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From: [REDACTED]

Sent: Mon, 25 Jan 2021 16:30:08 +0000ARC

To:

Subject: 26286 - Proposed LDP2 Representation - Land East of Kittlegairy View

Sensitivity: Normal

Attachments:

[REDACTED]

CAUTION: External Email

Dear sir / madam,

Please see attached for a representation made on behalf of Taylor Wimpey UK Ltd and AWG Property Ltd to the consultation on the Proposed Local Development Plan (2020), in relation to land to the east of Kittlegairy View, Peebles.

Our representation seeks changes to the Spatial Strategy text in Volume 1 of the Proposed LDP2 as well as the Settlement Profile text and allocations for Peebles (in Volume 2) and amends to the settlement boundary / proposals map for Peebles. This is to allow the currently safeguarded site (ref: SPEEB0005) be brought forward for allocation within the emerging LDP2 as a mixed use site comprising c.200 homes, 1ha of land safeguarded for employment / community uses and open space provision.

Please confirm to us that you have received this representation and that it will be considered by the Council as part of the ongoing Proposed LDP2 preparation process.

Kind regards,

[REDACTED]



[REDACTED]

**BARTON
WILLMORE**

68/70 George Street, Edinburgh, EH2 2LR

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LAND EAST OF KITTEGAIRY VIEW, PEEBLES

**REPRESENTATION TO THE SCOTTISH
BORDERS PROPOSED LOCAL
DEVELOPMENT PLAN 2 (2020)**

JANUARY 2021



**Taylor
Wimpey**

**BARTON
WILLMORE**

[Redacted]
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EXECUTIVE SUMMARY

This representation to the Scottish Borders Council's ('SBC's') Proposed Local Development Plan 2020 ('LDP2') has been prepared on behalf of Taylor Wimpey UK Ltd ('Taylor Wimpey') and AWG Property Ltd ('AWG'). This representation seeks to propose the allocation of land to the east of Kittlegairy View, Peebles ('the Site') within the Proposed LDP2 for a residential-led mixed use development. This is based on an indicative capacity of c.200 new family and affordable homes, with c.1ha of land included for employment / business or community use, all of which can act as a logical, sustainable extension to Peebles.

The Site is safeguarded within the adopted Local Development Plan 2016 ('LDP1') as a 'Potential Longer Term Mixed Use Site' (Site Reference SPEEB0005) on a site area of 32.3ha, allowing for a range of land uses to be accommodated including housing, employment, education or tourism related development, along with open space provision. This safeguarding has been retained within the Proposed LDP2.

Taylor Wimpey and AWG (hereby referred to as 'the Proposers') consider that the plan period of LDP2 is the appropriate time to include the Site as a mixed use allocation and to deliver this opportunity for much needed new homes to meet an identified shortfall in housing land and to provide employment land within Peebles - one of the main urban centres within the Scottish Borders.

SBC identify in their Proposed LDP2 that they support the delivery of sustainable development which ensures high quality design via good placemaking principles, as well as promoting economic stability and growth (paragraph 2.18). The Scottish Government's Position Statement for National Planning Framework 4 ('NPF4') emphasises that "Our homes make an essential contribution to our health and quality of life and we recognise that good housing is the cornerstone of strong communities".

The level of investment in homes and jobs that would be provided through the proposed allocation of the Site will boost economic growth in the area, support local services and contribute significantly to assisting the local economy's long-term recovery from the COVID-19 global health emergency.

The Proposers have experience in working successfully together on the delivery of new communities across Scotland and are ready to utilise that partnership to provide a high quality place comprising new homes and employment land at Peebles. Taylor Wimpey, in particular, has a strong track record of home building within Peebles with the adjacent Kittlegairy View / Kingsmeadows, Edderston Ridge (as Bryant Homes) and Whitehaugh Park (as Taywood Homes) being examples of successful and sustainable new neighbourhoods that they have delivered over the last two decades.

These new housing developments have brought positive social economic benefits to the local community and the Proposers consider that the allocation and development of this Site (to the east of Kittlegairy View) will bring similar short and long-term economic benefits and align with SBC's commitment towards encouraging sustainable economic growth.

The Site is located within a 20 minute walking distance (1.7km) from the centre of Peebles, can benefit from potential pedestrian linkages available through Kittlegairy View and is also within walking distance from the local primary and secondary schools. The size and placemaking potential of the Site can embed ample provision of public and private open space to provide health and well-being benefits and deliver on the emerging NPF 4's goal for creating '20 minute neighbourhoods', with local services and employment locations possible within walking distance of homes.

The delivery of this mixed use site has been discussed with SBC over recent years and has been subject to a planning application for Planning Permission in Principle ('PPP') (ref: 17/00606/PP) for the residential element. Despite the Site's safeguarding in the adopted and proposed LDPs, SBC have raised three main reasons why it has not yet chosen to support its more immediate delivery through planning:

- The perception from SBC that it has sufficient available housing land at present;
- The desire for new bridge to be provided over the River Tweed prior to development of the Site; and
- Further work is required to demonstrate that development can be delivered without exacerbating flood risk.

The Proposers consider that the Proposed LDP2 takes an incorrect and improper approach to determining its Housing Land Requirement ('HLR') and identifying sufficient effective allocated housing sites – failing to comply with Scottish Planning Policy and the requirements of its adopted Strategic Development Plan, SESPlan 1 (2013). The result is that the Proposed LDP2 will result in a significant shortfall of effective housing land of well in excess of 5,000 homes, failing to deliver the existing and future housing land requirements of the SBC area. Additional effective housing land, such as this Site, needs to be allocated to avoid planning for a shortfall of homes for SBC's residents.

SESplan 1 and its subsequent Supplementary Guidance (SG) on Housing Land (adopted in 2014), set a requirement for SBC to provide 12,930 new homes within the period 2009 – 2024 to meet its HLR. Housing completion figures set out in subsequent versions of SBC’s Housing Land Audits (‘HLAs’) indicate that a total of 3,646 homes have been delivered between 2009–24, leaving a remaining SESplan HLR of 9,284 homes still to be provided for within Scottish Borders up to 2024 – a target which is only for up to c. 3 years into the 10 years for which LDP2 needs to identify sufficient effective housing land.

The Proposed LDP2 already safeguards the Site as having potential for future delivery – confirming the principle of development. However, new homes are required within the Scottish Borders now to provide for the needs of its residents and the LDP2 should be focused on delivering these within the sites with best placemaking and sustainability credentials. The Site is effective and can deliver c.200 new homes, with 50 homes being of affordable tenure types. It represents the best site for residential growth within Peebles and its allocation will assist SBC in being able to resist less appropriate, more speculative sites which have not had the principle of development on them being endorsed by the LDP.

The Settlement Profile for Peebles in the Proposed LDP2 acknowledges that “there is currently a shortfall of good quality business and industrial land in Peebles”. The proposed allocation can provide additional employment land in the lifetime of LDP2 rather than in the future, offering potential for flexible workspaces / space for community use.

SBC has indicated that a new bridge over the River Tweed is required before it will support the delivery of new housing on the south side of the river. This is due to concern that the existing bridge does not have sufficient capacity to accommodate additional traffic.

The Proposers have to date commissioned two separate, respected Transport Consultancies to assess the existing and future capacity of the Tweed Bridge. Both disagree with the Council’s assessment (due to differing interpretations on how the existing bridge should be classified and its capacity figure determined) with the most recent of the assessments finding that “A study of the wider network has identified that Tweed Bridge has sufficient link capacity to accommodate the committed and proposed development traffic”.

A new bridge crossing for Peebles will require a significant financial capital investment to be delivered and SBC has not sought for it to be part of any City Region Deal and has not included it in its capital funding programme. Being reliant on construction of a new bridge will hinder the delivery of new homes and economic growth for Peebles. The Proposers consider that their technical analysis provides valid evidence that delivery of the Site will not cause capacity issues on the bridge or adversely impact the local road network and road safety.

It is also considered that there is potential for the SBC’s focus on finding funding for a new bridge to change in the future, due to other achievable improvements such as promoting greater use of public transport, and the national focus on reducing car travel and emissions to respond to the ongoing climate emergency. The Site will meet the Scottish Government’s emerging 20 minute neighbourhood concept and can promote health and wellbeing through improving active travel linkages to the centre of Peebles. Rather than delay the delivery of needed new homes on a high quality, sustainable and connected site, due to a precautionary approach to change a position that it not currently critical to the road network, the emerging LDP2 should allocate the Site now and look to embed support of active travel and innovative travel solutions. Finding suitable alternative travels solutions will also preserve the focus of SBC’s financial resources to be on post-COVID economic recovery.

Flood risk on the Site has been previously raised as a concern by SEPA. The recent planning application for the Site was supported by a detailed Flood Risk Assessment which found that the proposed development could be accommodated without increasing the risk of flooding to properties in or outwith the Site. This was accepted by SBC’s Flood Officers, who have a detailed local understanding of the Site. They stated, in relation to the PPP application, that “it is clear that a deliverable technical solution to flood risk exists, and should these measures be implemented, the site would be suitable for development.”

The Site is effective in this regard and additional information can be prepared and provided for future planning application(s) to examine and respond to any detailed elements. Further detail is contained throughout this representation, which also sets out the key masterplanning and placemaking principles which can ensure the delivery of a successful and sustainable new mixed use neighbourhood on the Site.

In light of the above, the Proposers respectfully request that this currently safeguarded site (ref: SPEEB0005) be brought forward for development and allocated within the emerging LDP2 as a mixed use site comprising c.200 homes, 1ha of land safeguarded for employment / community uses and open space provision. The text of the Spatial Strategy of the Proposed LDP2 should be amended to state support for some development in the south of Peebles can be accommodated, with the stated site requirements for the allocation within the LDP2 Settlement Profile for Peebles (in Volume 2) also amended accordingly.

— Site Boundary



Figure 1: Location Plan

1.0 INTRODUCTION - SITE & PLANNING CONTEXT / PROPOSED LDP2

1.1 This representation to the Scottish Borders Council's ('SBC's') Proposed LDP2 has been prepared on behalf of Proposers Taylor Wimpey and AWG. This representation seeks to propose that their site on land to the east of Kittlegairy View, Peebles be allocated within the Proposed LDP2 for a residential-led mixed use development with capacity to accommodate 200 new family and affordable homes and c. 1ha for employment / business or community use within the lifetime of LDP2. This representation follows earlier submissions made by the Proposers both to the Call for Sites (August 2017) and Main Issues Report (January 2019) stages of the LDP2 process.

