Environment Desk Based Assessment and a supplementary geophysical assessment. This survey did not identify any definitive archaeological features but highlights specific areas for targeted intrusive investigation at a later stage.

The desk based assessment also appraises the remainder of local heritage assets. These are illustrated within **Figure 10**.

The proposed development will have a minor impact upon the setting of the Scheduled Monument (prehistoric stones) on Tormain Hill to the west of the site with no impact upon a second Scheduled Monument (medieval cross slab) within Dalmahoy.

The Hatton House Inventory Garden and Designed Landscape setting has already been diminished by modern development and is obscured from the site by Hatton Mains Farm, thereby ensuring a low impact from proposed development.

The C Listed St.Mary's church hall, rectory and cottage is situated north of the A71 within the area excluded from the site boundary and is well screened by mature trees and faces south away from the proposed development.

The B Listed gate piers at the entrance to Dalmahoy Estate face opposite the entrance to the proposed development but as noted in the AOC assessment, the appreciation of their setting is looking southwards with the proposed development having a low impact upon the appreciation of their setting and importance. Landscape design at this corner of the development can also soften any potential impact.

The A Listed Dalmahoy House, A Listed Dalmahoy Farmhouse, Stable and bridge, B Listed St.Mary's Church and C Listed Dalmahoy Gate Lodge are all screened from the A71 by the estate wall, existing

structures, trees and topography with no intervisibility with the proposed development which will therefore have minimal impact on their setting. AOC assess impact on setting to be low at most. In particular, the A Listed Dalmahoy House has two prominent entrances, on east and west facades, neither of which face the site with views north obscured by existing structures including the modern hotel extension.

The B Listed Ratho Mains Farmhouse and C Listed Ransfield Farmhouse to the north of the site are partially screened by topography and tree cover and, also due to distance, any impact can be mitigated through suitable landscape design. The Listed buildings within Ratho along with Conservation Area and Union Canal Scheduled Monument are all contained by modern development and topography with only a marginal impact assessed overall.

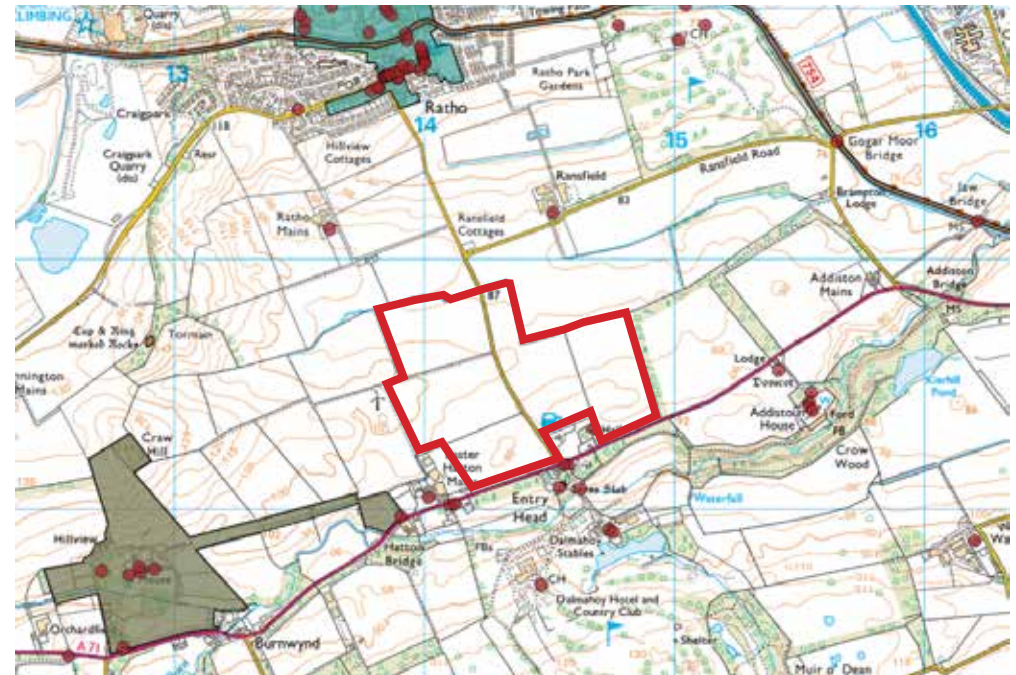


Figure 8 - Heritage Assets (www.pastmap.org)

TOWNSCAPE - HERITAGE ASSETS

Focal Points / Landmarks

The main area of activity at present is around the Ratho Park Hotel/ Carvery and entrance to Dalmahoy, both of which are located on the site's southern boundary at the junction of the A71 and Dalmahoy-Ratho minor road (see **Figure 9**). This active focal point will remain of key importance for Hatton Village with scope to extend this 'active' area into a new village centre. There is also scope to respect the entrance of Dalmahoy through appropriate landscape design at the A71/Dalmahoy road junction.

In terms of wider landmarks, there are long range views to a number of key points from parts of the site. This includes easterly distant views to Edinburgh Castle, Arthur's Seat and the Pentland Hills. These viewpoints, although only partial, should be retained in site layout design.

Local landmarks include the smaller hills to the west - Tormain Hill and Craw Hill and the edge of Ratho from the northern part of the site. The hedge (and stone wall) lined Dalmahoy Road running through the site is the main feature within the site with the remainder being arable fields.

Site layout design can incorporate key existing features, boundary woodland and views through the site.

Character / Style

As noted above, the proposed new village site can take design cues from both Ratho to the north (higher density main street with recent development framing open space - see **Figure 10**) and Dalmahoy to the south (landscaped open space) to create a high quality townscape.

To reflect the ambition of creating a new village, there should be a

variety of density with scope for up to 3 storey (with ground floor active uses) in the village centre, medium density terraces and semi-detached and lower density, larger detached house plots. This would enable a urban-rural transition assisted by landscape design and boundary treatment to integrate built form into surroundings.



Figure 9 - Dalmahoy entrance / Ratho Park Carvery



Figure 10 - Ratho

TOWNSCAPE - HISTORIC CONTEXT

The 1853 Ordnance Survey extract in Figure 13 illustrates the proposed site boundary within the context of the prevalence of country house estates at that time.

Ratho is in its original linear form with the east-west main street turning northwards over the Union Canal, which had been opened in the 1820's.

Country house estates of Ratho Hall and Ratho Park (now golf course) are visible to the north and east of Ratho village. West of the proposed site, the Hatton House estate is visible with the house facing eastwards down the long approach. Hatton Mains Farm, to the south-west of the site, formed part of the Hatton estate.

Dalmahoy House estate extends to the south of the site and main road with a clear structure of landscape design visible.

St.Mary's School is located on the site's southern boundary (linked to St.Mary's church within Dalmahoy and subsequently the church hall).

The Addiston House estate extends to the east of the site within its formal woodland structure including the farm.

Ratho Mains and Ransfield Farms and cottages are visible north of the site.

