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From: [REDACTED] 10:44:51

To:

Subject: Scottish Borders Local Development Plan: Proposed Plan - Representation on behalf of James Hewit

Sensitivity: Normal

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\cbpat3\q|CAUTION: External Email

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\f0Good morning,

\f0

\f0Please find attached the representation by James Hewit in respect of his land at Langlee Mains, Galashiels.

\f0

\f0Best regards

[REDACTED]

\f0

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**SCOTTISH BORDERS LOCAL DEVELOPMENT PLAN: PROPOSED PLAN – REPRESENTATION
WITH REFERENCE TO
PROPOSED HOUSING SITE ON LAND AT LANGLEE MAINS, GALASHIELS
ON BEHALF OF
JAMES HEWIT**



15 DECEMBER 2020

Submitted on behalf of James Hewit by:-

[Redacted signature block]

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1. Introduction

A letter was sent out to all interested parties on 4th November 2020 advising “The Proposed Plan will be out for public representation between 2 November 2020 and 25 January 2021. This deadline is final and any representations received after this date will not be considered.”

This is a formal objection to the **Scottish Borders Local Development Plan: Proposed Plan** with reference to site **AGALA038, Langlee Mains**.

The site, and proposal are as per the submission presented to the Council dated 04 August 2017, and the response to the Main Issues Report submitted on 29 January 2019, following the call for sites process in the preparation of the Scottish Borders **LDP2** and reference should also be made to those statements.

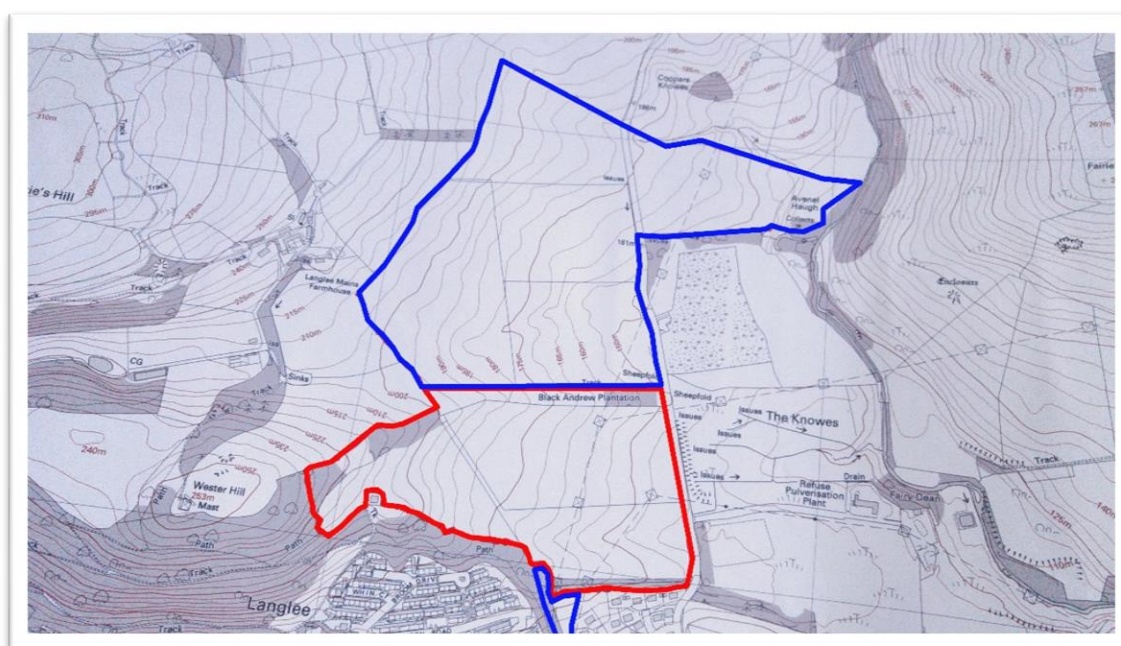


Figure 1: The site in red and the applicant's land ownership in blue

Scottish Borders Council concluded its first phase of the next Local Development Plan (LDP2) with the production of the Main Issues Report (MIR), presented to and approved by full Council on 30 August, 2018. The Document itself was made public in October 2018. Released along with this document were documents containing the assessments of the Preferred and Alternative Sites, and also Excluded Sites. A response was submitted to this on 29 January 2019.

The site which is the subject of this submission was given the reference **AGALA038**, and the name 'EASTER LANGLEE MAINS II' in the Main Issues Report. The proposed plan refers to the site simply as **Easter Langlee Mains** (Volume 2 page 343).