AIMS AND VISION OF THE PROPOSED LDP2

1.2 The Proposed LDP2, published for consultation on 2 November 2020, sets out its clear Vision for sustainable growth to have been achieved in its area by 2038 through appropriately managing its beneficial assets and making well designed, successful places where people can thrive and afford a home in a place near where they work (pg. 19).

1.3 The Vision also seeks for a series of cross boundary transport projects having made "travel by public transport easier and more people are cycling and walking to work". Continued growth in the local economy and reduced health inequalities and deprivation are also sought.

1.4 SBC's commitment to showing leadership in sustainability and delivering on the Climate Change (Scotland) Act 2009 to deliver the Government's climate change programme is emphasised throughout its Proposed LDP2. Paragraph 8.4 explains that "the Council is formally committed to embedding sustainable development in its strategies, policies and service delivery and has set up a Sustainable Development Committee".

1.5 The stated Aims of the Proposed LDP2 (pg. 20) are summarised as:

COMMUNITIES

- Provide adequate land for mainstream and affordable housing
- Build sustainable communities which are attractive and distinctive
- Create places to live in accordance with good placemaking and design principles
- Encourage better connectivity by transport and improve digital networks

GROWING ECONOMY

- Provide an adequate range of sites and premises for business/industrial uses
- Promote economic development opportunities along the railway corridor
- Promote the regeneration of town centres to make them vibrant and viable focal points within our communities
- Maximise and promote the Scottish Borders tourism potential and build a strong visitor economy
- Ensure the delivery of adequate infrastructure to satisfactorily serve developments

SUSTAINABILITY

- Protect and enhance the built and natural environment
- Promote development of brownfield sites
- Make provision for waste management
- Promote climate change adaptation
- Protect key greenspaces within built up areas
- Encourage better connectivity
- Extend and improve green network opportunities and links

1.6 While the Vision and Aims of the Proposed LDP2 are appropriate and admirable, the Proposers consider that much more needs to be done within the lifetime of the emerging LDP2 to meet their resulting long term goals. This should be encouraged via support towards capturing the direct and indirect economic benefits of delivering new homes to the area, as well as land for employment or community uses within walking or cycling distance of residential areas through the town.

1.7 LDP1 was adopted with an identified shortfall in housing land, with the Reporter of its Examination requiring Supplementary Guidance ('SG') to be prepared to allocate additional housing land. In line with the Aims of LDP2, this should not be repeated for this Plan.

1.8 A generous and ambitious amount of new housing allocations – in appropriate, sustainable locations – should be identified to help deliver well connected, energy efficient neighbourhoods and to capture the economic benefits of new house building and sustainable economic growth in general.

1.9 This would be a vital aim for any period of time. However, we are going through a particularly challenging time with the twin aims of recovery from a global pandemic (COVID-19) and in looking to adapt the growth patterns of our communities to respond to a climate emergency. The Proposed LDP2 rightly emphasises the role of the planning system, and LDP2, in having a "critical role in supporting our future economic and societal recovery" (para. 2.8).

1.10 Paragraph 2.8 also indicates that the policies of LDP2 should allow contemplation for a range of material considerations through its period and allow for impacts on the economy, town centres and housebuilding to be addressed through the decision making process for applications.

1.11 The Proposers consider that the LDP2 should be more directly proactive in planning for, and responding to, the recovery from the COVID-19 pandemic at the heart of its Spatial Strategy and policies. Key to this is through the allocation of new housing and employment sites, consistent with its Vision and Aims, which will assist economic recovery and can provide a healthy and sustainable new residential environment – such as the Proposers' Site.

"Delivering sustainable development and ensuring high quality design from all developments via good placemaking principles are key requirements which the LDP supports. The LDP promotes a low carbon future to help achieve climate change route mapping targets set out by the Scottish Government. It promotes economic stability and growth whilst protecting the built and natural intrinsic qualities of the Scottish Borders." (para. 2.18)

THE SITE

1.12 The Site being promoted by the Proposers is located on the eastern edge of Peebles to the south of the River Tweed and to the south of the B7062, to the east of the residential area at Kittlegairy View. The Site lies outwith, but directly adjacent to, the current settlement boundary of Peebles. Please refer to Figure 1: Location Plan for the boundary of the Site being proposed.

1.13 The Site is irregularly shaped, measuring approximately 14ha, and comprises three fields of agricultural grazing land. It is relatively flat, although features a slight fall from south to north.

1.14 The Haystoun Burn - a tributary of the River Tweed - runs through part of the Site and along parts of the southern site boundary. Along the Site's northern boundary lies an area of woodland, bordering the B7062, with another area of woodland to the north west of the Site. In addition, a handful of trees, of varying ages, are located throughout the Site.

1.15 The Site is located within a 20 minute walk from the boundary and services of Peebles' Town Centre and has the potential to strengthen active travel routes between the centre and the south of the town.

LOCAL PLANNING CONTEXT & HISTORY

1.16 The current Development Plan coverage for the Site comprises the South East Scotland Strategic Development Plan (2013) ('SESplan') and the adopted SBC LDP1 (2016). The Site forms part of a wider site identified within LDP1 as a safeguarded long term allocation for a 'Potential Longer Term Mixed Use Site' (Site Reference SPEEB0005) on a site area of 32.3ha.

1.17 This Potential Longer Term Mixed Use safeguarding has been carried over into the Proposed LDP2, still referred to as Site Reference SPEEB0005 (see Figure 2 for details and site requirements).

1.18 The delivery of this mixed use site has been discussed with SBC over recent years and has been subject to a planning application for Planning Permission in Principle ('PPP') (ref: 17/00606/PP) for the residential element. This PPP application was refused in February 2020 based on SBC's opinion that it has sufficient available housing land at present, that the Site is contrary to LDP1 due to its location outwith the settlement boundary and that the existing bridge and road network does not have sufficient capacity to support the development.

1.19 The Proposers consider that the safeguarding of the Site within LDP1 and the Proposed LDP2 demonstrates that SBC accept the principle of mixed use development in this location. Information set out within the remainder of this representation looks to demonstrate that the concerns raised previously are unfounded and that the Site is suitable within the lifetime of LDP2 to deliver a suitable extension to Peebles.

POTENTIAL LONGER TERM MIXED USE (SUBJECT TO REVIEW)			
SITE REFERENCE	SITE NAME	SITE SIZE (HA)	INDICATIVE SITE CAPACITY
SPEEB005	Peebles East (South of the River)	32.3	TBC
Site Requirements			
<ul style="list-style-type: none"> It is intended that a Masterplan in the form of Supplementary Planning Guidance be produced for this site Provision of land for housing, employment, potential new school site and recreation ground. The site should also allow for the potential for tourism facilities There is currently a shortfall of good quality business and industrial land in Peebles. This is a mixed use site and employment land could come forward early to meet this shortfall Provision of a new bridge linking north and south of the River Tweed A vehicular link and pedestrian links will be required to the adjacent Kittlegairy development. The upgrading of B7062 Kingsmeadows Road will be required Enhancement of existing woodland and provision of additional landscaping. The long term maintenance of landscaped and open space areas must be addressed Consideration should be given to the design of the overall site to take account of the Special Landscape Area Provision of amenity access in the development for pedestrians and cyclists. Links to the footpath network to be created and amenity maintained and enhanced Mitigation measures are required to prevent any impact on the River Tweed Special Area of Conservation/Sites of Special Scientific Interest A watercourse buffer strip of six metres will be required Further assessment on nature conservation will be required As this site is at high risk of flooding, a flood risk assessment is required to inform site layout, design and mitigation No built development should take place on the functional flood plain. The flood risk area in the northern half of the site (north of the B7062) should be safeguarded as open space, for structure planting and landscaping purposes only In advance of the development being occupied, connection of waste water (foul) drainage to the public sewer will be required. 			

