



# Hatton Village

## Proposed Plan Representation: Edinburgh Proposed City Plan 2030

Transport Technical Note

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# HATTON VILLAGE

## PROPOSED PLAN REPRESENTATION: EDINBURGH PROPOSED CITY PLAN 2030

### TRANSPORT TECHNICAL NOTE

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# 1 Introduction

This Transport Technical Note (technical note) has been prepared by Meinhardt (UK) Ltd in support of a representation to the City of Edinburgh Council (CEC)'s proposed *City Plan 2030* (City Plan) on behalf of Inverdunning (Hatton Mains) Ltd.

The full representation, prepared by Pegasus Consultancy, sets out how Hatton Village, to the west of Edinburgh City Centre and accessed from the A71, will deliver a sustainable led community capable of meeting CEC housing targets and the ambition to create a more sustainable and fair city for all. This note details the transportation aspects of the representation.

## 2 Alignment with Policy

### 2.1 City Plan 2030

The proposed *City Plan 2030* would act as CEC's blueprint for the region over the next 10 years and seeks to meet and balance challenges around:

- sustaining environmental and climate health;
- accommodating anticipated population growth;
- affordable housing provision;
- delivery of sustainable communities;
- infrastructure provision, including community infrastructure;
- active and sustainable transport; and
- employment and economic land use needs.

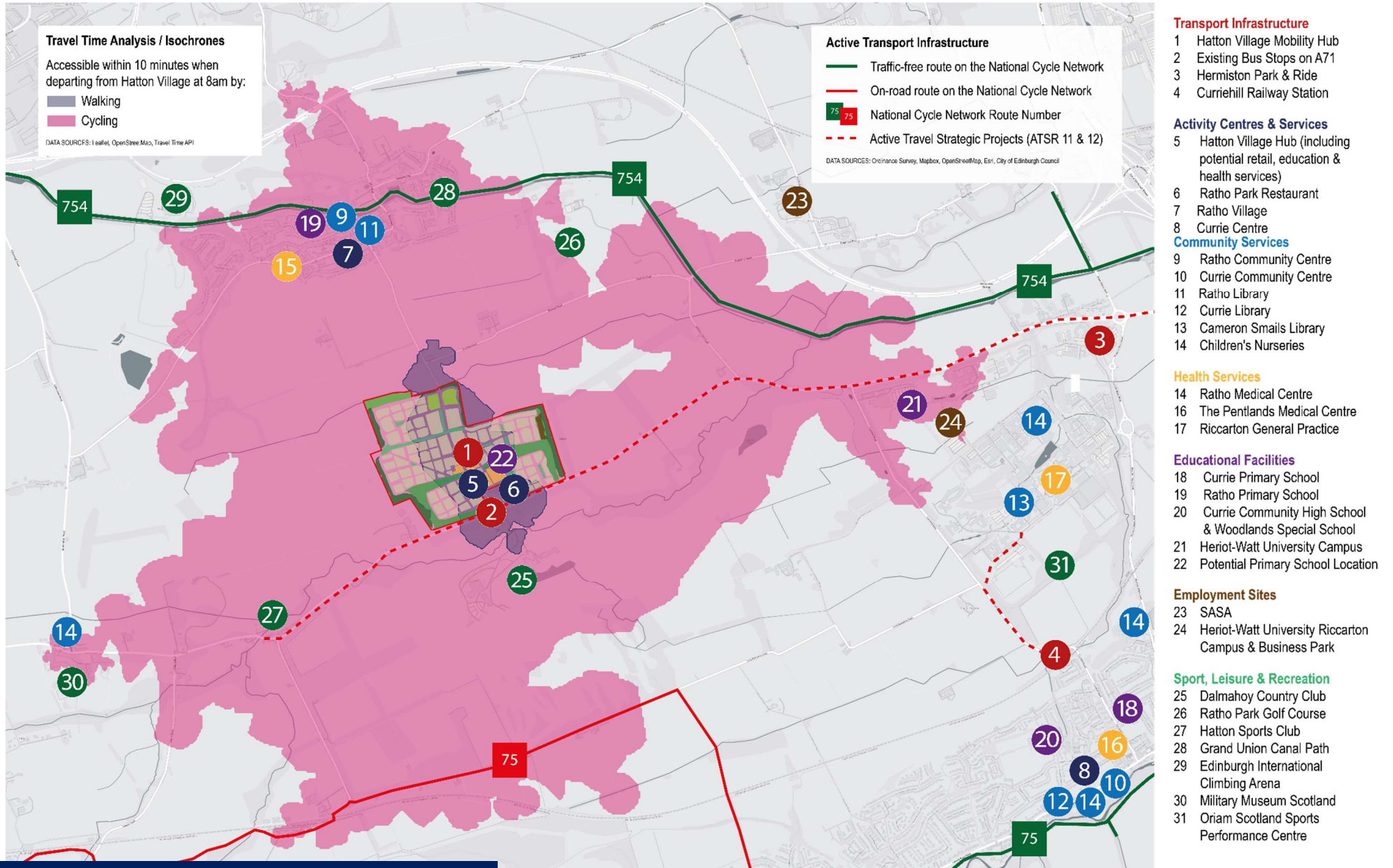
Hatton Village has been designed with challenges in mind. The development scheme adopts the 20-minute-neighbourhood approach emphasised within the proposed City Plan from the outset: Hatton Village will be a high quality, mixed use and mixed density, walkable community supported by active travel connections, public transport infrastructure, and diverse green and open spaces.

The development will incorporate a mix of dwelling types and include a significant portion of affordable housing. New residents will be provided the opportunity to easily travel to Edinburgh City Centre and other key destinations in a sustainable manner. Furthermore, Hatton Village's co-working facilities allow for a reduction in the need to travel by allowing residents a place to work, outside of their own home.