The site was also considered through the process of the Housing Supplementary Guidance (SG). An initial stage 1 RAG (Red/Amber/Green) assessment was undertaken, however this concluded that the site should not be taken forward as part of the Housing SG. The summary of this assessment is included in the appendix to this statement.

A brief summary of the reasons that were given for excluding the site from the Main Issues Report, and subsequently the Proposed Plan, and are summarised as follows: -

DETACHMENT - This site is located outwith the settlement boundary and is separated from nearby housing by a mature shelter belt. The site's detachment from Galashiels is further compounded by distance from the town centre.

PUBLIC SAFETY/AMENITY - A major hazard pipeline runs through the site and the Easter Langlee landfill site is located immediately to the east of the site. Whilst the landfill site will be capped in the near future, it remains the understanding of the Policy section that the Waste Manager would remain concerned by any proposed housing within close proximity of the landfill site due to potential leakage.

PREVIOUS CONSIDERATION - The southern part of this site was previously considered for housing as part of the first Local Development Plan Examination (LDP 2016 - AGALA030), but was rejected and the Reporter made comments to the effect that the land within the site has a pleasant countryside appearance when approaching from the north, with the crest providing a distinct entrance to Galashiels. The visual impact of housing here would severely detract from the local importance of this land within the landscape setting of the town. The construction of even a small number of houses at this location would not be acceptable in either visual or landscape character terms. The proximity of the Easter Langlee landfill operation was considered to be an issue.

TRANSPORT – An overriding issue with any development of this site is that Langshaw Road would require significant upgrading involving land outwith the control of the applicant.

LANDSCAPE - It is noted that whilst the reporter had previously touched upon landscape impacts the current assessment appears not to have made any reference to issues with landscape setting.

LDP objectives regarding housing

Scottish Planning Policy (SPP) requires Council's to identify a generous supply of land for housing within all housing market areas, across a range of tenures, maintaining a 5-year supply of effective housing at all times.

It is the role of the Strategic Development Plan (SDP) to provide the framework to allocate sufficient land for housing development to ensure that the area's overall assessed housing requirements for the periods 2009 to 2019 and 2019 to 2024 can be met by new house completions. Local Development Plans will allocate sufficient land which is capable of becoming effective and delivering the scale of the housing requirements for each period, which will be confirmed in the supplementary guidance.

As of 2019, under the new Planning Act, LDP's are required to be reviewed every 10 years, rather than the previous 5, and therefore any land allocations have to be sufficient to extend over a ten-year period and not a five year one. Longer term housing allocations are therefore more critical now than they were previously.

The MIR had concluded that given the established housing land supply in the LDP, low completion rates and low housing land requirement within the proposed SDP, it is anticipated that the LDP2 is unlikely to require a significant number of new housing allocations.

The SESPlan Proposed Plan and associated Housing Background Paper set out the Housing Supply Target (HST) and Housing Land Requirement (HLR) for the Scottish Borders, for the 10-year period from the adoption of LDP2 in 2021/22. The housing requirements contained within the Proposed SESPlan were informed by the Housing Need and Demand Assessment (HNDA) 2015. The HST is broken down into affordable and market units, providing an overall combined HST of 348 units annually. This amounts to 3132 units for the first 9-year period. The total HLR for the Scottish Borders is 3,841 units for the period 2021/22 to 2030/31.

The Housing Technical Note advises that the most significant part of the provisions to meet the housing land requirement have been identified through previous LDP allocations and the Housing Supplementary Guidance allocations, as well as additional planning permissions and predictions for windfall sites.

This baseline will be updated to reflect the most up to date finalised audit at that time at Proposed Plan stage.

The MIR proposes 668 preferred units and 499 alternative units. There is only one proposed additional housing allocation in the Galashiels area, at Netherbarns, which proposes 45 units (MIR reference AGALA029).

This appears to be a particularly low increase for one of the principal regional towns and one which includes the transport interchange at the end of the now very successful Waverley Line and a campus for Heriot-Watt University. Furthermore, as the LDP2 states, "The new Tapestry building in Channel Street is currently under construction and is expected to be open in Spring 2021. It will be a key catalyst in regenerating the town centre."

It is reasonable to forecast that within the next 10 years the housing market in Galashiels has the potential to suddenly take off and expand rapidly and that there needs to be capacity to accommodate this.

Sites such as Easter Langlee Mains have the potential to provide a buffer to this demand and to ensure that the town is ready to handle such an increase in the near future.

2. Objection to the Exclusion of AGALA038

In line with the principal reasons for excluding the site given in the Council's MIR assessment document, the following responses are provided.

DETACHMENT

As presented in the original statement, the site is well contained by topography and tree belts. The only side not well contained is the boundary to the Langshaw Road, although it is bounded with a predominantly hawthorn hedge, as well as the road itself.