Figure 2: PLDP2 Long Term Site Allocation

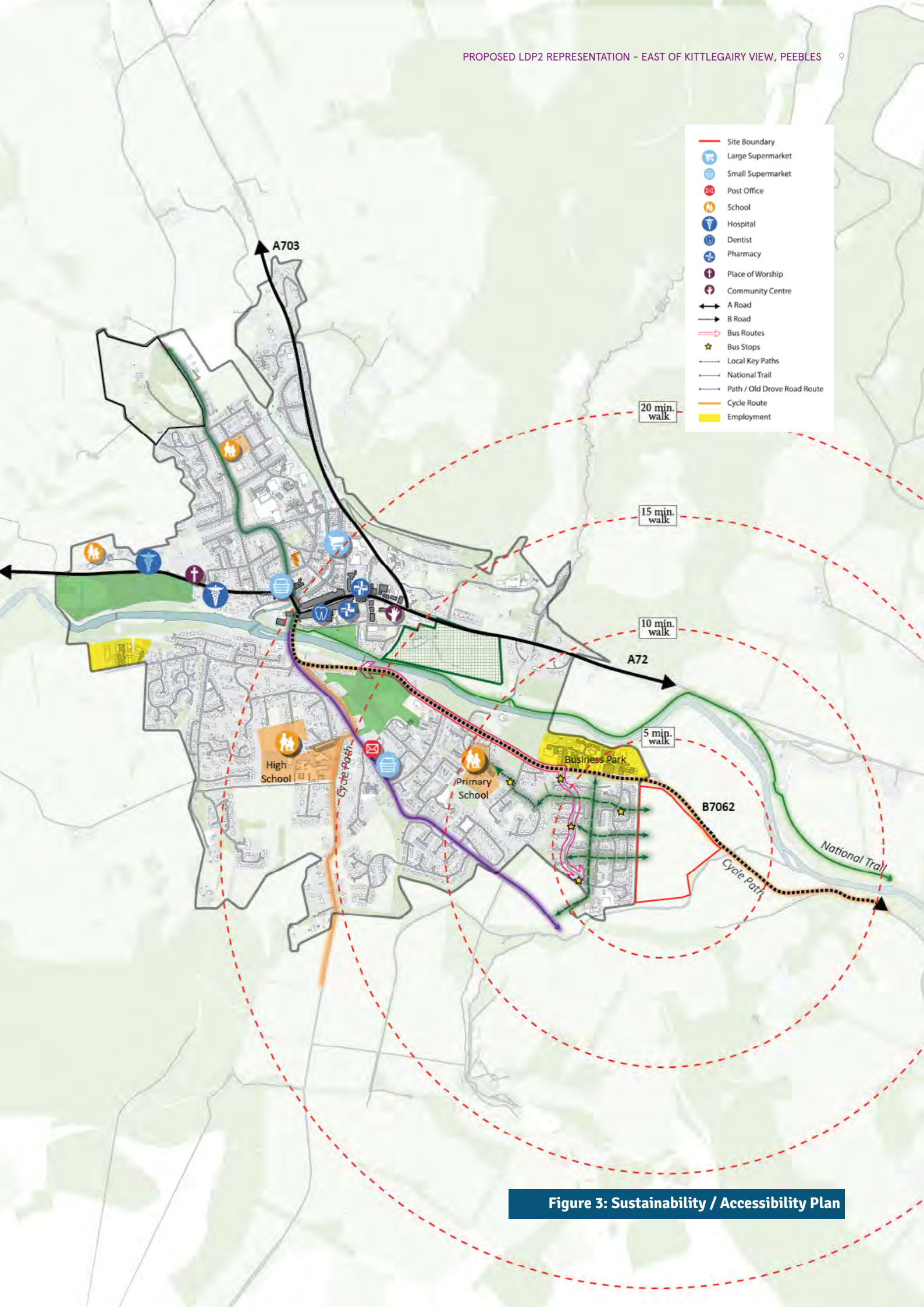


Figure 3: Sustainability / Accessibility Plan

2.0 PROPOSED VISION - FOR THE REGION, PEEBLES AND THE SITE

NATIONAL AND REGIONAL PLANNING - AIMS FOR NEW HOUSING

2.1 The Planning System in Scotland is undergoing a period of change following the passing of the Planning (Scotland) Act 2019 ('2019 Planning Act') in June 2019. While the SBC Proposed LDP2 will effectively be adopted under the provisions of the current Planning System, the Proposers consider it vital that it should be future proofed to meet the ambitions of the new System.

2.2 The original aims of the Planning Review which led to the 2019 Planning Act, set out in 'Empowering Planning to Deliver Great Places' in May 2016, included an outcome for the delivery of more high quality homes. The Scottish Government's White Paper / Position Statement of June 2017, 'Places, People and Planning', stressed that "Providing more good quality homes is a high priority for this Government, and we must enable different approaches to delivering the housing we need now and in the future" (pg. 2).

2.3 Following its debate at Parliament, the 2019 Planning Act (as passed) included for the National Planning Framework 4 ('NPF4') to incorporate / supersede Scottish Planning Policy 'SPP' and form the top and National tier of the Development Plan under the new Planning System. The Act includes the requirement for NPF4 to include "targets for the use of land in different areas of Scotland for housing" and to explain how it will meet a number of outcomes, including "meeting the housing needs of people living in Scotland" and "improving the health and wellbeing of people living in Scotland".

2.4 Subject to delay due to the COVID-19 pandemic, the Position Statement for NPF 4 was published in November 2020. Its purpose is to set out the Governments current thoughts, aims and ideas of what is likely to be within the draft NPF4 which is due to be published for consultation in autumn 2021.

2.5 The NPF4 Position Statement makes clear the need the Government's aim to "rebalance the planning system so that climate change is a guiding principle for all plans and decisions" and "focus our efforts on actively encouraging all developments that help to reduce emissions" (pg. 2).

2.6 It lists a wide range of potential policy changes which will look to be given greater thought and refinement on whether they are incorporated into NPF4. However, it does commit to the following aims (of key relevance to this representation) within the spatial strategy for NPF4:

- Application of the concept of 20 minute neighbourhoods, with new and existing residents being able to access goods and services through high quality walkable and accessible environments (pg. 13);
- Using a focus on neighbourhoods and local living to form places which adapt to the impacts of climate change (pg. 13);

- Actively plan for and support the delivery of "good quality, energy efficient, zero carbon housing" – "Our strategy (pg. 15);
- Integrate land use and transport to embed the Sustainable Travel Hierarchy in decision making (pg. 8);
- Prioritise emissions reduction (pg. 8);
- Strengthening support for development in town centres to help transition away from car-dependent developments towards those that enable walking, cycling, wheeling and public transport accessibility (pg. 2);
- Stimulating new models of low carbon living in our rural areas as well as our towns and cities, by facilitating further investment in digital infrastructure, building in more space for people to work remotely and creating community hubs (pg. 2);
- Support a sustainable and green economic recovery from the impacts of COVID-19 (pg. 22); and
- Achieve higher quality design and re-imagine city and town centres so that they can adapt and be vibrant, creative, enterprising and accessible places to live, work and visit (pg. 31).

2.7 In terms of the housing delivery elements, the Position Statement explains further that its spatial strategy "will do more to guide housing to sustainable locations in a way which still allows for a local approach to be taken to address local issues and opportunities" and "also consider the long term changes that we can expect, including: sustainable rural living, prioritising sustainable and accessible locations; prioritising new homes on brownfield land where appropriate; redevelopment of existing buildings; city and town centre regeneration; and more people working remotely or more locally in the future" (pg. 15).

2.8 Page 14 also explains the aim to promote high quality design and development in sustainably accessible locations that attract investment, create opportunities and alleviate fuel and transport poverty.

2.9 Page 18 details that "An infrastructure-first approach should be an integral part of site selection to assist with development viability and minimise the need for the construction of new infrastructure and its associated costs to the public and private sectors."

2.10 The Proposers consider that their Site offers the potential to deliver the 20 minute neighbourhood concept while maintaining the provision of new, high quality and energy efficient homes within the Scottish Borders, giving choice to existing and potential residents who want to live within and contribute to the community and economy of the Borders while also enjoying the rural benefits that the area offers.

2.11 The NPF4 measures will need to be applied to reflect the challenges and opportunities of the many distinct areas of Scotland, and while it may be impractical to eliminate the necessity of car ownership and usage within the Scottish Borders, directing homes in locations where residents can walk to local services, shops and employment in their day-to-day activities – such as that offered by the Site – will be vital to the long term growth of such regions.

2.12 High quality placemaking, design and delivery of active travel connections can ensure the Site can offer these aims for Peebles, while incorporating a range of innovative measures to avoid the need for major new capital infrastructure (such as a new bridge crossing), and its cost to the public purse, unless an acute need for it emerges in the future.

2.13 Considering again our emerging new Planning System, the regional scale of planning is also changing with Regional Spatial Strategies ('RSSs') replacing Strategic Development Plans. The form and nature of these are still uncertain, with SBC in discussions with both the SESplan authorities and Dumfries and Galloway Council about being part of one or more RSS.

2.14 At present, it is important to remember that SBC, and the Site, are currently covered and guided by the adopted SESplan1. Although work and evidence gathering had taken place on SESplan 2, its aims and content was ultimately rejected by Scottish Ministers and so has no status at present. New regional aims will be informed by RSSs in due course.

2.15 SESplan 1 identifies the Western Borders, including Peebles, as a Strategic Development Area ('SDA'). Paragraph 77 emphasises that Peebles is one of the focused areas of growth within the SDA (with 1,000 units committed for the Western Borders SDA). Providing the right conditions for economic prosperity in this area is also noted as a key priority in light of the area's continued erosion of its employment base in its traditional farming, manufacturing and textiles industries.

POTENTIAL FOR SUSTAINABLE GROWTH IN PEEBLES

2.16 The Spatial Strategy of the Proposed LDP2 acknowledges the SESplan identification of the Western Borders SDA across the settlements of Peebles, Innerleithen and Walkerburn. It does not make any reference to the progress of providing 1,000 homes within this SDA but mentions that Peebles is an attractive location for prospective house builders. However, it also states its consideration that potential flood risk and need for a second bridge crossing over the River Tweed limit options for new housing growth in Peebles at the present time. Our technical response to these matters is set out later in this representation.

2.17 The next chapter of this representation examines SBC's position in terms of the housing land supply – particularly the statement in paragraph 4.3 of the Proposed LDP2 which highlights its approach to determine the housing land supply on its view of demand based on market performance. In the case of Peebles, it has a particularly strong housing market and more housing completions would be delivered by the private sector to contribute to the housing land supply if SBC were prepared to reconsider its incorrect and over-conservative approach to considering constraints and acknowledge evidence that further housing development can be provided without adverse impact on the road network or flood risk.

2.18 The Proposers consider that SBC should be ensuring that it takes a proactive position to enabling more housing development in Peebles and the Western SDA, providing high quality energy efficient homes on effective sites where there is strong confidence that they will be delivered by the market. The Site offers the best site-specific option to accommodate growth in Peebles and can provide the 20 minute neighbourhood concept sought by the emerging NPF4. In summary, it can provide the right homes in the right place on the right site.

2.19 As explored within the next chapter of this representation, the Proposers do not consider that flood risk or road / bridge capacity are insurmountable constraints to development at the Site. Traffic generated by the proposal will not exceed the functional capacity of the bridge and the proposal can be an exemplar for SBC of meeting the NPF4 goals of reducing emissions and improving health by embracing solutions to embed active travel for local trips within the town. The Site also brings the opportunity for new, flexible employment (or community) uses within close proximity and walking distance from residential areas – something which will be particularly welcome in the recovery period of the post-COVID world.

2.20 SBC identified the Site in its adopted LDP1 in 2016 as a safeguarding for the proposed mix of uses, with identification of its consideration that a second bridge crossing was necessary to facilitate its delivery. This position was already set for many years during preparation of LDP1. In the subsequent years, SBC has not progressed with a detailed technical study of the existing bridge's capacity or any feasibility studies and costing for a replacement bridge.

2.21 In addition, SBC has not programmed in any capital funding or works for a replacement bridge and chose not to seek funding support for it through the City Region Growth Deal, even though they define it as a barrier to residential growth in an area that they otherwise recognise could deliver it, while at the same time suppressing housing delivery due to a perceived lack of delivery interest by the market.

VISION FOR THE SITE

Key Design and Access Principles for the Site

2.22 Development of the Site to a high design standard will allow for a high-quality residential environment whilst also safeguarding opportunities for employment uses. The site is capable of delivering c.200 family homes, c.50 of which will be affordable homes (25%). Land can also be safeguarded within the site to provide over 1ha of employment land or community usage, depending on local interest / demand.

2.23 An Indicative Masterplan (Figure 4) has been provided to demonstrate that placemaking principles can be applied to the Site and that an appropriate design for the scale of development proposed can be put forward at the appropriate time for a detailed planning application.

2.24 The Site has frontage with the B7062 / Kingsmeadows Road on the northern and eastern boundaries between Kittlegairy View and Haystoun Burn, with the western boundary formed by the neighbouring residential site, ensuring that various access points can be promoted for all modes of travel. Vehicle access is proposed via a new priority junction with Kingsmeadows Road at the northern boundary of the Site, approximately 100m east of Kittlegairy View.