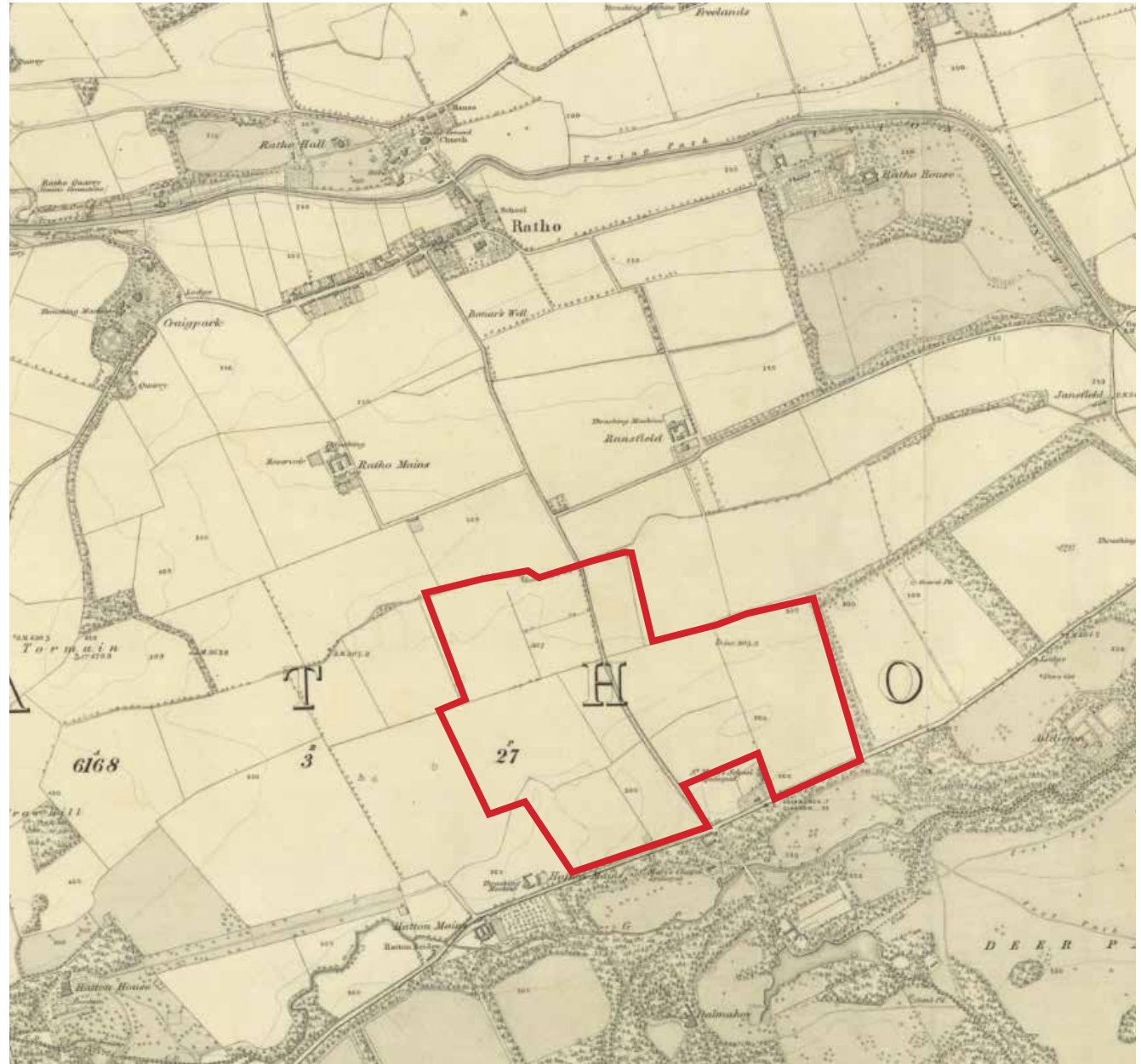


Figure 11 - OS extract 1853 - 'Reproduced with the permission of the National Library of Scotland'

The 1923 OS extract (**Figure 12**) illustrates minimal changes from the 1850's.

Hatton Mains Farm, to the south-west of the site, had expanded.

Ratho village had developed more fully but remained in its linear main street form.

The surrounding country house estates remain as per the 1850's in terms of structure and landscape setting.

Development of a Parsonage adjacent to St.Mary's School on the southern boundary is now visible as illustrated on the zoomed in image below. This is now the Ratho Park Carvery.

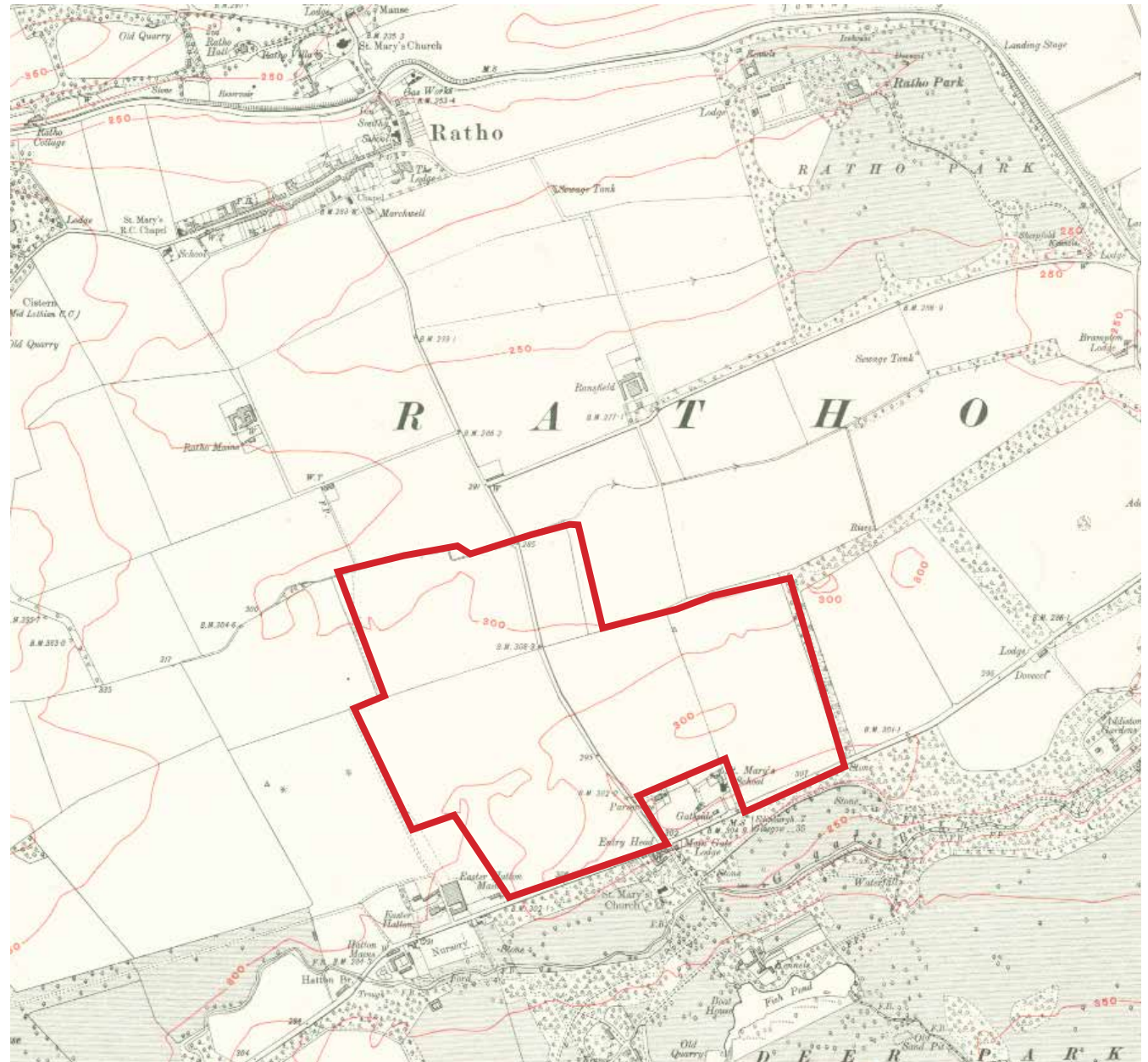


Figure 12 - OS extract 1923 - 'Reproduced with the permission of the National Library of Scotland'

By the 1950's (**Figure 13**), the residential expansion of Ratho is visible with development north, west and south of the main street.