The north boundary has become significantly depleted over time, with only a small section of the Black Andrew plantation remaining towards the east end. The plan would be to re-establish and extend this all the way up to Wester Hill.



Figure 2: The north boundary viewed from the north



Figure 3: The north boundary viewed from the south

As the above two figures quite clearly demonstrate, there is a distinct topographical ridge along the north boundary and this, once planted and allowed to mature, will create an equally dominant feature to that which presently separates the site from the Coopersknowe housing development. It will in fact be noticeable deeper than the existing Coopersknowe tree belt. The best way to understand the topography is to view the site from some point to the north of the adjoining Farknowes site, towards Langshaw.

The figure below shows the areas where planting would take place. This would be made up of indigenous species similar to those found at Coopersknowe, namely sessile oak, beech, birch ash and alder. An under-storey, including holly, hawthorn, juniper and hazel may also be included under existing established trees and within the new planting proposals once trees become more established.

The planting plan below also shows the 5 metre contours, from which it is quite clear that this is also a significant topographical feature. The feature whilst evident in the two panoramas above is far better appreciated on site.

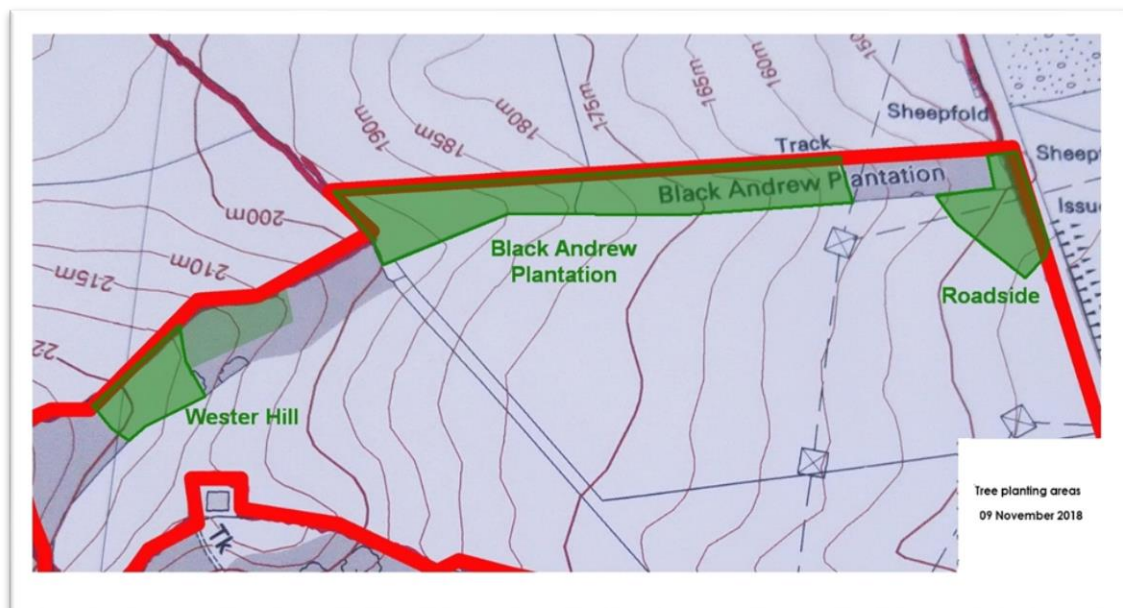


Figure 4: Proposed tree planting areas in green

Clearly any significant housing site provision for Galashiels is going to have to be located in the countryside as there is very little scope for accommodating these within the town. The most likely locations for land release will therefore be within the “Countryside Around Towns” allocation as otherwise the sites would be too detached. The steep valleys and woodland areas mean that suitable sites are limited, especially sites which if developed would have minimal adverse landscape impact.

It is a positive attribute of this site that it has some landscape definition separating it from existing housing, this is not a negative attribute. To Coopersknowe it is only a narrow tree line, and one that still maintains some intervisibility, as well as providing a green link and a footpath link. To Hawthorn Road, there is denser woodland, however this is perforated by woodland walks, and also it is intended to create a second road link to here which can be designed in such a way so as to provide the link and yet maintain the visual separation between the two developed areas.

This is a large site and it is likely that a small local centre would be included with a handful of retail/commercial units. It would hopefully also accommodate an extended bus service giving better access to the town centre and other destinations.

It is therefore concluded that there is no issue with detachment from the town.