2.25 The Indicative Masterplan demonstrates that an innovative design can be provided on the Site which will complement the character of the surrounding area, enhance legibility and pedestrian connectivity through the Site and towards the centre of Peebles, offers generous options for a variety of open spaces and establishes an accessible location of land for employment or community usage. It demonstrates compliance with six criteria for successful places and Designing Streets / Designing Places.

2.26 The aim of creating an accessible and sustainable community is the guiding theme of Designing Streets and the future layout will endeavour to make the Site as porous as possible with multiple vehicle and pedestrian access points. The neighbouring residential development site has been designed with the proposed site in mind, with pedestrian footpath connections provided up to the boundary and a spur for potential additional vehicular access via Kittlegairy View. Shared surface arrangements will be introduced where possible to support pedestrian, cycling and vehicle movement, and allow residents to move freely within the Site.

2.27 A footway on the southern side of Kingsmeadows Road will be introduced along the Site frontage to the west to enhance pedestrian accessibility. The footway will be extended to the frontage of the adjacent Kingsmeadow residential development site and connect with existing facilities introduced on Kittlegairy View. Routes from the Site will provide links to bus stops on Kittlegairy View and also Kingsway / Kingsmeadows Gardens.

- 
- 01 The main vehicle access point from the B7062.
 - 02 Secondary vehicle access point at Kingsmeadows Road and to adjacent development, including pedestrian links.
 - 03 Main access route connecting primary and secondary vehicle access points.
 - 04 Network of secondary shared spaces, and private drives.
 - 05 Area retained for future development for employment, business and community use.
 - 06 Perimeter block structure overlooking streets.
 - 07 Adjacent dwellings overlook open space.
 - 08 Network of footpaths around the development.



Figure 4: Indicative Masterplan

2.28 Pedestrians will utilise these facilities to connect with public transport facilities and places of education, however, the majority of attraction will be towards the town centre. Beyond the Cavalry Business Park, footways are present on either side of Kingsmeadows Road for approximately 200m prior to an uncontrolled crossing facility which links to the southern footway which continues to Victoria Park. From there, a controlled crossing facility provides access across the carriageway and a connection with a footbridge over the River Tweed to the town centre.

2.29 A second vehicle access will also be introduced with the B7062 Kingsmeadow Road on the eastern boundary of the site approximately 200m north of Haystoun Burn. Proposals will be put forward to extend the existing 30mph zone along the site frontage to the southern side of White Bridge. This will further establish the new neighbourhood as forming an extended part of the town, improve road safety for pedestrians and reduce the visibility requirements for the access.

2.30 The Indicative Masterplan illustrates that dense woodland and other existing green infrastructure can be retained, creating an appropriate new settlement edge to Peebles in this location. Extensive new landscaping buffers can be introduced to protect visual amenity, complement landscape characteristics and soften the existing hard edge to Peebles from the east.

2.31 The proposal utilises a permeable structure comprising of perimeter blocks within streets, paths and open spaces that are well connected, defined and overlooked, providing a safe and pleasant residential environment.

2.32 High quality green / open spaces can be provided throughout the Site, offering attractive, functional and accessible places for leisure, recreation and general well-being.

2.33 The B7062 Kingsmeadows Road, which bounds the northern and eastern boundaries of the Site, forms part of the Borders Loop Cycle Route providing the site with connections to Biggar and Broughton in the west and Innerleithen and Tweedbank in the east. Locally, cycle lanes are marked on the carriageway connecting with traffic free crossings over the River Tweed to the town centre. Cycle parking facilities are present on High Street to encourage sustainable trips to and from the centre of the town.

2.34 Overall, the surrounding cycle routes and lanes will provide residents of the Site with a safe connection to shops, services and employment opportunities in the area and town centre. The proximity of the Glentress Forest facilities for cyclists is a strong attractant to encourage bike ownership and usage in the local area, and the Site will be designed to facilitate bicycle usage as much as possible in day-to-day life.

2.35 The proposed development of the Site has been carefully considered to ensure that the indicative design (as shown within the Indicative Masterplan) is cognisant of various technical constraints and other design considerations. This includes consideration of matters relating to flooding, roads, access, ecology, landscape and visual impact, environmental designations (SSSI/SAC etc), design and built form, residential amenity, connectivity (both vehicular and pedestrian).

SUMMARY

Considerations

- Integration of existing trees and hedgerows within and on the perimeter of the site.
- Addressing ecological considerations.
- Protecting amenity of adjacent uses/residents.
- Ensuring an acceptable flood risk mitigation strategy.

Opportunities

- Improve vehicle, pedestrian and cycle connections.
- Contribute to enhancing the landscape character through the provision of a high-quality area of open space in keeping with the character of the area.
- Providing a varied choice of housing, designed to improve the local character and built to ensure a high standard of sustainable construction to meet the needs of future generations.



Figure 5: Site Assessment Plan

Site Delivery and Phasing

2.36 The Proposed LDP2 currently identifies only one new housing allocation within Peebles for the new plan period, for 150 homes at land south of Chapelhill Farm. Three other housing allocations have been carried over from LDP1 (George Place - 36 homes; south of South Park - 50 homes; and Rosetta Road - 100 homes) with programming of delivery of these sites slipping over subsequent HLAs. 100 more units are also identified across two mixed use site allocations.

2.37 The Site (east of Kittlegairy View) is effective and is being promoted by the developer which delivered the adjacent residential development of Kingsmeadow. Development of the Site can respond to all potential opportunities and constraints through an appropriate design response with construction able to commence comfortably within the short term and deliver housing within the Plan period.

2.38 It is considered that the Site offers the best site in Peebles in terms of opportunity, location, provision of wider benefits to the community and deliverability. Its allocation within LDP2 would also help resist pressure on SBC to approve speculative planning applications on less suitable sites within Peebles by enabling an appropriate housing land supply to be delivered through the plan process.

2.39 In terms of phasing, it is anticipated that housing development would be delivered first, within years 1 - 4, followed by the potential to develop the land safeguarded for employment, business and community use.

2.40 Each phase would deliver appropriate provision of green space and SuDS, and the four phases would combine to form a distinctive and comprehensive development that would deliver high quality housing set in an attractive landscaped setting complemented by nearby (but sufficiently setback) employment uses on the eastern part of the Site.

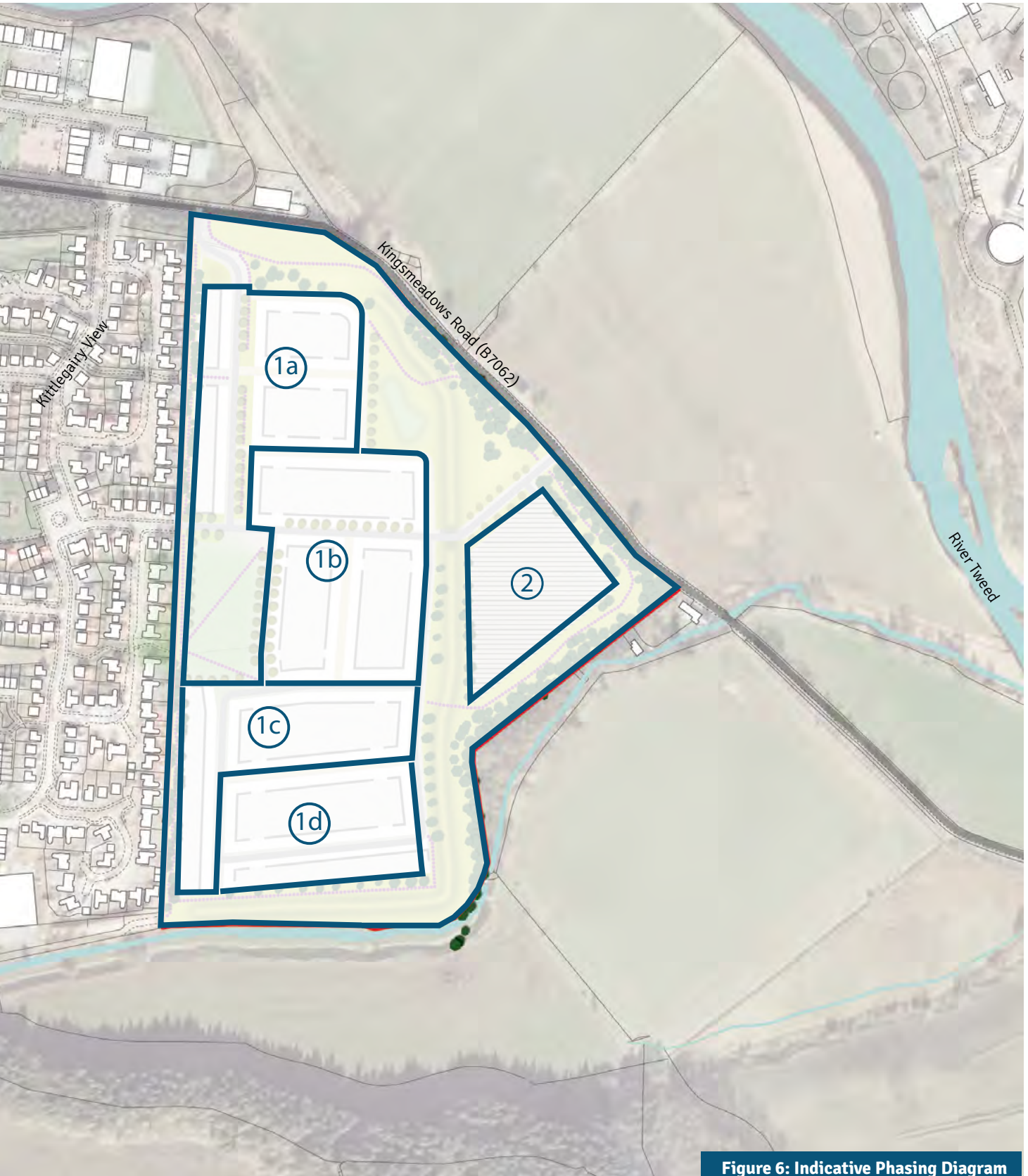


Figure 6: Indicative Phasing Diagram

3.0 RESPONSE TO THE PROPOSED LDP2

3.1 The Spatial Strategy of the Proposed LDP2 recognises that there is interest from the public and house builders in providing new homes within Peebles. However, it considers that potential for major residential development is restricted for the south of Peebles due to a perceived requirement for a second bridge crossing and potential for flood risk.