The development will also incorporate sport & recreation facilities, green space, a mobility hub and allotment garden space. A site has also been earmarked for possible health facilities and a primary school, delivered at year 5 of the anticipated 10-year development timeframe for Hatton Village. Figure 1 and Figure 2 identify the destinations accessible within 10 and 20-minutes walking and cycling distance. This is in line with the proposed CityPlans interpretation of the 20-minute-neighbourhood principle of a 20 minute round trip rather than 20 minutes each way.

Successful discussions have been held with Lothian Buses on maximising public transport uptake by future residents and enhanced bus services on the A71. The operator was supportive and very positive towards increasing the critical mass of passengers along this corridor to support their Lothian Country offering. Initial discussions have also been held with Dalmahoy Country Club around providing residents of Hatton Village and visitors to the country club with an EV shuttle service serving the airport and other West Edinburgh destinations.





**Figure 1: 10-Minute Walking and Cycling Isochrone**

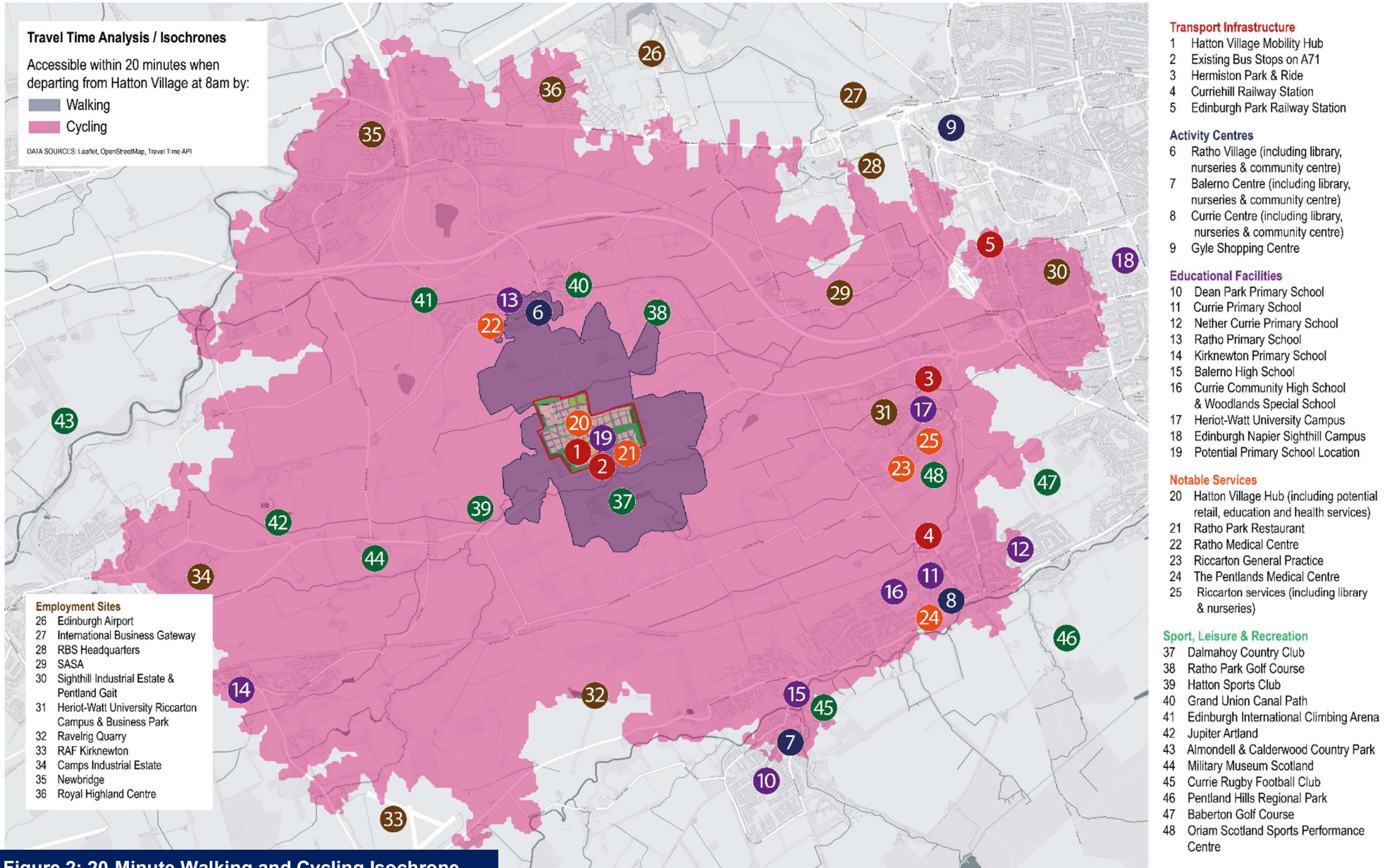


Figure 2: 20-Minute Walking and Cycling Isochrone



## 2.2 City Mobility Plan 2030

CEC’s *City Mobility Plan 2030* acknowledges that COVID-19 has had a “*profound impact on transport demands and mobility patterns*” and that the plan had been published at a time with a “*high level of uncertainty...especially around medium to longer term impacts*”. While ‘Section 1 – Introduction & Context’ provides a brief summary of some of the COVID-19-related data from the *Strategic Transport Projects Review 2 - Phase 1* reporting, it is unclear how much of the analysis and policy development within the Plan has been based on COVID-impacted data and forecasts. Notably, mode share targets are based on ageing Census data and a Travel Behaviour Survey undertaken in 2019, prior to the pandemic and therefore not reflective of changing work and commuting trends.

The Plan does acknowledge that workplaces are likely to see a permanent shift in culture to more homeworking (supported by feedback from Edinburgh-based workplaces) and references decline in retail journeys due to online shopping growth, a trend further amplified by the pandemic. Journeys for socialising, entertainment, banking, healthcare, and adult education may also be declining as more and more of these services are available online.

Hatton Village responds to these trends through design informed by 20-minute neighbourhood principles and the inclusion of a business / working from home hub and a mobility hub, which may include last-mile / parcel delivery facilities. The development aligns with key policy measures of the Mobility Plan as per Table 1.