The grounds of Ratho House, to the east of Ratho, have now become Ratho Park Golf Course.

Whilst the Dalmahoy estate physically remains the same as previously, Dalmahoy Golf Club had been developed in the late 1920's with the change from private house to country club.

Hatton House, to the south-west, had been the subject of a fire in 1952 and demolished in 1955. The only remainder is now a garden terrace with pavillions, ancillary structures and the entrance gates piers.

The main changes since the 1950's have been the further residential expansion of Ratho (albeit not further south than is shown on this 1950's plan), the M8 motorway route to the north of Ratho and new-build development within the Dalmahoy Hotel and Country Club grounds.

The proposed site therefore still remains capable of a stand-alone new village development without risk of coalescence with other settlements with impact on existing heritage assets capable of mitigation through suitable landscape design.

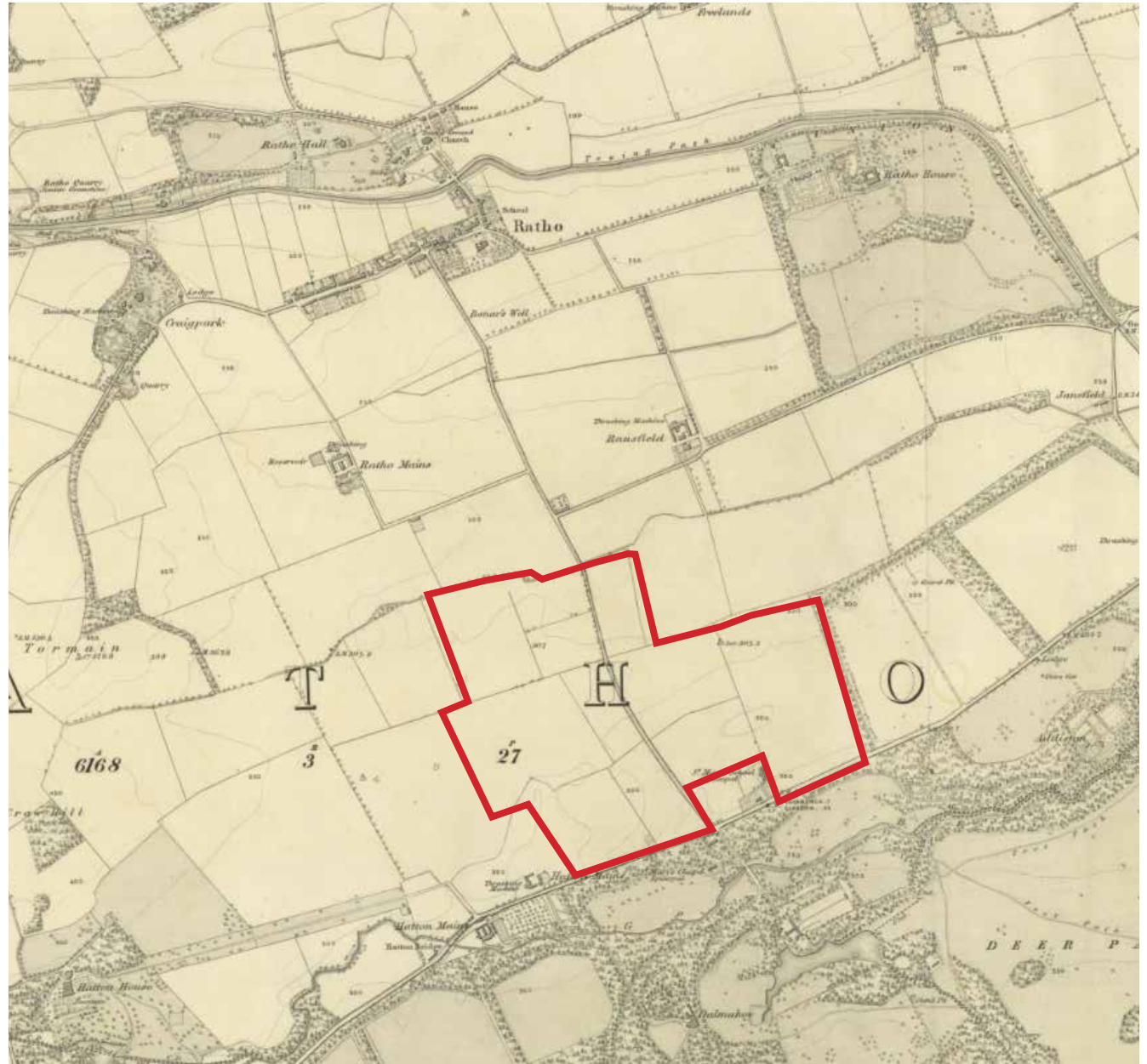


Figure 13 - OS extract 1950s - 'Reproduced with the permission of the National Library of Scotland'

MOVEMENT/CONNECTIONS

Public Transport

Figure 14 illustrates existing bus route provision, with a regular/high frequency service along the A71 (30 minutes to City Centre) with existing bus stops on the site boundary. Hermiston Park and Ride is located approximately 2.5 miles east of the site providing another option to access wider services. Scope to link to existing services to the north and east of the site is assessed within the supporting Transport Assessment. In terms of rail, Currie Station is within approximately 2.5 miles of the site with scope for park and ride or access by cycle.

Connectivity to Services, Amenities & Employment Centres

The proposed site benefits from close proximity to a range of services, amenities and employment centres in West Edinburgh, capable of being accessed via existing and enhanced bus services plus cycling/walking links. **Figure 15** (Page 19) illustrates accessibility.

Footpaths/Cycle Routes

The Core Path network is accessible within 1600m of the site with CEC15 (Union Canal) accessed at Ratho (or east of Ratho Park Golf Course) providing an east-west link which is also a national cycle route (NCR754) providing direct access to Edinburgh City Centre. An existing local path runs along the field boundary within the western part of the site from Dalmahoy Road, which can be retained in design proposals.

Road Network

As indicated on **Figure 15** (Page 19), the proposed site adjoins the A71, a main arterial route with the minor Dalmahoy-Ratho Road bisecting the site. This provides the opportunity to link directly to both local and strategic roads without significant new physical infrastructure.

The A71 connects with the A720 Edinburgh City Bypass, approximately 3 miles to the east, with onward links to Edinburgh City Centre, the motorway network (M8/M9) and east central Scotland.