PUBLIC SAFETY/AMENITY

The issue here lies with the adjacent former landfill site. The operation of this site is ceasing, and is to be capped and fully restored over the next few years. Concerns are still being expressed regarding smell nuisance and the potential for gas leakage. It should be

noted that all the recent landfill cells are lined in accordance with SEPA regulations. SEPA had intimated that its objection would be resolved once landfill operations subsided.

The smell nuisance from escaping landfill gas will diminish rapidly with time as the site will be sealed and no new material brought in. Landfill gas will be captured and processed through the landfill gas power generation plant. Gas levels will be monitored and the lining of the site should ensure that no gas leaks across the road to this site. There is always an element of risk in these cases, and gas proof membranes may be required under any dwelling-houses deemed to be at risk. Landfill gas will be vented and monitored as part of the ongoing decommissioning of the site. As a final solution, if required, a barrier could be inserted along the west side of Langshaw Road.

The landfill site will continue as a recycling centre with all material being transferred off-site. There is a waste transfer station now approved on the southern section of the former landfill site (17/01149/FUL) adjacent to the existing aggregates crushing and sorting facility located at the south western end of the former landfill site. In order to abate any issues of noise from these uses it will be possible to construct a bund to the south east boundary and this would be planted with dense vegetation and trees in order to enhance the amenity of future residents. As the following image shows, the site is already well screened and the topography is well suited to being bunded towards the roadside. Bund material can be obtained from SUDS pond excavation and soil movement within the site.

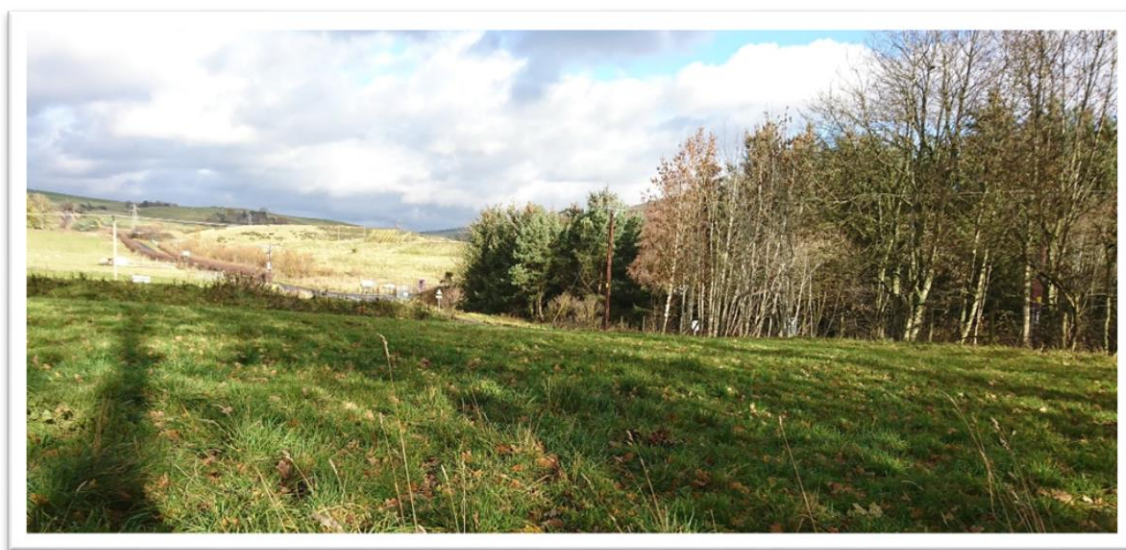


Figure 5: The south east corner looking across to the aggregates site

Prior to the initial submission of the site under the Call for Sites scheme, the local SEPA office was contacted, and they were of the opinion that there would unlikely be any objection to the development of the site in future. The concerns that had previously been expressed by SEPA in 2009 are no longer relevant. The site no longer abuts the older unlined landfill site and the new site will soon cease operating.

It is therefore concluded that any risk to health and quality of living standard associated with the former landfill and future waste transfer site is a manageable issue and need not result in the rejection of the suitability of the site for housing. Operational information for the Easter Langlee landfill and waste transfer station is included in **Appendix 3**.

With regards to the gas main, again this is a very large site, and a no build zone over the pipeline and buffer could be incorporated into the structural landscaping for the site.

With regards to overhead cabling, this can be much more easily resolved and power lines can be re-designed, re-routed or placed underground. The process of achieving this will be easier and less costly to the site owner if the Council lends its support to the allocation of the site for housing. Enquiries have already been made to a specialist property consultancy, who provide *“expert advice relating to easements & wayleaves for utilities infrastructure, and compulsory purchase & compensation”*.