**Table 1: Response to Key Policy Measures**

POLICY MEASURES	ALIGNMENT OF HATTON VILLAGE
<b>PEOPLE:</b> 1 – Supporting Behaviour Change	<ul style="list-style-type: none"> <li>- Potential for enhanced bus services and potential EV shuttle service.</li> <li>- Mobility hub, supporting bus, cycling, car sharing and EV.</li> <li>- Working from home facilities.</li> </ul>
<b>MOVEMENT</b> 1 – Mass Rapid Transit 2 – Bus Network Review 4 – Bus Priority Measures 14 – Walking and Wheeling 15 – Cycling 16 – Shared Mobility 19 – Mobility Hubs 32 – Cleaner Vehicles 36 – Parking in New Developments	<ul style="list-style-type: none"> <li>- Partnership with Lothian Buses to expand bus services along the A71.</li> <li>- Potential EV shuttle service to key destinations.</li> <li>- Eased pressure on the A8 and Gogar Roundabout.</li> <li>- Integration with the active travel network.</li> <li>- Support for walking and cycling.</li> <li>- Mobility supporting bus transit, cycling, car sharing and EV.</li> </ul>
<b>PLACE</b> 2 – 20-Minute Neighbourhoods 4 – Liveable Places	<ul style="list-style-type: none"> <li>- 20-minute neighbourhood principles within the design.</li> </ul>

## 2.3 City Plan 2030 Transport Assessment (Jacobs)

The proposed City Plan and City Mobility Plan are supported by the City Plan Transport Assessment prepared by Jacobs. The Transport Assessment covers both traditional Transport Assessment elements of the local plan strategy as well as providing a Transport Appraisal which sets out the Transport Planning Objectives (TPO’s) stated below in Table 2. Evidence of where the Hatton Village proposals aligns with these TPO’s is also provided.

**Table 2: Transport Planning Objectives**

TPO	HATTON VILLAGE MEETS OBJECTIVE
<b>TPO1:</b> Promote sustainable economic growth by facilitating developments which enable use of sustainable, inclusive transport choices	Creating an easy and integrated public and active travel solution from the outset of the development.
<b>TPO2:</b> Minimise the need to travel to and from new developments, especially by car	Inclusion of Working from Home Hub facilities and excellent walking, cycling and bus links to the city centre and other key destinations
<b>TPO3:</b> Support physical and mental wellbeing by maximising the potential for development-related transport demand to be accommodated by active and non-polluting modes	Safeguarding of an active travel route along the A71 along the frontage of the site  The provision of Mobility Hubs within the site proving access to transport interchange opportunities including cycle hire
<b>TPO4:</b> Mitigate the adverse impacts of transport demand from new developments on existing networks	Spreading out the critical mass of housing development to the west of the city centre and limiting the traffic impact on the A8 and Gogar Roundabout in comparison to allocated sites in West Edinburgh

Residential trip rates applied in the Transport Assessment are based on TRICS (Trip Rate Information Computer System), whilst modal split assumptions have been made using the 2011 Scottish Census Travel to Work data. Whilst TRICS data has been prepared in line with the TRICS Good Practice Guide, the modal split data from 2011 obtained via the Scottish Census could be unrepresentative of current travel behaviours.

Furthermore, whilst an effort has been made to prepare future scenario testing to take COVID-19 travel impacts and future travel behaviour into account, it is apparent that the starting point for these residential trip rate and modal split assumptions outdate the pandemic. Therefore there is potential that the findings of the Transport Assessment, from a residential traffic impact perspective, do not accurately model the current and future traffic impacts over the course of the Plan period.

The scenarios tested all assume a stagnation or reduction in private car travel:

- Scenario 1 (Pre COVID Trends) – No impact on mode choice
- Scenario 2 (Plausible Post COVID without Policy) – 93% volume of Scenario 1
- Scenario 3 (Plausible Post COVID without Policy) – 77% volume of Scenario 1

The Transport Assessment also confirms that the CEC Visum Strategic Model has been utilised for modelling work supporting the City Plan. Whilst trip generation has been updated in an attempt to reflect COVID-19 impacts, it is stated that trip distribution has not been updated from the 2016 version of the model. The impact of COVID-19 on people’s travel behaviours are currently unknown. This may have an impact on trip distribution given commuters may be more or less willing to travel greater distances to work, may look to live or socialize outside of city centres more frequently or those living in city centres may look to move to the outskirts of the city seeking larger living spaces with working from home space and additional green spaces. All of these factors would have an impact on trip distribution which would not be picked up in the 2016 Strategic Model.



Tables 4.1 to Table 4.3 of the City Plan 2030 Transport Assessment outlines a summary of trips generated by each of the “post COVID scenarios” outlined in the bullets above. The people trips for West Edinburgh are extracted in Table 3 below.

**Table 3: West Edinburgh Trip Generation**

AREA	SCENARIO	PEOPLE TRIPS			
		AM Peak		PM Peak	
		Arrival	Departure	Arrival	Departure
West Edinburgh	Scenario 1	2,965	3,454	2,425	2,986
	Scenario 2	2,676	3,179	2,235	2,706
	Scenario 3	2,916	3,252	2,290	2,924

It is apparent, given the number of residential dwellings allocated in the proposed City Plan for West Edinburgh (10,950 for sites H59 to H63) that these peak hour trips would appear somewhat low at a maximum of 0.58 trips per dwelling during the morning peak of Scenario 1.

More apparent is that the split between arrival and departure trips do not reflect those expected in an area of high residential density. A morning split of approximately 40:60 arrivals to departures over the three scenarios would suggest a land use more akin to a mixed use or primarily commercial area.