3.2 The Settlement Profile for Peebles states that: “it is the Council’s opinion that Tweed Bridge does not have the capacity to serve any new development in the town, over and above the sites allocated in the Plan, with the exception of small infill proposals and other low traffic generating proposals which will be considered on a case by case basis. Longer term development in the town will be required to contribute towards a second river crossing based on projected costs. At this point in time there is no definitive date as to when the new bridge might be constructed and a feasibility study must be prepared in advance. In this interim period development sites need to contribute towards improving traffic management in and around the town centre and/or towards the funding of transport appraisal work for the town.”

3.3 It also confirms that “once the allocated sites are fully developed the preferred area for future expansion beyond the period of this Local Development Plan will be to the south east of Peebles”.

3.4 The Proposers have seen no evidence that SBC is progressing any efforts to plan for any future additional bridge provision beyond LDP2, or that it has taken the time to effectively assess the existing bridge’s capacity and Peebles’ capability to deliver sustainable modern development which is designed to be the ‘right development in the right place’ – complying with placemaking principles and being an exemplar for the utilisation of active travel and public transport connections, in turn encouraging residents to reduce vehicular trips and emissions for day-to-day journeys.

3.5 Importantly, the Proposers disagree that the Tweed Bridge does not have the capacity to serve any new development in the town. This is explored further in this chapter.

3.6 Through its site requirements text for the Site, the Settlement Profile also identifies that “There is currently a shortfall of good quality business and industrial land in Peebles”. The Site can address that identified need for flexible, modern and high quality employment land.

LDP2’S APPROACH TO HOUSING IN PEEBLES

3.7 The Proposed LDP2 only looks to allocate one new housing site in Peebles from its position set within the adopted LDP1 – at land south of Chapelhill Farm, for 150 homes. This has been included, ahead of LDP1’s identification of the Site as a longer term option beyond that plan period. Three other sites have been carried over from LDP1.

3.8 In total, the Proposed LDP2 allocates the following housing or mixed use sites in Peebles:

- Land south of Chapelhill Farm – 150 homes
Ref: APEEB056 – Residential;
- Housing south of South Park – 50 homes
Ref: APEEB021 – Residential;
- George Place – 36 homes
– Ref: APEEB031 – Residential;
- Rosetta Road – 100 homes
Ref: APEEB044 – Residential;
- Rosetta Road – 30 homes
Ref: MPEEB006 – Mixed use; and
- March Street Mill – 30 homes
Ref: MPEEB006 – Mixed use;

3.9 Our general understanding of site APEEB056 south of Chapelhill Farm is that it requires a substantial and careful engineering strategy in order to accommodate development which will be appropriate for new housing and its landscape setting. A new bridge linking Rosetta Road to the A703 is also required.

3.10 Site APEEB044 at Rosetta Road was first granted planning permission in 2013 and yet the 2019 HLA suggests that only 20 of the 100 homes are effective and that the first completions are programmed for 2024.

3.11 The sites at George Place and March Street Mills are identified within the 2019 HLA as only having 50 homes as effective supply at present, with development commencing in 2023. The site to the south of South Park is the only with a national housebuilder attached at present (Persimmon Homes), with its 50 units due to commence in 2021.

3.12 Overall, c.63% of the allocated homes in the Proposed LDP2 are focused upon two sites almost adjacent to each other at the northern extent of the town. Both of these and the remaining sites may deliver across the lifetime of the Plan, but there is sufficient doubt that the Proposers consider that it is essential for LDP2 to have a greater amount and geographical spread of allocated housing sites within the strong housing market at Peebles.

3.13 The Proposers’ Site offers an effective site that can be delivered within the lifetime of LDP2 and which will give certainty to SBC on a housing allocation which can help meet its housing land supply requirements over the plan period and ensure that a five year effective housing land supply is maintained at all times – as required by SPP.

MEETING THE HOUSING LAND REQUIREMENT

3.14 SESplan 1 (2013) is the SDP that is in force for the Borders at present. SESplan 1 and its subsequent Supplementary Guidance ('SG') on Housing Land (adopted in 2014) set a HLR of 74,840 homes to be built across the City Region between 2009 - 2019, 107,560 homes between 2009 - 2024 (SG, table 3.1) and 155,544 up to 2032 (sg, para.3.2).

3.15 SESplan 1's HLR for SBC was identified as 9,650 homes between 2009 - 2019 and 3,280 between 2019 -2024. The total HLR for between 2009 - 2024, therefore, totals 12,930 homes.

3.16 SBC highlight in the Proposed LDP2 that its position on its housing land supply is based on HNDA2's figures, prepared to inform SESplan2. The Proposed LDP2 defines a HLR of 7,288 homes to be provided within the Scottish Borders in the period between 2012/13 - 2030/31 (based on a HST derived from HNDA2). This number of homes represents 56% of the figure sought across SESplan 1's timescale.

3.17 The Proposers consider the approach taken by SBC to define its HLR to be incorrect and contrary to SPP and case law. The whole strategy of the Proposed LDP2's approach to delivering housing land should be reconsidered and restarted to meet the HLR set out within the approved SDP.

3.18 Diagram 1 of SPP (pg. 30) clearly illustrates that LDPs for local authorities are to meet a HLR that has come from the SDP that forms its Development Plan (which in turn has utilised the latest HNDA available to it).

3.19 The methodology used to undertake housing land supply calculations for LDPs has also been confirmed through the recent Court of Session judgement for MacTaggart and Mickel et al. v Inverclyde and Scottish Ministers (2020). This judgement found that:

3.20 "SPP is phrased in a manner whereby it is not the housing supply target which is to be met but the HLR (see eg SPP paras 118 and 119). The purpose of the generosity allowance is to provide a margin to ensure that there is a plentiful supply of land (ibid para 116). The HLR is set by the SDP. It cannot be changed by the LDP in the manner accepted by the reporter. It cannot be read in a different manner to suit a particular point of view (see Tesco Stores v Dundee City Council 2012 SC (UKSC) 278, Lord Reed at para 19). The fact that a certain number of houses have been completed does not result in the generosity margin being removed from the number of these completions, as they feature as part of the HLR. That would only be legitimate if it was the HST and not the HLR that was to be achieved. It follows that the reporter's calculations in that regard are erroneous and do not accord with SPP or the SDP" (para. 62).

3.21 This clearly gives the view of the Scottish Courts that the HLR is set by the SDP for authorities within City Regions and not through direct use of numbers derived from a HNDA.

3.22 HNDA2 was signed off as robust and credible in March 2015. The Proposed SESplan 2 was rejected by Scottish Ministers in May 2019. The last two local authorities within the SESplan City Region to have Examinations completed on their (now adopted) LDPs were East Lothian and West Lothian. The respective dates for the publication of their Report of Examinations were 27 September 2018 and 4 September 2018. The housing land supply calculations for both were based on the HLR from SESplan 1, despite HNDA2 figures being available for three and a half years. They correctly reflected the approved SDP.

3.23 The Reporter for West Lothian's Proposed LDP2 Examination considered this matter in some detail and was particularly clear in their view, stating:

3.24 "It is not the role of the HNDA to set targets; an HNDA is part of the evidence base which informs strategic policy decisions on where new housing should be located; decisions which SPP requires to be made by the SDP, not by LDPs." (pg. 65)

3.25 "Notwithstanding that a replacement SDP has been prepared and this is currently subject to examination, the adopted SDP continues to be SESplan 1, and it is that document with which the proposed plan must be consistent. Whilst I note the council's concern that the adopted SDP housing supply targets are derived from HNDA1, I consider that the emerging position within the proposed SESplan 2 can be given, at best, negligible weight at this stage. HNDA2, which forms part of the evidence base to inform policy decisions within the proposed SESplan 2, cannot be used to make policy decisions or adjustments to housing figures within the proposed LDP. The proposed plan must accord with the adopted SDP."

3.26 "For the above reasons, I find the proposed plan's relatively extensive references to HNDA2, and the nuancing of the policy approach which this implies in relation to housing need, demand and supply issues, to be unjustified and misplaced." (pg.65)

3.27 In terms of SBC's current position on housing allocations and meeting its HLR, the Proposed LDP2 only identifies 16 new sites for housing, providing an indicative capacity of 567 homes, to serve the area until 2030/31. SESplan 1 set a HLR of 12,930 homes between the years 2009 and 2024.

3.28 Housing completion figures set out in subsequent versions of SBC’s Housing Land Audits (‘HLAs’) indicate that a total of 3,646 homes have been delivered between 2009–24, leaving a remaining SESplan HLR of 9,284 homes still to be provided for within Scottish Borders up to 2024 – a target which is only for up to c. 3 years into the 10 years for which LDP2 needs to identify sufficient effective housing land.

3.29 The HLA identifies that there is currently an effective housing land supply of 3,679 homes up to 2023/24. Therefore, even if all of that were to be delivered, alongside all of the new allocations within the first 3 years of the Plan period, SBC’s LDP2 would still have a shortfall of 5,038 homes (5,605 – 567) on the SESplan HLR at 2024, with three quarters of the LDP2 period still to run and additional / extrapolated SESplan HLR figures up to 2032 still to be applied.

3.30 SBC’s entire established land supply, as detailed in the 2019 HLA, will only provide 9,176 homes.

3.31 Of the 16 new sites / 567 homes included by the Proposed LDP2 as new allocations to serve the housing needs of the area until 2030/31, only one of these new sites is within Peebles (land south of Chapelhill Farm for 150 homes).

3.32 This is despite Peebles being the major settlement within the Western Borders SDA set by SESplan and despite SBC acknowledging in its Spatial Strategy that the town is an attractive area for prospective house builders / house buyers.

3.33 In light of the Proposed LDP2’s significant shortfall in meeting the HLR of the adopted SDP, it is clear that greater steps should be made by LDP2 towards meeting this requirement through the allocation of additional, effective housing sites.

3.34 To improve the robustness of the housing land supply, these new allocations should be in strong market areas where people want to live – such as in Peebles – and on sustainable and appropriate sites that can embed principles of 20-minute neighbourhoods and reduced vehicular travel through active travel and public transport connections.

3.35 The proposed Site can deliver these aims and help SBC get closer towards delivering the effective housing land it needs to meet its HLR.



4.0 TECHNICAL RESPONSE

RESPONSE TO SITE ASSESSMENT

4.1 As highlighted previously, SBC has chosen not to include the Site within the Proposed LDP2 due to concerns of capacity of Tweed Bridge, concern over flood risk and some other site specific elements. The Proposers have commissioned a number of technical studies to assess concerns raised to date and consider that these demonstrate that acceptable development of the proposal can be delivered on the Site within the lifetime of LDP2. As such, the Proposer's response to SBC's Site Assessment for SPEEB005 (referred to at the time as ref: APEEB054) is set out below under the main topic areas.