PREVIOUS DEVELOPMENT PLAN CONSIDERATION

The Council refers to previous decisions by the Reporter on previous inquiries. The Reporter made comments on this site as part of the two previous LDP inquiry processes, ‘Easter Langlee Mains Area’ [SGALA006 – 2010] and ‘Hawthorn Road’ [AGALA030 - 2014].

The 2010 issues were mainly relating to objections from SEPA, and even then, the request was for further details regarding significant buffer zones and not outright refusal. It was quite clearly stated in the Council’s summary response that *“The area at Easter Langlee is currently not appropriate for longer term development, but [the site] can be reconsidered in future Local Plan reviews depending on the development of waste disposal and recycling related facilities in the surrounding area.”*

Critically the reporter summarised *“the presence of the landfill sites would be a significant constraint for any proposed housing in the vicinity, given the propensity for gas migration and difficulty in controlling odours, which are subject to changing wind directions and also scavenging birds which tend to gather near to active sites. Nevertheless, there could be scope for the development of smaller sites near to the settlement in the longer term. However, the safety of any such allocations, their resilience to environmental problems and visual impact on the landscape and setting of Galashiels would have to be critically assessed....In the meantime I see no reason why Cableholt Ltd/Hewit Properties could not undertake a study of the area to identify with the Scottish Environment Protection Agency whether any parts could be feasible as initial phases for longer term development. Such information, along with the key considerations mentioned above, could then inform the next local plan review.”*

A smaller site was then proposed in the 2014 LDP process. This was also rejected, with the reporter summarising *“Approaching the site from the north, the land to the west of the road has a pleasant countryside appearance and the crest of the hill provides a distinct entrance to Galashiels. The construction of the houses, as proposed, would have a marked visual impact and severely detract from the local importance of this land within the landscape setting of the town....the proximity of the Easter Langlee landfill operation is a practical concern. The distance between the proposed residential development and the landfill site would be less than 100 metres. Noting the guidance in Scottish Planning Policy I agree with the council that this would not be acceptable.”*

These comments appear not to reflect comments made in 2010. The comments on landscape setting need to be viewed in the wider context (see Landscape section below). This is now for a more strategic housing allocation and that will alter how landscape impact

may be viewed. Allocating housing sites is all about accepting change, and this change is most likely to affect the countryside setting of settlements. The landscape impact here would be no greater than would be seen at Hollybush or at Lowood, Tweedbank.

As stated in the section on detachment above, there is an opportunity to create a new equally distinct edge to the town. An equally well-defined boundary exists to the north side of the site. The landscape in question is not special, nor does it hold any recreational value.

We welcome a reconsideration of these issues by the reporter.

TRANSPORT

It has been said that Langshaw Road would require significant upgrading involving land that is outwith the control of the applicant. Langshaw Road is a two-way adopted road with sufficient carriageway width for private car traffic. It is not anticipated that this development would overload the road's capacity. The main issue for this road is with heavy vehicles. If the junction with the B6374 requires upgrading to a roundabout or traffic-light controlled junction, or if road carriageway improvements are required then financial contributions can be requested by means of a planning agreement.

The Roads Planning Officer has advised "if there is to be a substantial expansion of Galashiels in this direction then the main access route to the main road network has to be fit for purpose. The C77 is the route that the vast majority of vehicular traffic will use and it is the direct route for pedestrians between the top and bottom Coopersknowe junctions. While improvements have been made to the C77 proportionate to the modest increase in traffic expected as a consequence of the waste transfer proposal there are still concerns on the ability of HGV's to pass normal traffic at the pinch point at the cottages as well as concerns on the absence of pedestrian provision in the C77. Additional traffic will exacerbate these concerns.....it is important that width and alignment of the road allows safe and convenient passage of all vehicles and it is fundamentally important that a roadside footway is provided throughout not only to cater for pedestrian safety, but to encourage a pedestrian presence which helps urbanise the road and which is needed to create the correct environment for a 30 mph speed limit. Without a footway between the top and bottom Coopersknowe junction it is inevitable that some pedestrians associated with your proposed development site would walk in the road between these junctions for journeys where this is the most direct route to the detriment of their safety"

With regards to pedestrian links, it would be possible to create links through to Hawthorn Road or down the power line corridor to the B6374. Ideally a footpath would be added to the side of the C77 between the site and Coopersknowe, with street lighting. The following figure shows these possible routes and also highlights the stretch of road where the Roads Officer has the concern and where a footpath and street lighting would be desired, but for which there is inadequate carriageway width (red section).