Whilst the proposals for West Edinburgh within allocated sites H59 to H63 are for mixed use sites adopting local centres and the 20 minute neighbourhood principle, it is clear that the key land uses for these sites would be residential of mixed tenure. The arrival to departure split does not reflect this and may be a reflection of the aforementioned trip distribution assumptions being carried over from the 2016 model, when forthcoming sites in West Edinburgh such as the International Business Gateway East site (now Edinburgh 205) had more of a commercial focus.

Section 4.4 of the Transport Assessment details that a forecast year of 2032 has been adopted for the model with Transport, Economic and Land Use Model of Scotland (TELMoS) data used to incorporate cross border growth in areas outside of Edinburgh. Whilst the benefits of TELMoS data allow a common approach and integration with the CEC Visum Strategic Model, again it is unknown how the impacts of COVID-19 on travel behaviour and indeed future land-use planning strategies across Scotland are incorporated in the Transport Model for Scotland (TMfS) data which supports TELMoS.

The above identifies a number of inputs to the transport modelling work which could cast doubt on the veracity off the results produced and therefore the evidence used by CEC to allocate residential sites in the proposed City Plan.

## 2.4 Summary of Policy Alignment

Hatton Village aligns with the traffic and transport-related aspects of the policy documents discussed above, as well as other Edinburgh and Scottish policy documents as detailed in Table 4.

**Table 4: Policy Alignment**

POLICY AIM & REFERENCES	HATTON VILLAGE ALIGNMENT
<p><b>Deliver a network of 20-minute walkable neighbourhoods</b></p> <p><u>Proposed City Plan 2030:</u></p> <ul style="list-style-type: none"> <li>- Aims (Part 2)</li> <li>- Outcomes (Part 2)</li> <li>- West Edinburgh Place Policy (Part 3)</li> <li>- Infrastructure &amp; Transport Policies (Part 3)</li> </ul> <p><u>City Mobility Plan 2030:</u></p> <ul style="list-style-type: none"> <li>- Place Element</li> </ul> <p><u>Draft NPF4:</u></p> <ul style="list-style-type: none"> <li>- Policy 7 (Local Living)</li> </ul>	<p>Hatton Village will be a high quality, mixed use and mixed density, walkable community supported by active travel connections, public transport infrastructure, and diverse green and open spaces.</p> <p>New residents will be able to easily travel into central Edinburgh and other key destinations in a sustainable manner. Furthermore, Hatton Village's co-working principles allow for an overall reduction in the need to travel.</p> <p>Figure 1 identifies the area accessible within 10-minutes walking or cycling distance (20-minute round trip) in line with the proposed City Plan's Infrastructure &amp; Transport Policy for Access to Community Facilities. Figure 2 provides 20-minute isochrones, noting longer commuting times are acceptable for key destinations, e.g. employment sites, railway stations, or the university campus.</p>
<p><b>Low and zero carbon design</b></p> <p><u>Draft NPF4:</u></p> <ul style="list-style-type: none"> <li>- Sustainable Places Approach</li> </ul> <p><u>A Net Zero Carbon Roadmap for Edinburgh (ECCI)</u></p> <p><u>Infrastructure Investment Plan for Scotland 2021-2022 to 2025-2026</u></p>	<p>In addition to other low and zero carbon design elements embedded within the development scheme, Hatton Village will reduce the need for unsustainable travel and minimise private vehicle trips by incorporating:</p> <ul style="list-style-type: none"> <li>- a mobility hub and WFH hub.</li> <li>- a mix of uses, including land earmarked for a potential primary school and community uses (e.g. GP surgery).</li> <li>- accessible community services, within the development or up to 20 minutes active travel.</li> <li>- improved / re-routed bus services delivered by Lothian Buses and subsidised by the developer connecting to a wide range of employment locations.</li> <li>- cycle parking, bike rental opportunities, and EV bike charging.</li> <li>- EV charging stations.</li> <li>- Car Club spaces.</li> <li>- parking in accordance with ESDG, with potential for reduced provision in the most accessible locations of the site.</li> <li>- bus terminus / turning point.</li> <li>- marketing and development approach which places emphasis on low carbon / sustainability managed through a robust Travel Plan process.</li> <li>- Potential to offer private transport service in conjunction with Dalmahoy Hotel.</li> <li>- Enhanced pedestrian facilities along Dalmahoy Road to connect Ratho and the A71.</li> </ul>
<p><b>Sustainable transport</b></p> <p><u>Proposed City Plan 2030:</u></p> <ul style="list-style-type: none"> <li>- Infrastructure &amp; Transport Policies (Part 3)</li> </ul> <p><u>City Mobility Plan 2030</u></p> <p><u>Draft NPF4:</u></p> <ul style="list-style-type: none"> <li>- Policy 10 (Sustainable Transport)</li> </ul> <p><u>Edinburgh Strategic Sustainable Transport Study:</u></p> <ul style="list-style-type: none"> <li>- Public Transport Strategic Corridor 8</li> </ul>	<p>- improved / re-routed bus services delivered by Lothian Buses and subsidised by the developer connecting to a wide range of employment locations.</p> <p>- cycle parking, bike rental opportunities, and EV bike charging.</p> <p>- EV charging stations.</p> <p>- Car Club spaces.</p> <p>- parking in accordance with ESDG, with potential for reduced provision in the most accessible locations of the site.</p> <p>- bus terminus / turning point.</p> <p>- marketing and development approach which places emphasis on low carbon / sustainability managed through a robust Travel Plan process.</p> <p>- Potential to offer private transport service in conjunction with Dalmahoy Hotel.</p> <p>- Enhanced pedestrian facilities along Dalmahoy Road to connect Ratho and the A71.</p>
<p><b>Mobility Hubs</b></p> <p><u>Proposed City Plan 2030:</u></p> <ul style="list-style-type: none"> <li>- West Edinburgh Development Principles (Part 3)</li> </ul> <p><u>City Mobility Plan 2030:</u></p> <ul style="list-style-type: none"> <li>- Movement Element (Policy Measure 19)</li> </ul>	<p>A Mobility Hub is defined as:</p> <p><i>“a local and accessible place which brings together different transport modes alongside associated facilities, services and information to encourage more sustainable travel. Can include a range of shared mobility services, click and collect and electric vehicle charging.”</i></p> <p>Hatton Village will provide residents with the availability to interchange between sustainable modes within the proposed mobility hub at the heart</p>