4.2 Firstly, it should be noted that SBC's site assessment is based on a larger 20.7 ha site which was submitted at the Call for Sites stage (albeit development was only proposed for 14 ha). This submission – reflecting the submission for the MIR stage of LDP2 – is for a 14 ha site comprising three fields (excluding the 'eastern field' referred to).

4.3 All of the Site is located within the 'Longer Term Mixed Use' safeguarding within the Proposed LDP2 (ref: SPEEB0005). This larger site safeguarding includes for green space provision to the north of Kingsmeadows Road.

4.4 The conclusion of SBC's Site Assessment states that "Taking into consideration the above constraints, including the requirement for an additional river crossing, the site will not be included within the Proposed Local Development Plan. However, site SPEEB005 will be retained in the LDP as a potential longer term mixed use site. This will allow time for further investigations to be undertaken regarding the flood risk concerns and new bridge crossing requirement."

4.5 The above statement reiterates that perceived issues in relation to flood risk and bridge capacity are the key factors which have prevented the Site from coming forward.

Infrastructure Capacity / Tweed Bridge and Road Safety

4.6 . The Site Assessment scores the Site as having "good" access to public transport, "good" access to employment and "good" access to services.

4.7 However, comments from the SBC Roads Planning team stated that, in general, development at the Site is "reliant on a new crossing over the Tweed, but some development could be brought forward to meet a need for employment land". Comments from the Strategic Transport team stated support for a second vehicular bridge over the River Tweed to support development to the south of the river and address the volume of vehicular traffic and capacity issues relating to the existing Tweed Bridge.

4.8 Strategic Transport acknowledged that SBC's current Financial Plan does not allocate funding for a proposed new bridge until at least 2027.

4.9 Overall, SBC Roads consider that the existing bridge does not have sufficient capacity to accommodate traffic generated by the development of the Site. The Proposers strongly disagree with this position.

4.10 The Proposers have undertaken a range of technical studies on the capacity and operation of the Tweed Bridge over the years with experienced transport consultancy ECS Transport ('ECS') undertaking this work. This work has found that position of SBC is not justified. A second opinion has also been secured from Transport Planning Ltd, who agree with ECS's findings and confirm their opinion that a new bridge is not required to support development of the Site.

4.11 SBC's earlier assessments outlined their understanding that the bridge has a 2-way capacity of 1,250 vehicles, which is based on standards applied to a 6.1m wide 'urban all-purpose road' on a busy high street that includes loading/unloading'. However, in reality, ECS Transport contend that the width of the bridge road is 8m, with no active frontage and therefore the capacity, in ECS Transport's opinion, should more correctly be updated to 1,500 Vehicles (as a conservative approach) or perhaps to 2,166 vehicles in reality (based on a UAP43 7.3m carriageway width).

4.12 ECS have prepared an accompanying Technical Transport Note (2021) – included as Appendix 1 to this representation – which sets out a summary of their technical studies to date and their conclusion that there is no valid roads / transport related reason why the Site should not be allocated and cannot come forward for development now. This should be referred to for full details on this matter.

4.13 However, it finds that:

4.14 “A secondary vehicular river crossing has long been an aspiration for SBC, however, recent technical assessments have demonstrated that the bridge has considerable reserve capacity to accommodate further development south of the river prior to a second bridge being required.”

4.15 “In summary, the link capacity of the Tweed Bridge is not a constraint to further development of the proposed Site. A conservative approach has been taken to the classification of the bridge which suggests a link capacity of 1,500 vehicles, whereas, the capacity in reality could be 2,166 two-way vehicles if classified correctly with the measured width.

4.16 “As highlighted, there has long been a local belief that a new bridge is required, however, assessments undertaken by both ECS Transport Planning and Transport Planning Ltd demonstrates that it is not necessary to support the development site. SBC’s classification of the bridge is incorrect and has even been questioned by their own Roads Department. Based on the opinion of two reputable transport consultants, the stance taken by SBC Roads Services on the need for a new bridge is clearly incorrect and in reality, the bridge does have capacity to accommodate additional traffic. Accordingly, to continue to restrict housing development on the south side of the river is not justified in technical terms.”

4.17 In light of the above evidence, the Proposers do not consider that provision of a new bridge over the River Tweed is a prerequisite for future development of the Site, nor does it limit options within this location given that this perceived technical constraint (relating to bridge capacity) can be overcome, particularly in the short term. The Site can be delivered within the operational capacity of the existing bridge. However, and more importantly, it can be delivered as a sustainable development that looks to maximise utilisation of active travel links to the centre of Peebles and deliver on the Scottish Government’s aspiration for Scotland to deliver 20 minute neighbourhoods through future development.

Ecology

4.18 The Site Assessment noted that the SBC Ecology Officer had noted major biodiversity risks relating to development of the Site. However, it is important to note that this comment was provided prior to the provision of information to SBC in relation to the PPP application.

4.19 Detailed assessment of the ecological context of the Site has now been carried out through the provision of ecological assessment and an Appropriate Assessment and Habitat Regulations Appraisal which were undertaken by EnviroCentre on behalf of the Proposers.

4.20 SBC’s Ecology Officer did not object to the PPP application and it is considered that any required mitigation can be provided to accommodate development. For example, a 10m buffer to the Haystoun Burn can be provided as part of the design of any development of the Site to ensure no adverse impact on this feature.

4.21 On this basis, there are clearly no ecological / biodiversity reasons why the Site cannot be developed.

Landscape and Visual Impact

4.22 Although no response was received to the Site Assessment by the SBC Landscape Officer, the conclusion raised the Site’s inclusion within the Tweed Valley SLA and that the Landscape Capacity Study did not support development on the Site.

4.23 Detailed discussion on consideration of landscape impact was carried out during determination of the PPP application. A Landscape and Visual Appraisal was submitted to SBC in support of the application. The consultation response from SBC’s Landscape Architect stated “I do not object to housing proposal as shown on the indicative Masterplan”.

4.24 SBC’s Landscape Architect also provided commentary that, “Although this development will be an extension to the considerable mass of recent housing west of this location I believe that if it is sensitively designed and limited to the two field areas shown it may in fact enhance what is currently a hard linear edge to the Peebles development boundary”.



▶ Pedestrian Access
⋯ Path Network

- 01 Western open space, at confluence of footpaths and in proximity to adjacent development.
- 02 Tree-lined avenues.
- 03 Woodland tree belt, to soften urban edge.
- 04 Scatter planting to screen employment, business and community use.
- 05 Buffer Planting.
- 06 SuDS.
- 07 Drainage channel, flowing north towards River Tweed.
- 08 Buffer between adjacent development, containing paths and planting.

Figure 7: Indicative Landscape Masterplan

Flood Risk and Drainage

4.25 The Site Assessment for the Proposed LDP2 notes that parts of the site are found to be substantially at the risk of flooding in a 1:200 year event. It notes objection from SEPA to the identification of the Site for development. SBC's Flood and Coastal Management team ('Flooding team') do not object to the principle of development but seek that a Flood Risk Assessment ('FRA') and Drainage Assessment ('DS') be undertaken and that the development would need to be supported by appropriate SuDS provision.

4.26 Matters relating to flooding have been discussed extensively over the last few years in relation to the development of Site and significant progress has been made to overcome this constraint.

4.27 The Proposers commissioned Fairhurst to prepare a FRA in support of plan promotion of the Site and to support PPP application 17/00606/PP, which was ultimately refused by SBC.

4.28 Specifically, during the determination of that planning application, SBC's Flooding team confirmed that the drainage solution suggested by the Proposers could be applied, and supported, to overcome potential constraints relating to flooding and surface water management. In this regard, it is important to note that SBC's Flooding Team have the benefit of distinct local knowledge and experience of flood risk around the River Tweed and the Proposers consider that this local knowledge and understanding of the site and its challenges should be considered ahead of a generic stance of objection from SEPA.

4.29 Hydraulic modelling was undertaken for the Haystoun Burn and River Tweed as part of the FRA and found that the Site is at risk of flooding from the Haystoun Burn. However, Fairhurst has confirmed that there is a technical engineering solution that would fully mitigate any potential flood risk within the Site and the surrounding area.

4.30 Fairhurst have prepared a Summary Note of the findings on their FRA and planning application discussions in support of this representation and to respond to concerns raised over flood risk. This has been included in full as Appendix 2 to this representation.

4.31 However, it notes that:

4.32 "The model results discussed within the FRA report demonstrate that the site can be effectively protected against flood risk by land-raising, and that provision of an alternative flood route around the site could provide a neutral or better impact on flood risk to the surrounding area.

4.33 SBC flood officers have advised that the land raising and overland flow route proposals represent an acceptable technical solution to the flood risk. Whilst land raising is not normally supported by the Council, it is still considered to be in compliance with SPP in this circumstance."

4.34 This was accepted by SBC's Flood Officers, who have a detailed local understanding of the Site. They stated, in relation to the PPP application, that "it is clear that a deliverable technical solution to flood risk exists, and should these measures be implemented, the site would be suitable for development."

4.35 The Committee Report for PPP application acknowledged this, stating "the Council Flood Risk Officer has now accepted the revised mitigation as providing an acceptable technical solution, accepting that land raising at this location is in compliance with Scottish Planning Policy".

4.36 In conclusion, the Proposers consider that a deliverable approach to ensuring development of the Site without increasing flood risk or putting homes at risk of flooding can be achieved.