Figure 6: Possible pedestrian routes, and existing bus stops (blue circles) and area of concern (red)

It is first of all argued that the inclusion of a roadside footway whilst desirable should not be an absolute requirement where adequate and safe alternatives exist or can be implemented. The road will have an urban feel to it regardless of the footpath as soon there will be housing developments to either side of the road. Alternative routes for pedestrians can be accommodated through Coopersknowe to the west side of the road, or the new Easter Langlee site to the east side.

With regards concern expressed about pedestrians short-cutting along the carriageway (red section on figure 6), in order to understand this possibility better we should consider for what reasons would someone take this route rather than another. Would it be a desire line? What would be their intended destination? If walking back from the town then one of the suggested routes to the west would be more desirable and shorter. If alighting a bus then this would depend upon the location of the bus stop, and this can be controlled. This would appear to be a matter that could easily be resolved and one that should not be allowed to hold up an important long term strategic housing allocation. It is not considered to be sufficient argument that the road should have a roadside footway with pedestrians coming and going simply to help 'urbanise' the road

It is also noted from the Council's web site that as of July 2018, a series of road improvements have been successfully completed on the C77 road, as agreed in the planning consent for the waste transfer station. These works included:

- Localised widening of the C77 at key locations to accommodate large vehicles
- Improvements to existing signage
- Removal of trees and vegetation to improve visibility
- Extension of existing street lighting from the north of the Persimmon access to the start of the 30mph speed limit just south of the waste transfer station access junction
- Geometric improvements to the C77/waste transfer station access junction

It is also argued that the main driver for improving the C77 road is for HGV's accessing the waste transfer station, and not so much for vehicles accessing the existing and proposed housing sites.

It is submitted then that there are issues that can be resolved and these do not have to involve the removal of the pinch point, i.e. Easter Langlee cottages.

LANDSCAPE

Although not raised specifically as an issue, albeit touched upon under '*Detachment*' above, and having been raised by the reporter in 2014, there clearly will be landscape impact, but it is considered that this will be acceptable. In fact, the site has many attributes that are positive in terms of accommodating town expansion.

Presently the site is in land designated as "countryside around towns". It is an edge of town location and if accepted as a strategic housing site then the site would incorporate the new edge of the Galashiels settlement along its north boundary along the former Black Andrew Plantation.

The site is not a sensitive landscape area, it is relatively self-contained and the topography and shelter belt opportunities to the north side lend themselves very well to creating a new equally strong, well defined countryside edge to the extended settlement.

The site is well contained by both topography and tree belts. It is also in proximity to other proposed and ongoing uses as presented in the figure below.



Figure 7: Nearby uses: commercial use in orange, and residential in blue

The following aerial photomontage, in figure 8, is a hypothetical representation showing the site with development superimposed over it.

Figures 2 and 3 under the Detachment section above demonstrate how the new settlement boundary would be very effective, and this is best appreciated by visiting the area to the north of the site and looking back towards the town.



Figure 8: A hypothetical layout of a developed site at AGALA038 (Langlee Mains 2)

There are other sites already included in the development plan and being put forward for LDP2 which will have greater or equally landscape impact than the Langlee Mains site. Landscape impact should not be a reason for rejecting this site.

3. Concluding Remarks

The site has a few issues to overcome prior to development but none of these are insurmountable. The principal obstacles are;

- The presence of significant electricity and gas transmission plant
- The traffic capacity of the existing Langshaw Road (C77)
- Potential noise from waste transfer/aggregate crushing and sorting plant
- potential smell and gas ingress from former landfill

The site has some very distinct advantages; namely;

- It is available now
- It is a well contained site due to topography and vegetation;
- It is low value agricultural land;
- It has no outstanding landscape or recreational value;
- It is close to the settlement boundary with existing access and achievable new access links; and
- It is a large site capable of contributing significantly to fulfilling the authorities' housing requirements.

All of the concerns expressed in the Main Issues Report for **AGALA038** can be overcome, or in some cases are not issues that should lead to a conclusion of rejection.

The site can play a very important role, in the very least for longer term housing provision, over the next 10-year period, and it would be unfortunate not to recognise the potential that this site has. The site is being put forward by the land owner and the land is available as soon as the reconfiguration of power lines can be agreed.

At present very little new housing provision has been catered for in the Galashiels area by LDP2. Whilst the take-up of housing sites has slowed, and existing allocations remain, it is only a matter of time before the area's potential is fully realised, following the success of the Border's railway, now entering its 6th year. Galashiels lies at the heart of the Borders, and was historically the centre of the 'Tweed' industry. It is a university town, home to Heriot Watt University's School of Textiles and Design. It has a vital transport interchange on the Borders Railway. The current LDP2 has only allocated 45 units to the town. While it is appreciated that there are large allocations from previous LDP and SG, there needs to be greater supply of land for housing that is ready to be developed within a five-year period, and certainly with a view to the next 10 years.