	<p>of the development. This could include bike rental services, bus terminus / turning point, cycle parking, and EV Charging stations, as well as other measures such as parcel delivery lockers and the working from home hub. The working from hub will help to ensure the development contributes to less traffic on the road, particularly during peak periods.</p>
<p><b>Impact of trips to / from the west on the road network</b></p> <p><u>West Edinburgh Spatial Strategy</u></p> <p><u>Edinburgh Strategic Sustainable Transport Study</u></p> <p><u>Interim Regional Spatial Strategy for Edinburgh and South East Scotland City Region</u></p>	<p>Hatton Village will deliver development accessed from the A71, rather than exacerbating issues on the A8. This will spread traffic away from Gogar Roundabout, Hermiston Gate and the A720 Edinburgh Bypass and is particularly beneficial given the extent of traffic improvement works required to support future development of brownfield sites included within the proposed City Plan. Hatton Village’s location means that residual vehicle traffic can also easily access non-Edinburgh destinations such as West Lothian.</p>
<p><b>A71 Public Transport &amp; Active Transport Corridor</b></p> <p><u>Proposed City Plan 2030</u></p> <ul style="list-style-type: none"> <li>- Spatial Strategy (Part 2) – Strategic Active Travel Project ATSR12</li> </ul> <p><u>Edinburgh Strategic Sustainable Transport Study:</u></p> <ul style="list-style-type: none"> <li>- Public Transport Strategic Corridor 8</li> </ul>	<p>City Plan 2030 identifies a section of the A71, including the Hatton Village site frontage, as an Active Travel Strategic Route. Improved pedestrian and cycle infrastructure will connect into the National Cycle Network and improve accessibility to Heriot-Watt University Riccarton Campus, Currie Railway Station (supported by ATSR11 between Heriot-Watt and Currie Railway Station), and into central Edinburgh.</p> <p>The <i>Edinburgh Strategic Sustainable Transport Study</i> analysed a number of corridors around Edinburgh to assess their transit potential. Of the corridors considered, four were identified as being more suitable for consideration and development of transit solutions, including ‘Corridor 8 – West of Hermiston’ which incorporates the A71. The report acknowledges that “<i>significant greenfield land offers potential for transit-led development &amp; urban expansion</i>” along the A71, noting “<i>transit could help bring [it] forward in a sustainable manner</i>”, with both tram and bus-rapid transit (BRT) feasible along the corridor.</p> <p>This is further supported by discussions with Lothian Buses relating to Hatton Village, who have supported enhanced bus transit routes along the A71 of which the developer recognises a need to contribute towards. The frontage of the site along the A71 has been safeguarded so that any future BRT or active travel improvements can be delivered (by others).</p>

### 3 Additional Considerations

#### 3.1 Background Material / Evidence Base

The timing of the proposed City Plan 2030 provides an opportunity for a bold, forward-thinking, flexible and ambitious plan for the City of Edinburgh. However, the draft plan is understood to have been based on:

- pre-pandemic and pre-Brexit trends with insufficient consideration of their ongoing impacts.
- transport survey data that pre-dates the pandemic, e.g., Policy Place 16 references the West Edinburgh Transport Appraisal which was prepared pre-COVID. Similarly, the mode share targets within the City Mobility Plan 2030 are based on travel survey data from 2019.



- housing targets set out within the HDNA2, soon to be superseded with the release of HDNA3.
- outdated census data from 2011.

It has also been prepared prior to finalisation of National Planning Framework 4 which will set out the general principles that will govern the setting and location of new development in Scotland from a strategic level.

### 3.2 Impacts of the Pandemic

The pandemic has prompted people to reconsider their living spaces. Lockdowns and increased working from home arrangements are leading many to find space shortages within their dwellings. This is particularly true within developments, often in infill and brownfield locations, where the drive to maximise profit, supported by emphasis on increasing housing density, has resulted in insufficiently designed and sized dwellings and limited green/open space. There is an increasing preference to live outside of compact city centres characterised by small apartments and lack of green space. The pandemic has also had significant impacts on travel patterns, be it commuting to work, accessing shops or services, or discretionary journeys. Potential longer-term impacts of COVID-19 on travel patterns have not been considered robustly as part of the Proposed Plan.

### 3.3 Suitability of Green Belt

While the intent and aim of Edinburgh's green belt is sound, the use of green belts as a planning control mechanism can have significant negative consequences, particularly in the following key respects:

1. Contributing to a lack of affordable housing and driving increases in property values by limiting the supply of developable land. Restricting supply in this way counteracts and makes it harder to achieve affordable housing targets, noting Edinburgh is already Scotland's least affordable.
2. Pushing new housing, particularly affordable housing, into outlying towns and villages beyond the green belt, often areas with poor public and active travel connections. Residents remain reliant on the city for jobs and services thereby creating commuter enclaves and increasing car dependence, pollution and congestion. This particularly impacts upon essential workers (nurses, teachers, etc.) with limited ability to work from home and lower salaries.
3. Protecting land that is largely monocultured agricultural land, with limited contribution to biodiversity, habitat or environmental value and often inaccessible to the public, and pushing development beyond the greenbelt into areas with actual natural value and heritage.
4. Placing pressure on land within the city, particularly parks and community infrastructure like schools that have less measurable economic and social benefits. Land is prioritised for infill development, driven by a perceived shortage of land for housing due to restriction from green belt policies and dwindling brownfield reserves. Existing parks, community infrastructure and employment generating land may be redeveloped for housing, and delivery of new parks, community infrastructure and employment generating land cannot keep pace with demand and service requirements from population increase due to increasing land values and reduced land availability.