PREDICTED 1 IN 200 YEAR FLOODING EXTENT POST DEVELOPMENT & MITIGATION MEASURES

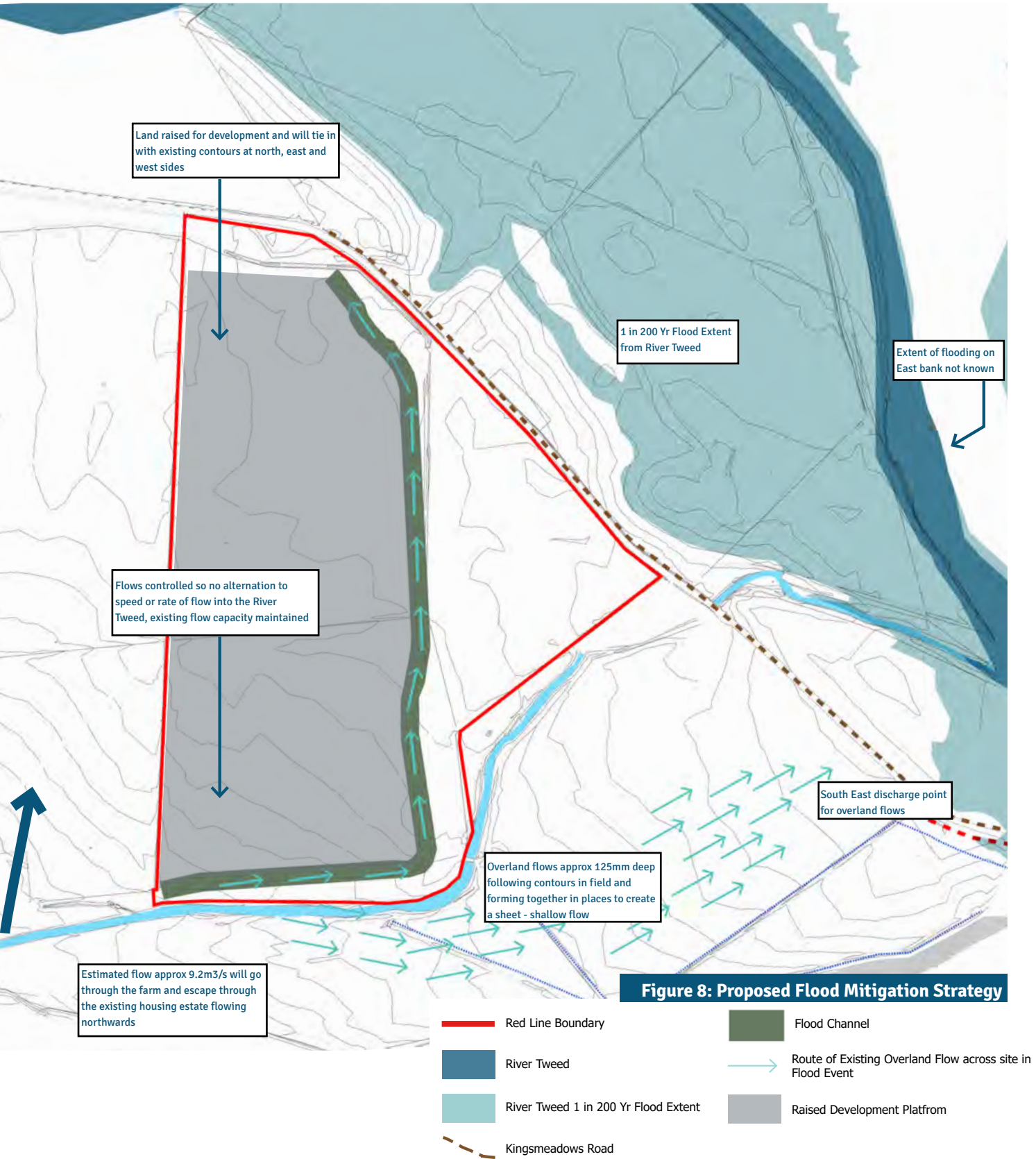


Figure 8: Proposed Flood Mitigation Strategy

5.0 CONCLUSION

5.1 The principle of residential development on the Site has already been established through its inclusion as a 'safeguarded' longer-term mixed-use site within the adopted SBC LDP1 and the Proposers are fully committed to delivering development on this effective Site within the lifetime of LDP2 if allocated.

5.2 The Site has been excluded as an allocated site within the Proposed LDP2, primarily on the basis of perceived technical constraints - including bridge capacity and potential flood risk - that SBC perceive to be significant barriers to the Site's development.

5.3 However, and as detailed with this representation, the technical evidence provided by the Proposers (refer to Appendices), demonstrates with confidence, that these matters can be fully addressed.

5.4 Specifically, SBC Flood Risk and Coastal Management agree that the proposed flood mitigation solution is feasible and would address potential food risk associated with the development of the site whilst robust evidence from ECS Transportation confirms that traffic associated with development south of the River Tweed could be accommodated over the bridge and that it would not result in detrimental impacts to the surrounding road network (including environmental quality of the High Street).

5.5 In addition, other constraints/requirements outlined within the Proposed LDP2's Site Assessment (including landscape / visual impact, ecology and employment uses etc) and the design-related LDP1 site requirements can all be addressed through a detailed design process to support any future planning application. The Site is, therefore, considered effective - located within a strong housing market area and is supported by a national housebuilder which seeks to deliver it during the lifetime of LDP2.

5.6 The Proposers consider that the SBC has taken an incorrect approach to defining and providing for an adequate housing land supply within the Proposed LDP2. The failure to plan for meeting the HLR set of by the adopted SDP (SESplan 1) is considered to be contrary to SPP and case law and is expected to lead to housing land shortfalls of well in excess of 5,000 homes. The whole strategy of the Proposed LDP2's approach to delivering housing land should be reconsidered and restarted to aim to meet the HLR set out within the approved SDP - through the allocation of additional, effective housing sites such as such as the Site east of Kittlegairy View.

5.7 The allocation, and subsequent delivery of the Site, would deliver the following benefits:

- It will allow SBC to meet its housing requirements and in maintaining the necessary continuous minimum five-year land supply of effective housing land supply;
- Delivery of mainstream and 'affordable' housing, giving choice to local people to remain in the area while also accommodating growth in the local population;

- Creation of local jobs and employment - including the potential for a new employment / business area or community usage adjacent to residential areas in the south of the town - and bring longer term economic benefits to the town and region which can also help with the recovery from the COVID-19 pandemic in the short to medium term;
- Deliver a 20-minute neighbourhood, as sought by the emerging NPF4, well connected to the centre of Peebles by both traditional and active travel routes, giving options for residents in the south of Peebles to embrace walking, cycling and public transport as their standard method of travel for day-to-day activities;
- Provision of high-quality open spaces for health and recreation;
- Support for existing facilities and the local economy through increased household retail expenditure for the area and increases to Council Tax revenue;
- Generation of further training opportunities for school leavers through their (Taylor Wimpey) apprenticeship schemes - Taylor Wimpey will also use local supply chains to source materials where possible; and
- That the provision of a scheme of strategically located landscape measures will complement the landscape characteristics of the Site and its surroundings and will result in an attractive setting for the new development as well as protecting the visual amenity of the surrounding area.

5.8 The Proposers therefore respectfully request that the Site (Reference: SPEEB005 - Land east of Kittlegairy View, Peebles) is allocated as a residential-led mixed-use Site within the emerging LDP2.

5.9 The specific changes required to the Proposed LDP2 to facilitate this request will be:

- | |
|--|
| <ul style="list-style-type: none"> • Replacing the safeguarding of the Site as a long term opportunity within LDP2 Settlement Profile for Peebles (in Volume 2) with a mixed use allocation and inclusion of the Site within the settlement boundary on the associated Proposals Map; |
| <ul style="list-style-type: none"> • Revision of the site requirements for SPEEB005 to update these based on the proposal and remove requirement for a second bridge crossing; and |
| <ul style="list-style-type: none"> • Revision of paragraph 4.12 to replace the last sentence with a line that explains that housing growth to the south of the river is being accommodated within this LDP2 to meet its housing land requirements but that improved bridge infrastructure might be required to accommodate further growth beyond the LDP2 period. |



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Land to East of Kittlegairy View, Peebles LDP2 MIR Reference APEEB054 Technical Transport Note

Introduction

ECS Transport Planning has been commissioned by AWG Property Ltd (AWG) and Taylor Wimpey UK Ltd (Taylor Wimpey) to prepare a Technical Transport Note demonstrating that transportation constraints outlined by Scottish Borders Council (SBC) would not restrict mixed use development within the lifetime of the Local Development Plan 2.

This note should be considered alongside the accompanying 'Representation to SBC LDP Proposed Plan' being prepared by Barton Willmore (January 2021).

Development Traffic

The two access junctions to the neighbouring Taylor Wimpey site were surveyed during the AM and PM peak periods on Wednesday 18th January 2017. Surveying the two access points allowed the total generation from the site to be calculated and divided by the total number of properties (344) to calculate a trip rate for the proposed development site.

Based on the trip rates calculated from the neighbouring site, it is estimated that the proposed site could generate a maximum of 137 and 131 (two-way) vehicle movements during the weekday AM (08:15-09:15) and PM (16:15-17:15) peak hours, respectively, which are expected to coincide with the peak background traffic periods.

It was agreed with SBC as part of a previous Transport Assessment undertaken as part of a planning application that traffic would be distributed based on turning movements at the neighbouring residential development, Kinsmeadows (Taylor Wimpey). Once applied to the network, the development will increase two-way movements on Tweed Bridge by 125 and 110 during the AM and PM peaks, respectively, which subsequently results in two-way flows increasing on High Street by 82 and 69, during the AM and PM peaks respectively.

Tweed Bridge – ECS Transport Planning Review and Conclusion

Particular focus has been given to Tweed Bridge in recent years and capacity has been raised as a limiting factor on further development within the town, particularly to the south of the river. A secondary vehicular river crossing has long been an aspiration for SBC, however, recent technical assessments have demonstrated that the bridge has considerable reserve capacity to accommodate further development south of the river prior to a second bridge being required. To this end, through studies undertaken in promotion of the site, and in relation to the previous planning application, ECS assessments confirms that there is sufficient spare capacity on Tweed Bridge to accommodate the proposed site without the requirement of a secondary crossing. This conclusion is supported by a separate transport planning consultant, Transport Planning Limited. The following provides details of the study undertaken by SBC and presents justification from two separate transport planning organisations

confirming that the SBC capacity assessment of the bridge is flawed and does not follow the recognised requirements of the Design Manual for Roads and Bridges.

Studies undertaken on the capacity of Tweed Bridge, instructed by Scottish Borders Council, included future Local Development Plan (LDP) sites and concluded that once all of the current LDP sites have been built out, a second bridge would be required prior to further development south of the river.

SBC assumed that the bridge had a two-way capacity of 1,250 vehicles which is taken from the Design Manual for Roads and Bridges (DMRB) Volume 5 and relates to a 6.1m wide Urban All-Purpose Road 4 (UAP4). This road type is classified as a busy high street carrying predominantly local traffic with frontage activity including loading / unloading and unrestricted parking. However, Tweed Bridge is not a busy High Street and is considered to support a mix of traffic. Furthermore, there is no frontage access activity and benefits from parking and loading restrictions. As a result, it would be more appropriately classified as an Urban All-Purpose Road 3 (UAP3). As a result, a more appropriate value for the capacity of the bridge would be 1,500 vehicles two-way, as previously contested in LDP submissions.

It should be noted that a link capacity of 1,500 is still a cautious approach as this continues to refer to a width of 6.1m, when the width of the bridge is actually greater than 8m, therefore, in reality, the capacity of the bridge is essentially 2,166 (7.3m classification for a UAP3 Road).