Housing in the Galashiels area is far more likely to lead to greater inward investment to the region and contributing towards the betterment of the central Scottish Borders. Increasing housing in Peebles, for example, is more likely to create car-based commuter housing for people working in Edinburgh due to its greater proximity to the capital. The benefits to the region would therefore be significantly diluted. Far greater benefit will be realised by strengthening central borders towns, and more importantly, it is towns like Galashiels and Hawick that require to be driven harder in order to improve their vitality and economic self-sufficiency, which in turn will draw investment down the A7 corridor.

Also, and very important to the consideration of the site, the applicant is very keen to maximise the level of low cost and social housing within the site, well above the 25% policy requirement. Initial thoughts were in fact for 100% social housing, and this still remains an option.

Finally, a degree of mixed development could be considered if this were to help further mitigate any issues related to the neighbouring uses to the east of the C77. Class 4 uses and active leisure uses being a possibility.



Figure 7: Hypothetical photomontage of the site 'developed'

Recommendation

The modifications sought by this objection is that the site '**EASTER LANGLEE MAINS**', be included on the Galashiels Settlement map as a potential area for longer term housing development.

Additional assessment and master-planning will be required to allow further consideration of site capacity, taking into account any possible requirement of SEPA requiring a buffer zone to the landfill/waste site, and for the incorporation of any mitigation measures to be incorporated into the design.

Appendix 1

MAIN ISSUES REPORT EXTRACT FROM THE LIST OF EXCLUDED SITES CENTRAL HMA

GALASHIELS SITE AGALA038

(next page)

Site reference	Site name	Settlement	RGA	Proposed Use	Indicative Capacity	Ha	MIR Status
AGALAO38	Easter Langlee Mains II	Galashiels	Central	Housing	400	24.5	Excluded

Conclusions

The site was considered through the process of the Housing SG. An initial stage 1 RAG assessment was undertaken, however this concluded that the site should not be taken forward as part of the Housing SG. The conclusion of the assessment was as follows:

This site is located outwith the settlement boundary and is separated from nearby housing by a mature shelter belt. The site is constrained by the detachment from Galashiels, compounded by distance from the town centre and the barrier created by the 'lip' of land which separates the area from the Tweed Valley. The site has good access to services and facilities and is served by an acceptable level of public transport including the proposed Borders Railway. The potential impact on biodiversity is minor. The section of the Langshaw road adjacent to the site will require upgrading, in terms of carriageway widening and extending the footway and lighting infrastructure out from the town, and the northern part of the road may require realignment in order to facilitate safe access to it. A major hazard pipeline runs through the site and the Easter Langlee landfill site is located immediately to the east of the site. It is considered that other, more appropriate sites are available within the housing market area to meet the shortfall. This site would not represent a logical extension of the built up area as it would extend the settlement beyond an existing mature shelter belt to the north of Coopersknowe. This would prejudice the character and natural built up edge of the settlement to the detriment of the landscape setting. Furthermore, the proximity of the site to the existing landfill site would be contrary to prevailing national policy leading to unacceptable adverse impacts on the residential amenity of the proposed dwellings as result of noise and odour nuisance from the adjacent landfill site.

The southern part of this site was considered for housing as part of the Local Development Plan Examination (LDP 2016), the Reporter made the following comments in relation to housing site (AGALAO30):
 "Approaching the site from the north, the land to the west of the road has a pleasant countryside appearance and the crest of the hill provides a distinct entrance to Galashiels. The construction of the houses, as proposed, would have a marked visual impact and severely detract from the local importance of this land within the landscape setting of the town. Whilst the proposed community allotments would be unlikely to have a significant impact, the construction of even a small number of houses at this location would not be acceptable in either visual or landscape character terms. Irrespective of the location of the site within the landscape, the proximity of the Easter Langlee landfill operation is a practical concern. The distance between the proposed residential development and the landfill site would be less than 100 metres. Noting the guidance in Scottish Planning Policy 1 agree with the council that this would not be acceptable".

Since the aforesaid proposals were considered, it is now established that the landfill site will be capped in the near future. Despite this, it remains the understanding of our section that the Waste Manager would remain concerned by any proposed housing within close proximity of the landfill site due to potential leakage. The additional overriding issue with any development of this site is that Langshaw Road would require significant upgrading involving land outwith the control of the applicant.

Due to the aforementioned reasons it is not therefore considered appropriate to allocate this site for housing.

Appendix 2

Census Population Statistics

The 2011 Census identified that the Scottish Borders had a population of **113,870**.