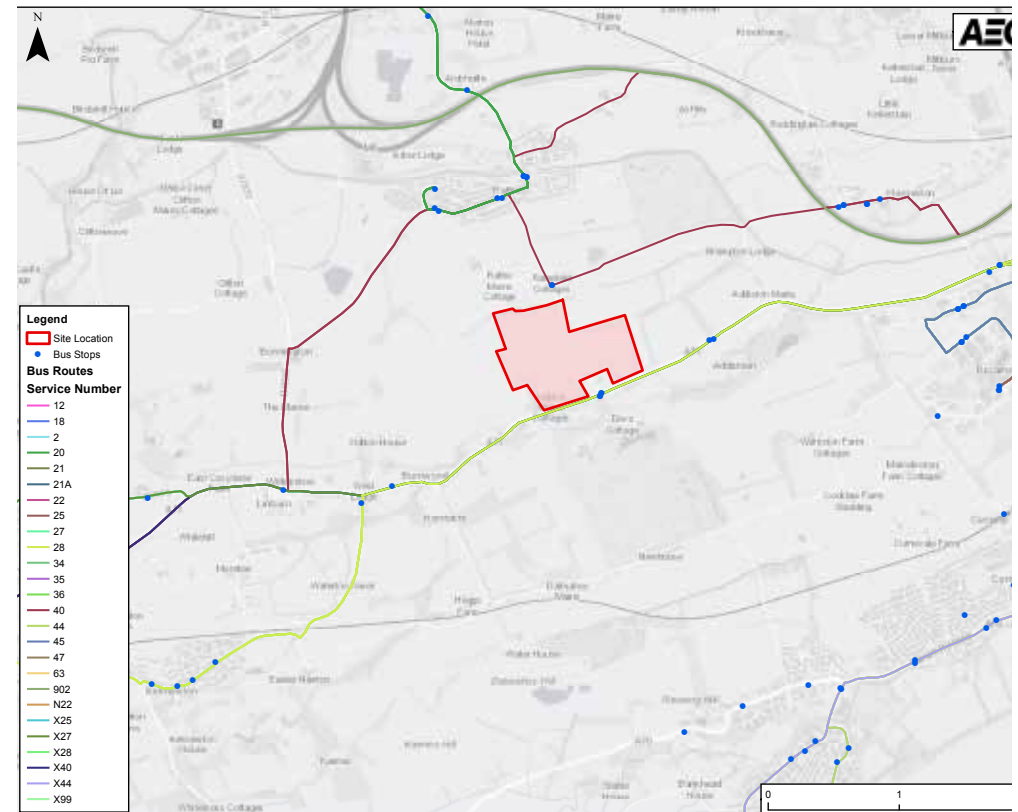
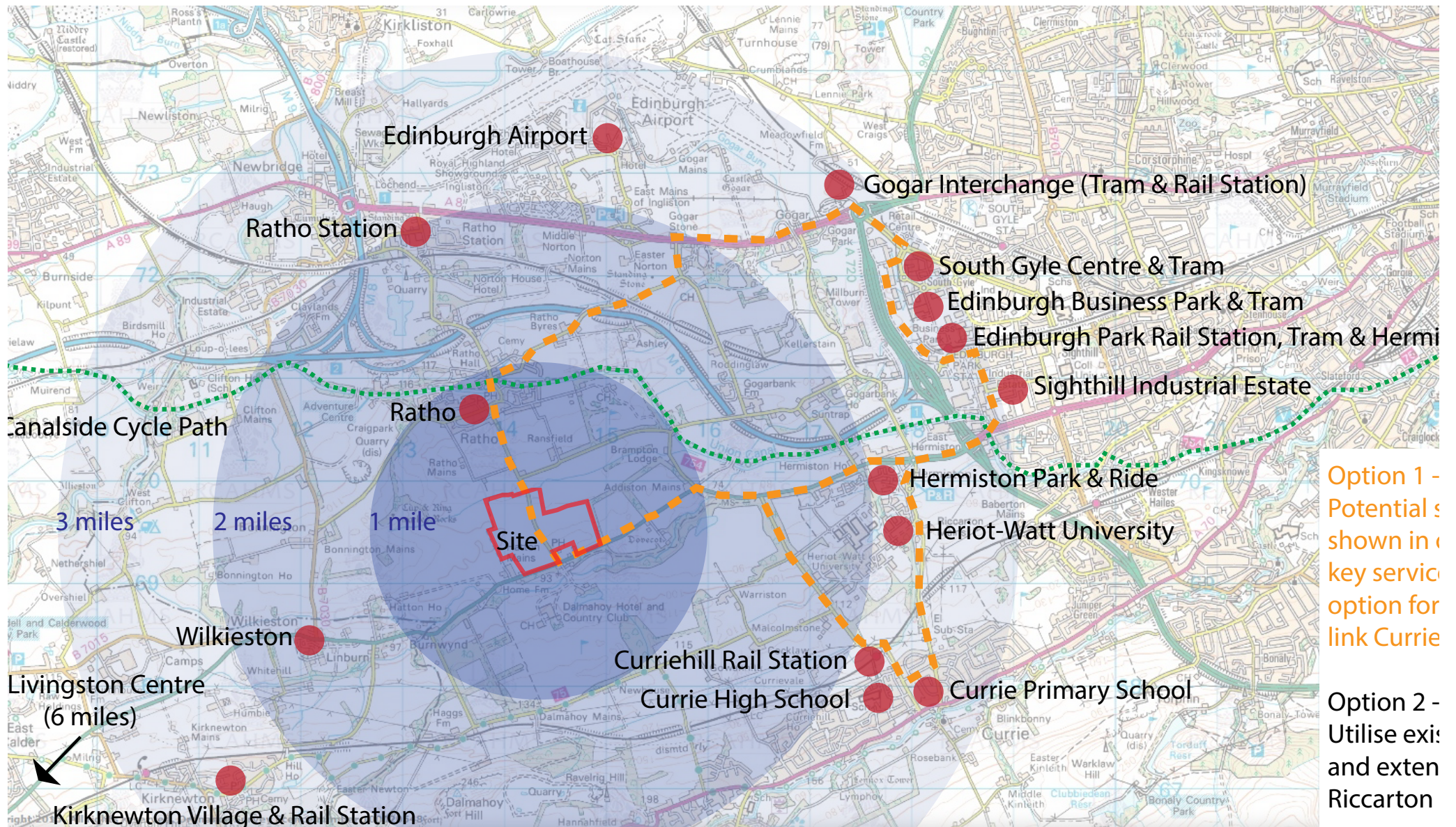


Figure 14 - Existing bus services (extract from Transport Assessment)



Option 1 - Potential service link shown in orange dashed line. Key service link option for linking Currie

Option 2 - Utilise existing and extend service from Riccarton

Figure 15 - Site Connectivity

MICROCLIMATE



Figure 16 - Microclimate
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Inverdunning (Hatton Mains) Ltd
March 2020

PLANNING POLICY DESIGNATIONS

The site at Hatton Mains is located within the Edinburgh Green Belt but outwith the Ratho Hills Special Landscape Area, which extends to the west of the site.

These policy designations are fully assessed within the supporting Planning Policy Overview and Landscape and Visual Impact Assessment.