In 2011, the OECD<sup>2</sup> released a report highlighting the potential for green belts to constitute a *“major obstacle to development around cities, where housing is often needed”*. The OECD argued for land-use restrictions that better reflect environmental designation and value in lieu of green belts. This approach would free up land desperately needed to ease housing pressures while protecting land of greatest environmental value. The *Scottish Planning Policy*, which addresses how nationally important land use planning matters should

<sup>2</sup> <https://www.oecd.org/social/labour/47319830.pdf>

be addressed also states that *“For most settlements, a green belt is not necessary as other policies can provide an appropriate basis for directing development to the right locations”*.

### 3.4 Balancing Brownfield and Greenfield Development

Effective spatial strategies balance infill development, brownfield redevelopment and greenfield expansion to meet population growth, housing demand and preferences, and housing affordability challenges. This is the most appropriate solution for Edinburgh, particularly in the context of City Plan 2030 which has a longer 10-year timeframe, whereas previous plans have been for 5-year periods.

Viable brownfield sites within Edinburgh will dry up, while population growth will continue. Sole reliance on brownfield sites is not feasible and the redevelopment of brownfield sites previously earmarked for employment generating uses, like those in West Edinburgh, limits the city’s capacity and flexibility to respond to changing market conditions, evolving business and industry needs, and technological advances. Brownfield sites also face considerable challenges:

- site clearance and remediation requirements.
- locations on former commercial or industrial sites that may be neglected, isolated, unattractive and/or poorly located for residential uses.
- physically constrained sites.
- loss and decentralisation of land for employment generating uses.

The CEC acknowledges the need for greenfield redevelopment and highlights the suitability of the A71 corridor and surrounds within their *Edinburgh Strategic Sustainable Transport Study* (pre-dating advance of proposed City Plan 2030) stating,

*“The long-term growth of Edinburgh and its city-region is likely, at some point (i.e. potentially beyond the City Plan to 2030), to require consideration of an extension of the existing urban area which, in line with policy, would need to deliver sustainable communities supported by the provision of high-quality public transport and active modes. The consideration of transit options in the Hermiston Corridor provides the opportunity to enable the sustainable development of new sites which, taken together, could form a major development areas.”*

More specifically, the Edinburgh Strategic Sustainable Transport Study acknowledges that *“significant greenfield land offers potential for transit-led development & urban expansion”* along the A71, noting *“transit could help bring [it] forward in a sustainable manner”*.

In addition, CEC’s *Strategic Housing Investment Plan (SHIP) 2022-27* highlights the need to maximise land supply stating *“One of the key risks to the delivery of 20,000 affordable is failure to secure suitable land for development”*.

The release of well-located land for development within the green belt can contribute to lower land and house prices and greater affordability, and help to meet Edinburgh’s housing and affordable housing needs. An appropriate split between these infill, brownfield and greenfield opportunities needs to be further considered within the proposed City Plan.

### 3.5 A71 Transit-Oriented Growth Corridor

Land for expansion is best located on key transport corridors like the A71. Existing transport connections can be enhanced, trip generators leveraged, and critical mass to support public transport better achieved. The A71 is a suitable corridor for growth:

- Development would allow access to Edinburgh avoiding the congested A8.
- The Heriot-Watt campus and co-located uses provide a strong attractor and are designated as a Strategic Development Area.
- Opportunities exist for improved bus connections / bus rapid transit along the corridor connecting Livingston with central Edinburgh and improving public transport access for multiple deprivation areas around Wester Hailes.
- Planned enhancements to the Orbital Bus Routes (North and South) will further improve transport access north to the Edinburgh Waterfront and southeast to the Bioquarter.
- The Edinburgh Strategic Sustainable Transport Study identified the corridor and surrounds as being suitable for consideration of improved transit solutions, with bus-rapid transit (BRT) identified as feasible to support greenfield development.

### 3.6 Compensatory Improvements

In 2019, the UK government released guidance on the role of the green belt within planning schemes<sup>3</sup>. The guidance notes that where green belt land is released for development, appropriate compensatory improvements to the environmental quality and accessibility of land might include those listed in column 1 of the table below. In the case of the Hatton Village proposal, the development will transform monocultural agricultural land with limited environmental value into a sustainable community, with up to 40% of the site dedicated to green space fulfilling a diverse range of functions and delivering on many of the compensatory improvements as identified in column 2 of Table 5. This is an appropriate development outcome, particularly given just 5% of Scotland is urbanised<sup>4</sup>.

**Table 5: Compensatory Measures**

SUGGESTED COMPENSATORY IMPROVEMENTS	HATTON VILLAGE PROPOSED SCHEME
New or enhanced green infrastructure	<ul style="list-style-type: none"> <li>✓ 40% dedicated to open, green space</li> <li>✓ Diverse functions including a 7.5 ha community park, linear parks, wetland areas, wildflower meadows, woodland planting, allotments, and sport and recreation</li> </ul>
Woodland planting	<ul style="list-style-type: none"> <li>✓ Retained and enhanced woodland planting along east and west boundaries (10,000 new trees)</li> </ul>
Landscape and visual enhancements	<ul style="list-style-type: none"> <li>✓ Transformation of agricultural land</li> <li>✓ Significant green component (40%)</li> <li>✓ Boundary trees screening development when viewed from the A71</li> <li>✓ Green buffers to site boundaries to transition between development and surrounding land</li> </ul>
Improvements to biodiversity, habitat connectivity, and the natural capital	<ul style="list-style-type: none"> <li>✓ Transformation of monocultural farmland with significantly enhanced biodiversity and habitat value over existing condition</li> </ul>

<sup>3</sup> <https://www.gov.uk/guidance/green-belt#how-might-plans-set-out-ways-in-which-the-impact-of-removing-land-from-the-green-belt-can-be-offset-by-compensatory-improvements>

<sup>4</sup> <https://www.scotpho.org.uk/life-circumstances/rurality/data/#:~:text=Although%2095%25%20of%20the%20Scottish,elderly%20than%20in%20urban%20areas.>