Settlements with populations over 1000 are:-

Rank	Settlement	Census Population (2011)
1	Galashiels	14994
2	Hawick	14294
3	Peebles	8376
4	Selkirk	5784
5	Kelso	5639
6	Jedburgh	4030
7	Eyemouth	3546
8	Innerleithen	3031
9	Duns	2753
10	Melrose	2307
11	Coldstream	1946
12	Earlston	1779
13	Lauder	1699
14	West Linton	1547
15	St Boswells	1494
16	Chirside	1459
17	Newtown St Boswells	1279
	Total	75,957 (66.7%)

(<http://www.ourscottishborders.com/>)

Galashiels is the largest settlement with 13.2% of the region's population.

Precisely two thirds of the region's population live in settlements of 1000 or more.

Appendix 3

Easter Langlee landfill and waste transfer station - Landfill operations and issues

[Extract from Scottish Borders Council website]

There have been landfilling operations at Easter Langlee since the 1970s. The current landfill area started receiving waste in 2007.

Landfill infrastructure

The depositing of the waste takes place in stages, filling the site section by section. Each section is called a cell. The cells are constructed separately and are subject to strict engineering and environmental controls. Between 2007 and today we have created four cells. As the waste fills each cell it moves above the cell dividers, to create one filling area.

Waste infilling

We aim to allow vehicles arriving on the site easy access, while filling in a way that maximises the potential for capping.

How it works

1. Once the waste arrives onto the site it is compacted at the tipping area.
2. The compaction stabilises the waste, making a firm surface that more waste and cover material can be safely and securely put on top of.
3. At the end of each working day the tipping area for the day is covered with soil. This minimises litter blowing away or access to the material by animals.

Because of all the light plastic that is thrown away, when it is windy there is always some litter that blows from the tipping area. To help to capture the litter, we have put in place:

- Permanent litter fences located around the site
- Temporary litter fences that we can lift and move to the areas where they are most effective.

Landfill capping

Once parts of the landfill have reached capacity, they are capped to prevent rain water getting into the waste. The capping process is subject to strict engineering and environmental controls.

The construction of the cap involves:

- Covering the waste with soil
- Putting an impermeable layer on top of the soil - either a thick plastic liner or clay liner
- Covering the liner with more soil
- The capped area can then be seeded and turned into a grassy hill.

Landfill gas

Over time the biodegradable waste deposited in the landfill - such as food and green waste - breaks down. Landfill operators are keen to capture as much of the gas released through this process as possible as it can be used to generate electricity.

How we convert the gas into electricity at Easter Langlee

1. As the waste heights reach certain levels, a network of deep wells are installed into the waste which allows extraction of landfill gas using a pump and blower unit.
2. The gas is directed through a system of connection pipework to a generation compound.
3. In the compound, special engines utilise the fuel to generate renewable electricity, which can be sold to the local network operator.
4. The generation compound also contains a gas flaring system which will automatically start and process gas in the event of an engine breakdown.

Odour

When the waste breaks down in the landfill, there can be some odours generated. The best way to minimise this is to cap as much of the landfill as possible, and this is one of the reasons why our planning for filling in the landfill tries to maximise capping areas and landfill gas extraction at all times.

What we do to control odour

We operate an odour-control system designed to neutralise odours. The odour control system creates a fine mist of water and odour-neutraliser, and is located at the points where there could be a risk of odour.

Conditions when odour is unavoidable

Despite our best efforts, the size of the landfill and the proximity to local housing means there are times when odour from the landfill is detected by local residents. This is a common occurrence for landfills. At Easter Langlee, odour events seem to be linked to local atmospheric conditions, with cool, still weather increasing the risk of odour being detected.

Other activities

Aggregates yard

The aggregates yard processes rock and recycled material - such as concrete - into gravel type materials of differing sizes.

You may have seen some stockpiles of these materials when entering the site if you have visited the community recycling centre.

These recycled materials can then be used for various construction purposes, instead of using newly quarried material.

Appendix 4

Relevant Documents

- LOCAL DEVELOPMENT PLAN : PROPOSED PLAN - SCOTTISH BORDERS COUNCIL – November 2020
- Scottish Planning Policy June 2014
- National Planning Framework NPF3, June 2014 (NPF4 in preparation)
- SESPlan Strategic Development Plan, June 2013
- LOCAL DEVELOPMENT PLAN : MAIN ISSUES REPORT - Report by Service Director Regulatory Services - SCOTTISH BORDERS COUNCIL - 30 August 2018
- Item No. 9 - Appendix A - Main Issues Report 2018
- Item No. 9 - Appendix B - Site Assessment Database MIR
- MIR Excluded Site Assessment Conclusions
- Housing Technical Note – MIR Stage