The Gogar Burn Local Nature Conservation Site is located to the south of the A71 running through the Dalmahoy estate.

The former Hatton House estate, which is on the Inventory of Gardens and Designed Landscapes, is located to the west of Hatton Mains.

The need for future development growth within the Edinburgh Green Belt will be assessed as part of the new Local Development Plan process from 2019 onwards.

The proposed site allows for a new village, without compromising more sensitive Green Belt areas adjoining existing communities, whilst also being outwith other protective policy designations.

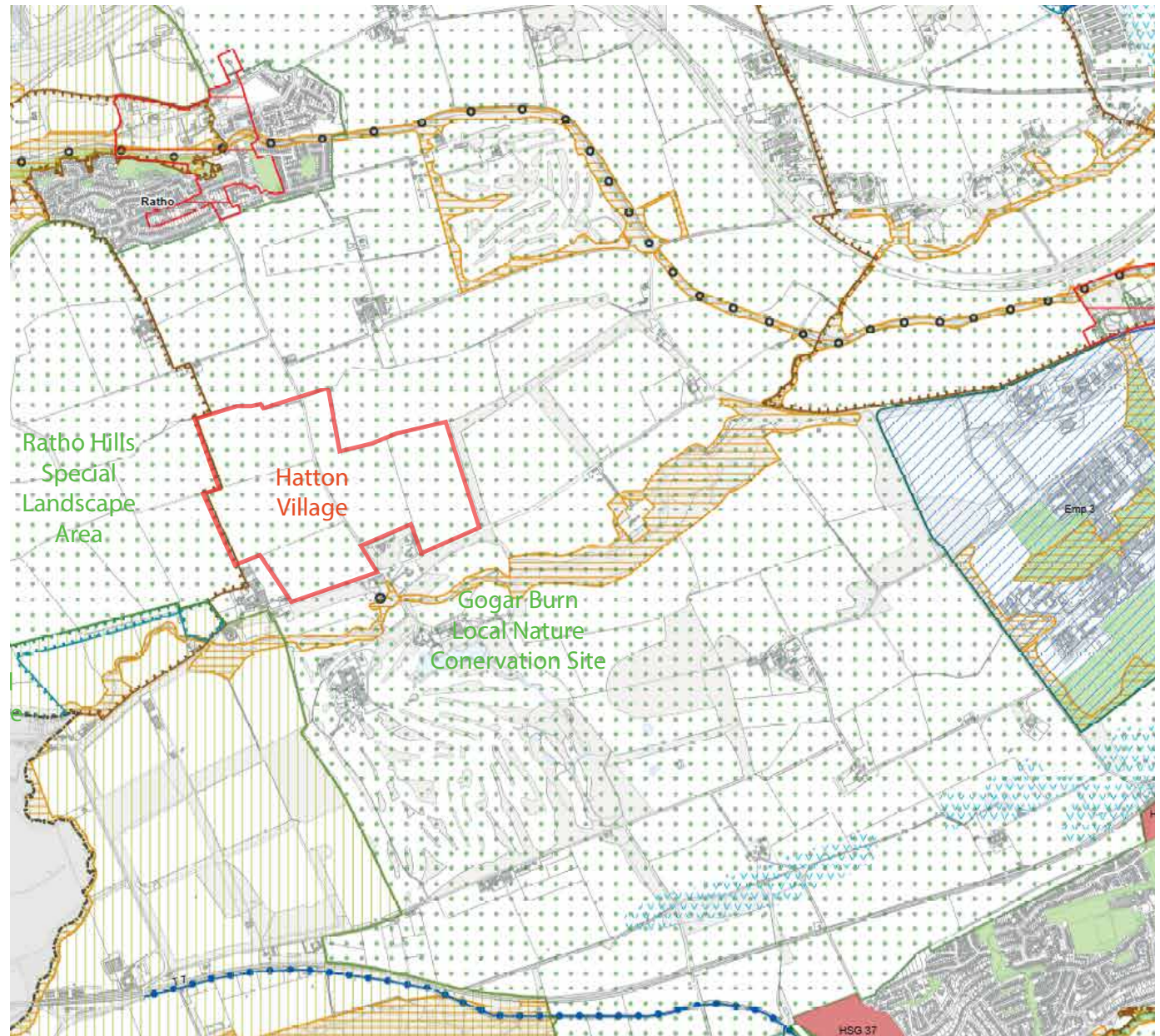


Figure 17 - LDP Policy

AGRICULTURAL LAND

Agricultural land capability is mapped within the - ‘Scotland’s Environment’ (‘Scotland’s Soils’) website, a resource on Scotland’s environment developed by the Scottish Government and partner organisations.

Scottish Planning Policy (‘SPP’, 2014) defines prime quality agricultural land as: “Agricultural land identified as being Class 1, 2 or 3.1 in the land capability classification for agriculture developed by Macaulay Land Use Research Institute (now the James Hutton Institute).”

The proposed site is located within a wider area classified as Class 2, being land capable of producing a wide range of crops. However, as illustrated on **Figure 18**, prime quality agricultural land extends across all areas west and south-east of Edinburgh. This includes sites

allocated for residential development in the adopted Local Development Plan at Cammo, Maybury and Broomhills (Class 2) and Burdiehouse and Gilmerton (Class 3.1).

Protection of agricultural land needs to be balanced with growth requirements. As set out in SPP Paragraph 80, “where it is necessary to use good quality land for development, the layout and design should minimise the amount of such land that is required. Development on prime agricultural land, or land of lesser quality that is locally important should not be permitted except where it is essential..as a component of the settlement strategy or necessary to meet an established need..”.

Release of land for a new village at Hatton Mains is considered justified in the context of Edinburgh’s growth requirements.