	<ul style="list-style-type: none"> <li>✓ Provision of a wildflower meadow, woodland planting and increased tree cover (10,000 new trees)</li> <li>✓ Sustainable water management interventions (SUDS)</li> </ul>
New or enhanced walking and cycling routes	<ul style="list-style-type: none"> <li>✓ 3.5km circular walking and cycling route</li> <li>✓ Connections to existing active travel infrastructure</li> </ul>
Improved access to new, enhanced or existing recreational and playing field provision	<ul style="list-style-type: none"> <li>✓ New sport and recreation facilities, including a 7.5ha community park</li> </ul>

## 4 Comparitor City Plan 2030 Allocated Housing Sites

A number of brownfield sites have been allocated in the proposed City Plan, particularly in West Edinburgh, which can be compared to the Hatton Village proposal. These are summarised in Table 6 below:

**Table 6: Proposed City Plan Allocated Sites**

SITE	NAME	UNITS
H59	SAICA Land at Turnhouse Road	1000
H60	Turnhouse Road	200
H61	Crosswinds	2500
H62	Land Adjacent to Edinburgh Gateway	250
H63	Edinburgh 205 / IBG2	7000
	Garden District*	1350 Including 650 Flats

\* Not shown in proposed City Plan but understood to be minded to grant approval with s75.

Development of the Hatton Village site offers many traffic and transport benefits over competing sites identified within the proposed City Plan 2030. These include:

- Ability to move the critical mass and diffuse traffic impact across West Edinburgh.
- Connect to different employment, leisure and community areas, in particular, in West Lothian and in South East Edinburgh via orbital bus connections.
- Link in to and safeguard proposed Active Travel route on the A71.
- Strengthen existing public transport provision on the A71.

In addition, brownfield land with employment generating potential that benefits from proximity to the airport can be retained to respond to future needs. Residential development on the Hatton Village site would be in an area away from the airport with higher amenity, particularly with regard to setting, noise and congestion.

In terms of the future transport network West Edinburgh transport infrastructure improvements are identified in the proposed CityPlan and the West Edinburgh Transport Appraisal (WETA, 2016). The CityPlan 2030 Transport Assessment assumes that a number of these interventions would be completed during the plan period, including all interventions in the WETA study. Many of these are focused around the sites allocated in West Edinburgh and indeed these sites are somewhat reliant on the successful completion of said interventions. Whilst the proposed CityPlan and supporting documents assume the successful progression of these interventions, no specific contingency scenario is applied should any of the improvements not be

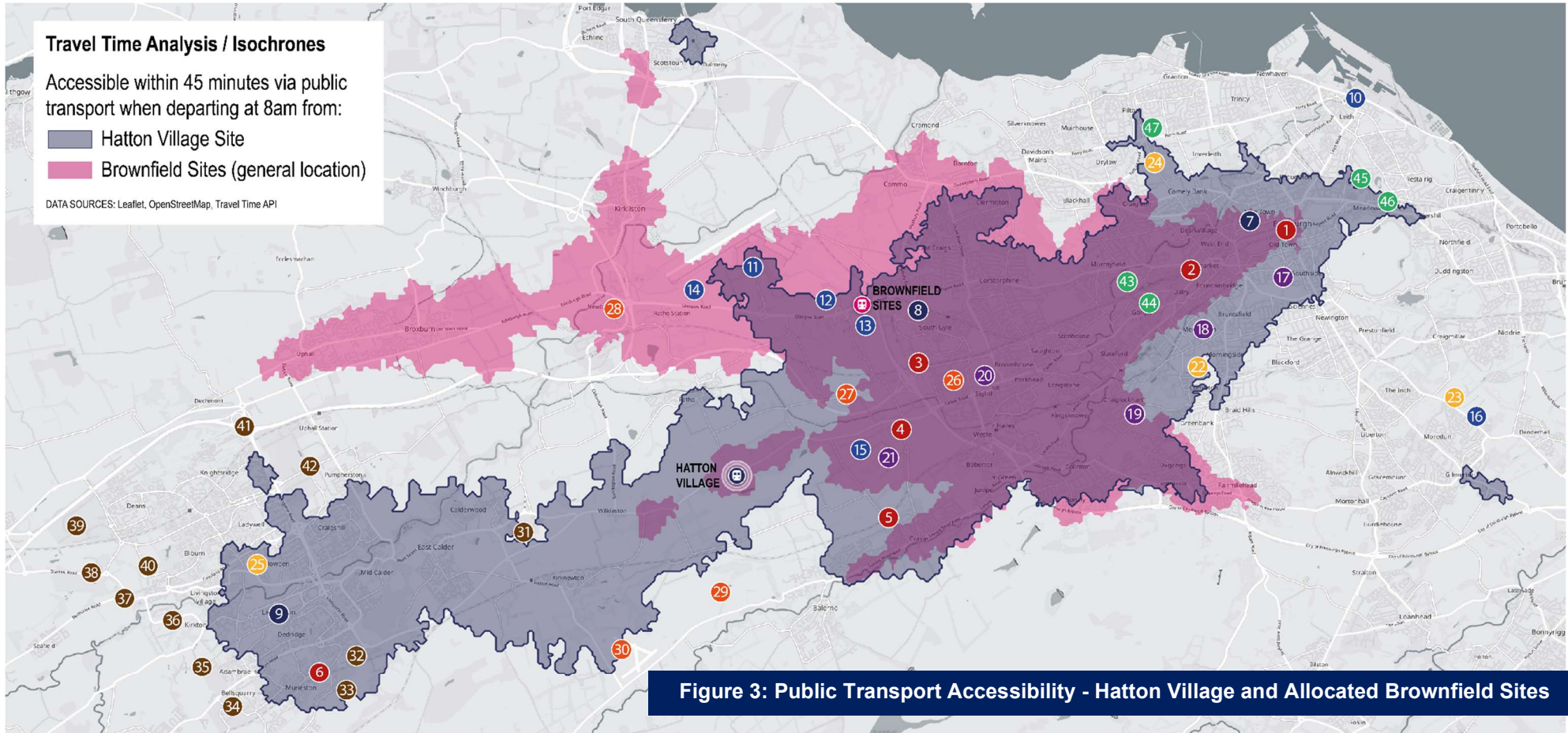
progressed during the plan period. Given the complexity of a number of the interventions, many of which would have to be progressed in tandem, there is potential that delivery may be challenging within the plan period.

The Hatton Village proposals, for which a Transport Assessment was produced by AECOM in 2019, is shown to have very little impact on the A8 and Gogar Roundabout, where the transport interventions in the proposed CityPlan are focused. As such, there would be an opportunity to progress the site without such a reliance on the progression of significant offsite transport interventions.

As highlighted throughout this technical note, the Hatton Village site is well suited to being progressed as a low car development, with a high sustainable travel mode share. This is exemplified by the accessibility of the site by public transport. Figure 3 demonstrates accessibility during the morning peak hour for a typical 45-minute commute for both Hatton Village and for allocated brownfield sites in West Edinburgh. The central area of Edinburgh is covered within a 45-minute journey during the morning peak hour from both Hatton Village and West Edinburgh. However, from Hatton Village employment sites in West Lothian, including Livingston, are highly accessible. These areas are not accessible from the allocated West Edinburgh sites.

This connectivity and accessibility via public transport would only increase when future public transport improvements are implemented including enhanced services along the A71 delivered by Lothian Buses and subsidised by the Hatton Village developer, as well as improved orbital bus routes for Edinburgh.

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**Figure 3: Public Transport Accessibility - Hatton Village and Allocated Brownfield Sites**

**Transport Infrastructure**

- 1 Edinburgh Waverley Railway Station
- 2 Haymarket Railway Station
- 3 Edinburgh Park Railway Station
- 4 Hermiston Park & Ride
- 5 Curriehill Railway Station
- 6 Livingston South Railway Station

**Commercial Activity Centres**

- 7 New Town
- 8 Gyle Shopping Centre
- 9 Livingston Town Centre

**Draft City Plan 2030 Areas of Economic Importance**

- 10 Leith Docks & Eastern Industrial Area
- 11 Edinburgh Airport
- 12 International Business Gateway
- 13 RBS Headquarters
- 14 Royal Highland Centre
- 15 Riccarton Campus & Business Park
- 16 Edinburgh Bioquarter

**University Campuses**

- 17 University of Edinburgh
- 18 Edinburgh Napier Merchiston Campus
- 19 Edinburgh Napier Craiglockhart Campus
- 20 Edinburgh Napier Sighthill Campus
- 21 Heriot-Watt University Campus

**NHS Hospitals**

- 22 Royal Edinburgh Hospital
- 23 RHCYP & RIE
- 24 Western General Hospital
- 25 St John's Hospital

**Other Government, Business & Industry Sites**

- 26 Sighthill Industrial Estate & Pentland Gait
- 27 SASA
- 28 Newbridge
- 29 Ravelrig Quarry
- 30 RAF Kirknewton

**West Lothian Employment Sites**

- 31 Camps Industrial Estate
- 32 Oakbank Industrial Estate
- 33 Linhouse
- 34 Brucefield Industrial Estate
- 35 Alba Campus
- 36 Kirkton Campus & Cousland
- 37 Almond North & South Gaveside
- 38 Starlaw Park
- 39 Deans Industrial Estate
- 40 Eliburn Campus
- 41 Deer Park & Beugh Burn
- 42 Houston Industrial Estate

**Major Stadiums & Sports Centres**

- 43 Murrayfield Stadium
- 44 Tynecastle Park
- 45 Easter Road
- 46 Meadowbank Sports Centre
- 47 Ainslie Park



## 5 Conclusions and Transport Benefits of Allocating Hatton Village

This technical note has demonstrated that the site proposed for Hatton Village is well aligned with the Transport Strategy outlined in the proposed City Plan and relevant policy documents:

- The developer's ambition is to create a sustainable community in line with vision for Edinburgh's future.
- This is supported by willingness to provide sustainable travel through potential funding of additional Lothian Bus Services following a promising initial consultation process with the operator. From these discussions it is understood there is currently a major 'viability issue' with delivering services in the A71/Ratho corridors and the proposed new village would 'plug' a gap in customer use between Edinburgh and Livingston and make existing and enhanced services significantly more viable in future.
- Alternatively or additionally, the provision of a shuttle bus connecting key locations such as Hermiston Gate Park and Ride, Dalmahoy Hotel and the airport to the site would also be considered.
- Development in this location would diffuse traffic away from Gogar Roundabout, Hermiston Gate and the A720 Edinburgh Bypass.
- Inclusion of a mobility hub, supporting bus transit, cycling, car sharing and electric vehicles, to support an increase in the proportion of trips people make by active and sustainable travel modes.
- The Homeworking Hub would support flexible working arrangements and allow less traffic to be on the road altogether, tying in with COVID-related / perceived new travel behaviours.
- The site accommodates a potential new primary school location, supporting fewer vehicle trips as pupils could walk or cycle to school.
- The A71 provides a suitable corridor for transit-oriented growth as described in Section 3.5.

Furthermore, a series of uncertainties in relation to the proposed City Plan and its background supporting documents including the City Mobility Plan and accompanying Transport Assessment (prepared by Jacobs) have also been identified. These focus predominantly on uncertainties based on assumptions made to accommodate impacts on travel behaviours caused by the COVID-19 pandemic on the modelling work. In addition the reliance on brownfield sites within a planning scheme with a 10-year timeframe is also short-sighted, as discussed within Sections **Error! Reference source not found.** to 3.5.

Based on the above, reconsideration to the allocation of the proposed site for Hatton Village in the City Plan 2030 is supported by transport and mobility grounds.



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