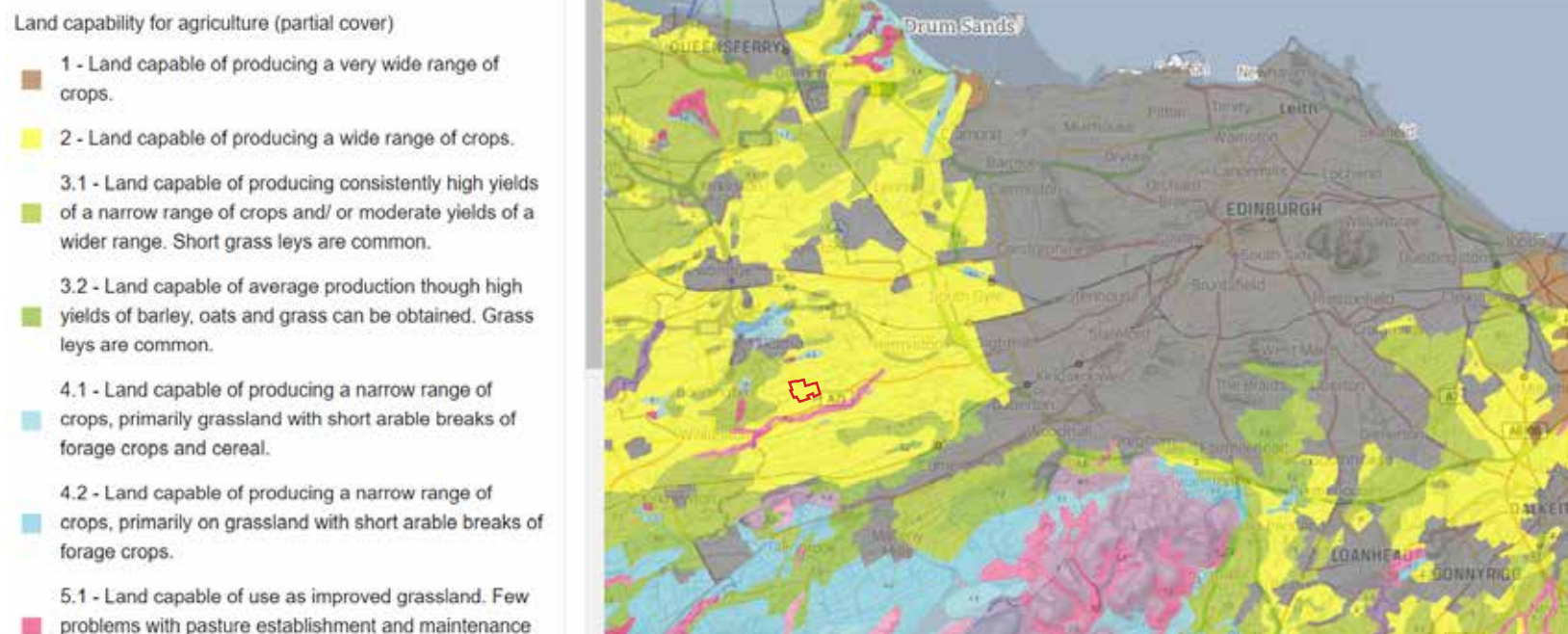


Figure 18 - Agricultural Land Classification
Design Statement - Hatton Village, Edinburgh
Inverdunning (Hatton Mains) Ltd
March 2020

OPEN SPACE STRATEGY

City of Edinburgh Council has developed an Open Space Strategy - Open Space 2021, published December 2016, which is reflected in the approved Edinburgh Design Guidance (amended 2018). This sets out requirements for access to three types of open space for all homes.

Large Greenspace Standard: the proposal is required to be within 800m of an accessible large greenspace of at least 2 hectares.

Play Access Standard: the proposal is required to be within 800m of a play space of good play value.

Local Greenspace Standard: the proposal requires to be within 400m of a good quality, accessible green space of at least 500m².

Figure 19 illustrates how these standards would require to be achieved at Hatton Village:

A new neighbourhood park of at least 2 hectares within the required 800m walking distance of all new residents (larger circle). This park size could be increased if required in line with emerging LDP2 policy.

A minimum of three new local parks of at least 500m² ensuring all residents are within 400m walking distance (smaller circles).

Play facilities to required standards could be provided within the new neighbourhood park, with specifications to be agreed with the Council.

The new neighbourhood park would be accessible to the wider West Edinburgh community, including Ratho, which does not currently meet the Large Greenspace Standard.

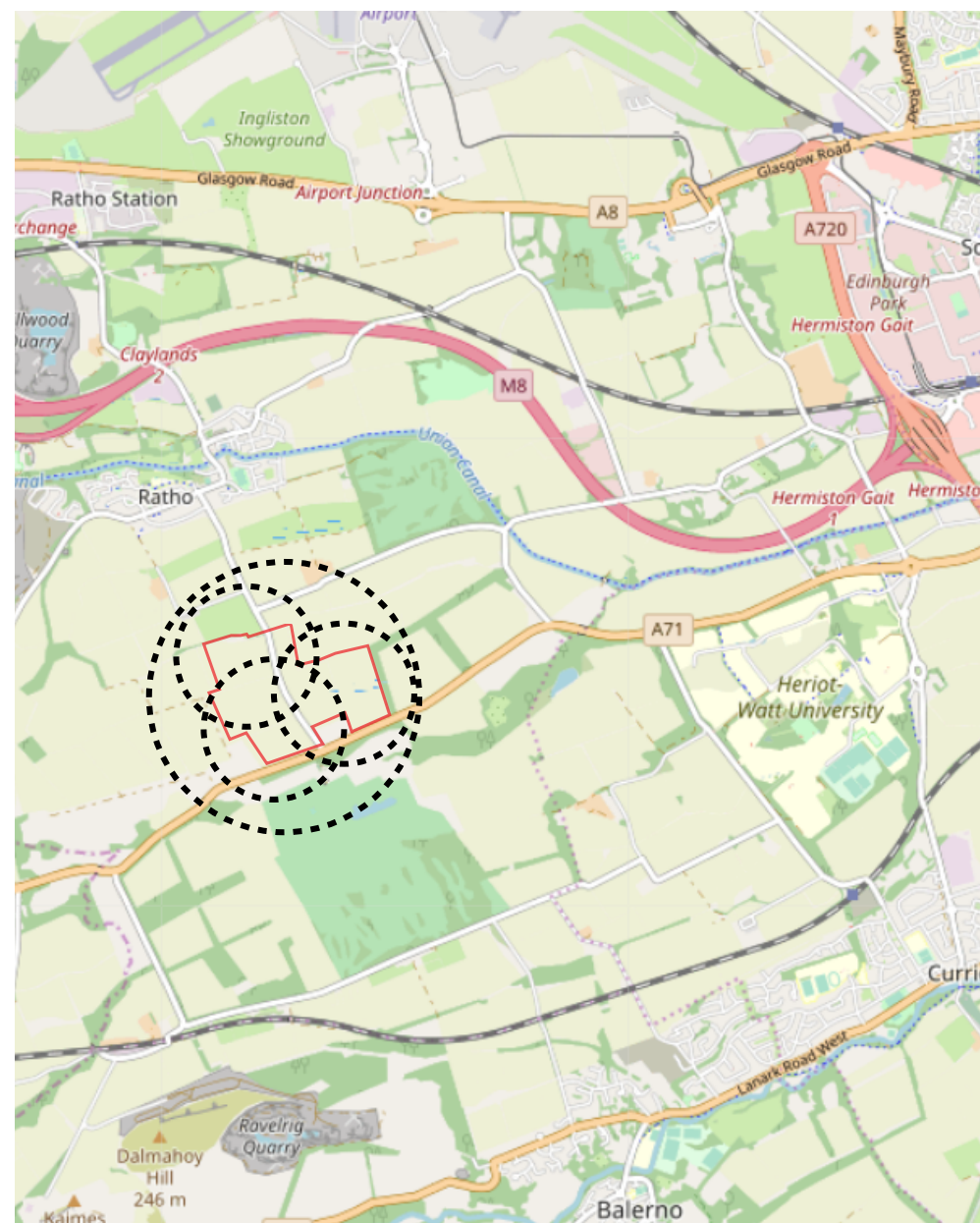


Figure 19 - Open Space Standards

OPPORTUNITIES SUMMARY

- Opportunity for new settlement approach to support Edinburgh's growth strategy, with location on main arterial route continuing historic spatial pattern
- Low-lying landscape minimising visual impact with existing landscape features capable of screening and framing development
- Increased amenity accessibility for local community with significant new greenspaces, permeable layout and high quality path/street network
- Utilise existing levels to create attractive SUDS wetland features through the site
- Opportunity to reflect 'country estate' entrance character at southern edge of site
- Linkage to existing public transport route (A71) and extension of links via Dalmahoy Road into site

CONSTRAINTS CONSIDERATIONS

- Existing tree/landscape habitat to be retained where possible including buffers to avoid over-shadowing
- Buffer flood zone required to adjacent burn to north
- Need to protect amenity of existing properties on southern boundary
- Need to ensure longer range views are incorporated with landscape mitigation for any views towards listed buildings
- Protect setting of nearby protected landscapes (SLA, Hatton)

SECTION 5 - DESIGN POLICY

Design Statements

Requirement for Design Statements is set out within the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Scottish Government's Planning Advice Note (PAN) 68 on Design Statements outlines content that should be included, namely the design principles on which development is based and how strong urban design principles in line with Creating Places guidance will be achieved. Statements should incorporate site and area appraisals and any specific points relating to context, identity and connection. Design principles should refer to national guidance, local authority development plan design policies, supplementary planning guidance, site specific development going forward.

National Level Design Policy

In terms of placemaking, key design policy at national level is contained within *Creating Places (Scottish Government, 2013)* and *Designing Streets (SG, 2010)*. The proposal seeks to address the essential qualities which should be integral to new development, including: creation of a new village which has a distinctive identity and sense of welcome; a safe and attractive place to live with ease of movement between uses and adjoining areas; utilising existing built and natural features; and, in-built adaptability with flexible design.

Consideration has also been given to advice, research and best practice in analysing site context and developing a concept design. This includes reference to *PAN67 (Housing Quality)*, *PAN83 (Masterplanning)*, *Scottish Sustainable Communities Initiative examples*, the Scottish Government's *Inspirational Designs exemplars* and wider urban design practice. PAN 78: Inclusive Design (March 2006) provides advice about creating environments that can be used by everyone regardless of age gender or disability.



QUALITIES OF SUCCESSFUL PLACES

Designing Places sets out the role of the planning system in delivering the Scottish Government's ambitions for design and making places. Designing Places promotes principles of success, identifies and characterises the qualities of successful places we set out as:

- attractive;
- safe and pleasant;
- easy to move around;
- welcoming;
- inclusive and
- resource efficient.

These guiding principles continue to underpin the Scottish Government's approach to delivering good places.

This document considers 'space' to comprise the environment in which we live; the people that inhabit these spaces and the quality of life that comes from the interaction of people and their surroundings. Architecture, public space and landscape are central to this.

Figure 20 - Creating Places extract

Edinburgh Local Development Plan & Edinburgh Design Guidance

The adherence of the proposal to relevant local planning policy, as set out within the *Adopted Local Development Plan (2016)* is assessed within the supporting Planning Policy Overview with particular regard to Policies Des 1 (Design Quality and Context), Des 3 (Development Design - Incorporating and Enhancing Existing and Potential Features), Des 4 (Development Design - Impact on Setting), Des 5 (Development Design - Amenity), Des 7 (Layout Design), Des 8 (Public Realm and Landscape Design), Des 9 (Urban Edge Development), Env 3 (Listed Buildings - Setting) Env 11 (Special Landscape Areas), Env 12 (Trees), Env 20 (Open Space in New Development), Hou 2 (Housing Mix), Hou 3 (Private Green Space in Housing Development), Hou 4 (Housing Density) and Hou 6 (Affordable Housing). The indicative design within this statement illustrates how local design policies have been addressed.

Edinburgh Design Guidance (amended 2018) provides clear guidance on achieving successful design and sets out the core urban design principles expected. Whilst definitive street design, landscape/open space design and building types and forms are the subject of the detailed design stage, the guidance provides a basis for addressing key design considerations including context, character, identity, sense of place, movement, density, building type mix, scale, massing, plot coverage, street design, boundary treatment, green infrastructure, open space scale, amenity, landscaping, parking and cycle/pedestrian linkage.

This Design Statement and supporting studies set out how the proposed development can achieve high quality design as a new village with strong connectivity to the existing city, including suitable density/scale, incorporation of existing features/views, consideration of historic urban/landscape pattern, permeability and greenspace linkage.



Figure 21 - Edinburgh Design Guidance

SECTION 6 - DESIGN INFLUENCES

New villages and towns are being planned, designed and created across the UK as a response to increased population growth and housing demand. Many of these new settlements seek to learn from the past (as well as more recent successful European examples) in terms of the fundamentals of successful places including traditional-scale, being people-oriented rather than car-oriented, integrating greenspace and sustainability principles and providing a flexible urban structure that provides a framework for variety.



Organisations such as the Town and Country Planning Association are promoting garden city principles which guide not only design but longer term management of land. A new wave of seventeen garden towns and villages have been approved in England whilst in Scotland, new settlements are underway including Tornagrain in the Highlands, Chapelton of Elswick in Aberdeenshire and Bertha Park, Perth.



Hatton Village can learn from these examples and the proposed masterplan seeks to create the conditions for delivery of a successful place.

Figures 22, 23, 24 - Bertha Park Perth (Springfield), Tornagrain Highlands (Moray Estates), Chapelton Aberdeenshire (Elswick)

SECTION 7 - LOCAL COMMUNITY

Engagement with the local community has been undertaken over an extended period with plans for further engagement following completion of the Council's LDP consultation.

A Proposal of Application Notice was initially submitted in June 2016, informing local community councils (Ratho, Balerno, Currie, Barnton & Cramond), local councillors, the Pentland Neighbourhood Partnership and the local community of the new village proposal.

Initial pre-application community consultation was held on behalf of the landowner in September 2016 with events advertised and held at both Ratho Community Centre and Heriot-Watt University's Riccarton campus. A separate meeting with Ratho Community Council was also held.

An overview of the planning and design context for the proposed development was provided along with initial indicative proposals setting out the concept of a new village.

The events were well attended with a range of discussion enabled on the merits of a new village proposal to accommodate part of Edinburgh's housing need. Key issues were infrastructure delivery and approach to transport on the A71 corridor. The inter-relationship of the new village with Ratho was also debated with a need to ensure that there were benefits to off-set potential impacts.

Inverdunning (Hatton Mains) Ltd became the delivery partner/promoter for the Hatton Mains site in 2018 and an update was circulated to all community councils, local councillors and interested parties in October 2018. This set out an intended programme of technical and design work to prepare an indicative masterplan.

A draft masterplan was circulated to the community and a further meeting held with Ratho Community Council in December 2018 with updates in 2019. A further consultation event with latest information is expected to be undertaken in Summer 2020.



Figure 25 - Consultation event at Ratho

SECTION 8 - DESIGN DEVELOPMENT

The process of design analysis, policy appraisal, comparison appraisal and community input provided the basis for a series of masterplan design iterations. **Figures 26-31** illustrate design progression, as layers of information and assessment developed.



Figure 26 - Initial land-use study, urban grid form



Figure 27 - Village core fronting A71, linear greenspace



Figure 28 - Density study development



Figure 29 - Village core centre of site



Figure 30 - Village core moved to lower ground, views incorporated



Figure 31 - Draft masterplan, flood zone incorporated

SECTION 9 - DESIGN CONCEPT

The design concept takes into consideration key site analysis and technical studies and is illustrated in **Figure 32**.

A - Retain and enhance green buffer along site boundaries with adjoining greenspace as transition between development and countryside

B - Wetland/basins as surface water treatment on site, utilising natural drainage of site and minimising impact

C - Extend new greenspace through site, with linear /local parks maximising views to Edinburgh and Pentlands and utilising existing hedgerow/trees

D - Village hub designed on main street / square principle, transport hub, mix of local uses, adjoining school site (shaded purple), neighbourhood park and greenspace links

E - Residential areas of varying density, higher to lower (northern part of site) from village hub centre to be framed by existing and new greenspace and key routes

F - Village main street on Dalmahoy Road with close connection to main transport route (A71) to allow for maximum connectivity for existing/extended bus services, cycling and walking. Village entrance from south reflecting 'country estate' approach. Permeable street network.

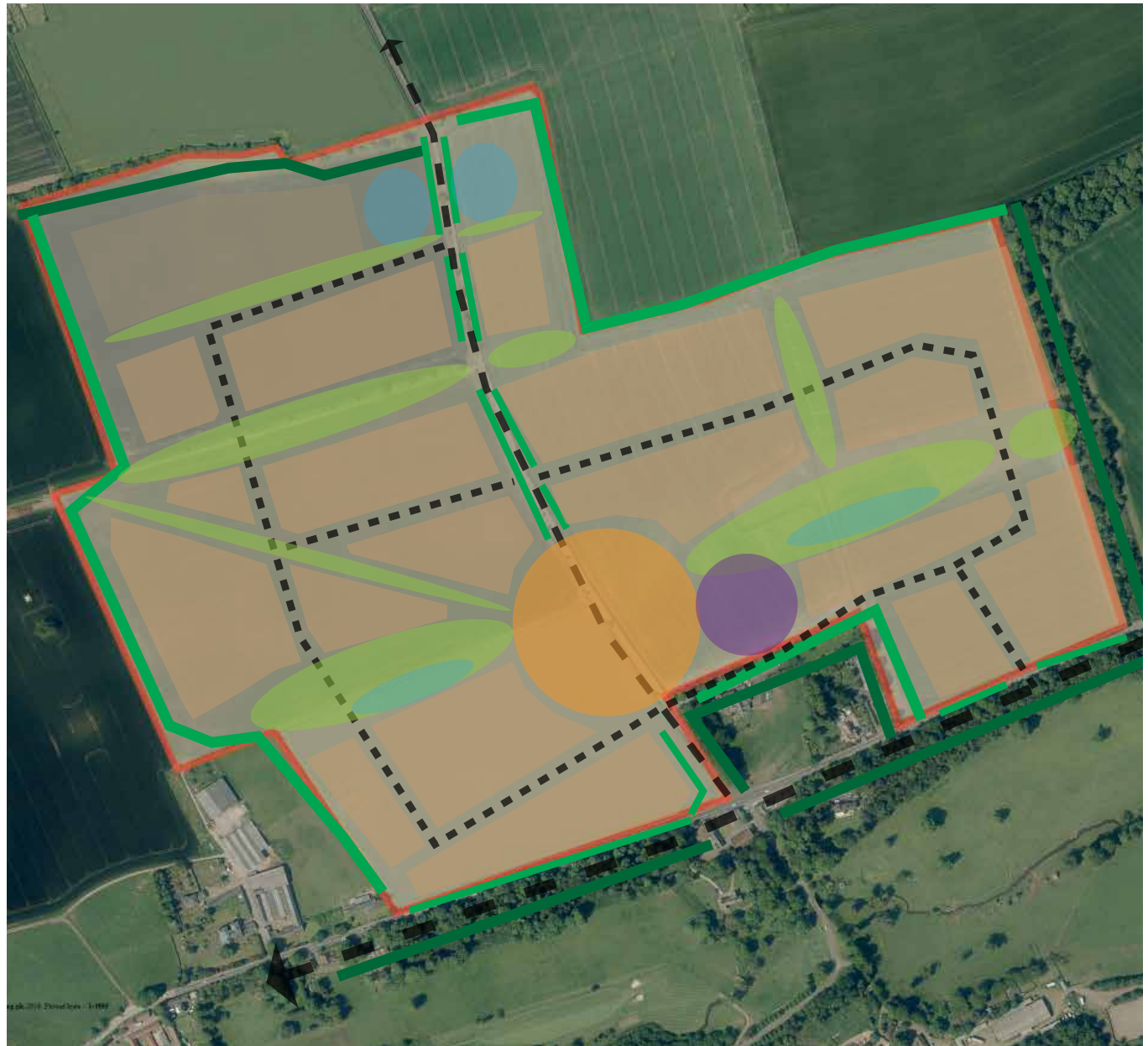


Figure 32 - Concept Plan

SECTION 10 - MASTERPLAN

This section sets out the Hatton Village Masterplan which is to act as a development framework for detailed design. This reflects design and technical analysis of the site and surroundings and takes into account initial public consultation comments.

Specifically, the Masterplan provides for the following development scope:

- Residential (approximately 1,200 homes)
- Village centre comprising local retail, leisure, healthcare/community, transport hub and flatted residential properties
- Site for single-stream Primary School
- Open space and landscaping, comprising neighbourhood park, linear parks, local parks, amenity space plus new and retained woodland
- Surface water drainage infrastructure comprising wetland, retention ponds and bioswales
- Roads infrastructure including upgraded A71/Dalmahoy Road junction, new junction to east onto A71, upgraded/amended Dalmahoy Road including village square and new residential street network
- Footpaths/cyclepaths, including set back route adjacent A71 on southern site frontage

The following pages illustrate the key elements of the Masterplan, namely:

- Landscape Strategy
- Street Network
- Drainage Strategy
- Open space requirements
- Density
- Key Land Uses

The overall Masterplan is provided on the following page (**Figure 33**) and at the end of this section for ease of reference. A Phasing Strategy will be developed as the site progresses through the planning process.

As set out in the supporting Planning Policy Overview it is the intention of the applicant to work with City of Edinburgh Council via the emerging Local Development Plan process with agreement of key infrastructure requirements to deliver Hatton Village.

LANDSCAPE STRATEGY



Figure 34 - Landscape Strategy

STREET NETWORK



Figure 35 - Street Network

Design Statement - Hatton Village, Edinburgh
Inverdunning (Hatton Mains) Ltd
March 2020

DRAINAGE STRATEGY



Figure 36 - Drainage Strategy
 Design Statement - Hatton Village, Edinburgh
 Inverdunning (Hatton Mains) Ltd
 March 2020

OPEN SPACE REQUIREMENTS



Figure 37 - Open Space Requirements
Design Statement - Hatton Village, Edinburgh
Inverdunning (Hatton Mains) Ltd
March 2020

DENSITY



Figure 38 - Density

KEY LAND USES



Figure 39 - Key Land Uses

MASTERPLAN



Figure 40 - Masterplan

SECTION II - INDICATIVE STREETSCENES



Figure 41 - Village/Transport Hub View
Design Statement - Hatton Village, Edinburgh
Inverdunning (Hatton Mains) Ltd
March 2020



Figure 42 - Residential Street View (medium/higher density mix of terraces and apartments)



Figure 43 - Residential Street View (medium-density terraces/linked houses)



Figure 44 - Avenue View (lower density larger plots on northern part of site)



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