Even if SBC disagree with altering the classification of Tweed Bridge from UAP4 to UAP3, applying the correct carriageway width to the bridge would result in a link capacity of 1,900 two-way movements (based on a 7.3m carriageway width for an UAP4 Road). Nonetheless, this study will review traffic on the bridge in relation to a 1,500 two-way link flow capacity.

Four independent surveys have been undertaken in recent years and these results are available within the public domain. The surveys have been undertaken on a typical weekday during school terms times to ensure a robust assessment. Given that residential developments generate most traffic during the AM and PM peak periods which is due to residents departing for work in the morning and arriving from work in the evening, focus is given to the composite peak.

In 2014 traffic was recorded as 1040 and 1048 two-way during the AM and PM peak hours, respectively. The results from 2014 are based on a week-long survey and represent the busiest day. In 2016 traffic was recorded as 1083 and 911 two-way during the AM and PM peak hours, respectively. In 2018 SBC commissioned a 7 day survey and weekday average results were presented as 1130 and 1086 two-way flows during the AM and PM peak hours, respectively. The final study commissioned by the applicant was also a seven day survey and the average results indicated an average two-way flow of 1097 and 951 during the AM and PM peaks, respectively. The results show that over a circa 5 year period flows on the bridge have been fairly steady. Whilst variation in traffic is fully appreciated and recorded flows on the bridge are subject to change on a daily basis, it should be noted that more and more people are choosing to travel by sustainable means and more employers are offering flexible working hours and / or home working options which could explain why recent development in the area hasn't increased background traffic.

Generation from the development site has been calculated by determining the volume of trips from nearby residential developments. The calculations, which are agreed with SBC, confirm that the development site will increase traffic on the bridge by 125 and 110 two-way movements during the AM and PM peaks, respectively.

Based on the highest survey results, November 2018, the introduction of the development traffic would increase two-way movements on the bridge to 1,255 and 1,196 during both peaks, respectively. There are questions over the deliverability of the March Street Mills and Rosetta sites, but it would appear the Persimmon South Parks site will be occupied in the near future. If traffic from all three of these sites were included in the flows, the AM and PM two-way movements would increase to 1,327 and 1,263, respectively.

It should be noted that the 1,250 two-way flow capacity has been based on a busy high street with frontage activity. The carriageway width of the bridge is in excess of 8m and it does not operate as a high street with frontage activity, therefore, a more appropriate capacity is considered to be 1,500 two-way vehicles. For the avoidance of doubt, the 1,500 vehicle capacity is based on a 6.1m carriageway and is therefore still overly robust.

SBC has raised doubts over the 1,250, threshold and suggested that a value between 1,250 and 1,500 may be more appropriate. Furthermore, at the Persimmons South Parks planning committee meeting, when questioned about the capacity of the bridge SBC were quoted as highlighting a theoretical capacity of 1,500. This confirms there is spare capacity on the bridge which is considered sufficient to support any daily fluctuation in traffic flow.

Tweed Bridge – Transport Planning Limited Review and Conclusion

Given the sensitivity of Tweed Bridge, AWG and Taylor Wimpey instructed a second independent transport consultant, Transport Planning Limited, to undertake a review of the capacity of Tweed Bridge. The study has been enclosed with this note.

Transport Planning Limited stated the following:-

When considering traffic (lane) capacity the relevant standard is reference TA79/99 of the Design manual for Roads and Bridges. Within this standard, road classifications are given, the two most relevant to Tweed Bridge being 'Urban All Purpose (UAP) 3 and 4.

- UAP 3 classification is: - Variable standard road carrying mixed traffic with frontage access, side roads, bus stops and at-grade pedestrian crossings.
- UAP 4 classification is: - Busy high street carrying predominately local traffic with frontage activity including loading and unloading.

There are other definitions for other road types contained within the standard but these relate to e.g. inter urban routes / dual carriageways and do not apply.

The Tweed Bridge in Peebles has no active frontage meaning that servicing is unlikely to happen on it and that also means that the absence of stopped service vehicles (which would be common in UPA4) would not impeded traffic flow, so the ultimate capacity of the bridge must, therefore, be higher than a street like, for example, Peebles High Street.

Given Peebles High Street reflects the criteria for UPA4, the classification of the bridge should be UPA3. Furthermore, other criteria contained within UPA3 which would tend to limit lane capacity, such as side roads, also do not apply across the bridge.

Based on the above, Transport Planning confirmed given the width of the bridge (7.3m or more), the single lane capacity from Table 2 of TA79/99 is 1300 vehicles per hour and the standard also assumes

that the capacity of the carriageway (i.e. both directions) is split in the ratio of 60/40 so the total carriageway capacity would be $((1300/6)*10)$ 2166 vehicles per hour.

Following a review of traffic surveys, Transport Planning Limited confirmed that the bridge is currently operating at circa 55% of its 2166 capacity.

Transport Planning conclude the review by recognising that in 2012 a report entitles Peebles Transport Study, Report by Director of Environment and Infrastructure, Environment & Infrastructure Committee, 8th November 2012 noted the capacity of the bridge as being a projected 1250 vehicles per hour. Transport Planning Limited considered this an underestimation given the information contained in the relevant standards as identified above.

Tweed Bridge – Summary

In summary, the link capacity of the Tweed Bridge is not a constraint to further development of the proposed site. A conservative approach has been taken to the classification of the bridge which suggests a link capacity of 1,500 vehicles, whereas, the capacity in reality could be 2,166 two-way vehicles if classified correctly with the measured width.

As highlighted, there has long been a local belief that a new bridge is required, however, assessments undertaken by both ECS Transport Planning and Transport Planning Ltd demonstrates that it is not necessary to support the development site.

SBC's classification of the bridge is incorrect and has even been questioned by their own Roads Department. Based on the opinion of two reputable transport consultants, the stance taken by SBC Roads Services on the need for a new bridge is clearly incorrect and in reality, the bridge does have capacity to accommodate additional traffic. Accordingly, to continue to restrict housing development on the south side of the river is not justified in technical terms.

High Street

The B7062 Kingsmeadows Road / A72 / High Street Mini-Roundabout junction is a key node in the area providing access towards Glasgow in the north west, Edinburgh in the north and Galashiels in the east, all of which are likely to be key areas of employment for future residents of the proposed development site.

In general terms the junction operates well, however, tidal flows and platooning vehicles during peak commuter peaks are causing fluctuating queues on all approaches to the junction. Due to the nature of the High Street, there is not a constant demand from this arm of the junction.

Constant flow can be disrupted by vehicles parking and by the controlled crossing at the eastern end of the street, which results in platoons of vehicle approaching the junction at the same time. Whilst these queues are not particularly excessive, and are generally moving or rolling queues, the queues fluctuate on each approach throughout both peak hours. Furthermore, there is a spike in demand for a circa twenty minute period during the AM period associated with residents on the north travelling to the south to access the school, but there is no obvious congestion.

A review of the mini-roundabout junction survey video footage confirms the platooning effect of the High Street. On the A72 about ½ a mile west of Peebles at Neidpath Castle there are traffic lights on the

narrow bends, these are permanent and also cause a platoon of traffic to arrive in the town, and this sometimes consist of about 10 cars although the average would be 5.

Journey times were recorded during peak periods to determine the operation of High Street and Tweed Bridge. Generally, during the AM peak period, it takes no more than an additional 30 seconds for vehicle to travel from the Edinburgh Road junction, along the High Street and to the south side of the Tweed Bridge regardless of the direction of travel and including any delay caused by the High Street Pedestrian Crossing. An insignificant delay including short queues that form at the mini-roundabout at the western end of High Street.

The journey times recorded do not highlight any significant queuing issues or slow-moving sections, with exception of a spike at school start times.

It is considered that High Street operates satisfactorily, and the minor traffic associated with the development (circa 1 two-way movement per minute) could be easily accommodated on the network.

If successfully consented the developer will have a responsibility to contribute towards town centre upgrades.

Summary

A study of the wider network has identified that Tweed Bridge has sufficient link capacity to accommodate the committed and proposed development traffic.

Platooning vehicles due to upstream signals, pedestrian crossings and servicing on High Street has been identified, which creates minor fluctuating queues at the B7062 Kingsmeadows Road / A72 / High Street Mini-Roundabout during peak commuter periods. However, journey times confirm that the platooning effect does not cause significant delay.

A study commissioned by SBC concluded that a secondary bridge would be required to support further development to the south of the River Tweed. The study was based on the incorrect classification of Tweed Bridge which considerably underestimated the available capacity. Assessments undertaken by two separate reputable transport consultants confirm that if based on the correct classification, there is more than sufficient capacity to accommodate the development site without the need for an additional bridge.

On that basis, there is no valid roads / transport related reason why the site should not be allocated and cannot come forward for development now.

Peebles East

Flood Risk Assessment Summary Report

January 2021



FAIRHURST

CONTROL SHEET

CLIENT: AWG / Taylor Wimpey Strategic Land
PROJECT TITLE: Peebles East
REPORT TITLE: Flood Risk Assessment
 Summary Report
PROJECT REFERENCE: 94600
DOCUMENT NUMBER: GLA/W/05

Issue & Approval Schedule	ISSUE 1		Name	Signature	Date
	FINAL				
	Prepared by		K M H Barr	Signed copy held on file	20/01/2021
	Checked by		V Ford	Signed copy held on file	20/01/2021
Approved by		K M H Barr	Signed copy held on file	20/01/2021	

Issue Record	Issue	Date	Status	Description		

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5 Demonstrating an Effective/Deliverable Approach to Flood Mitigation7
6 Conclusions8

Appendices

Appendix – Drawings

1 Introduction

Fairhurst was appointed by AWG / Taylor Wimpey Strategic Land to carry out an assessment of the flood risk from the Haystoun Burn to part of the proposed mixed use development site at Peebles East, Scottish Borders.

The proposed site is shown on Figure 1 below. The site is on land to the west of the B7062. It has been identified as being at potential risk of flooding from the Haystoun Burn to the south. Land to the east of the B7062 is identified as being within the flood plain of the River Tweed and as such is not being promoted for development.

Proposals have been developed in conjunction with planning consultants Barton Wilmore based on detailed discussion with SBC over a number of years regarding the proposed development of the land. The Site is allocated in the Scottish Borders Council ('SBC') Local Development Plan ('LDP') as a Potential Long Term Mixed Use Site (Site Reference SPEEB0005) allowing for a range of development proposals to be accommodated including housing, employment, education or tourism related development.

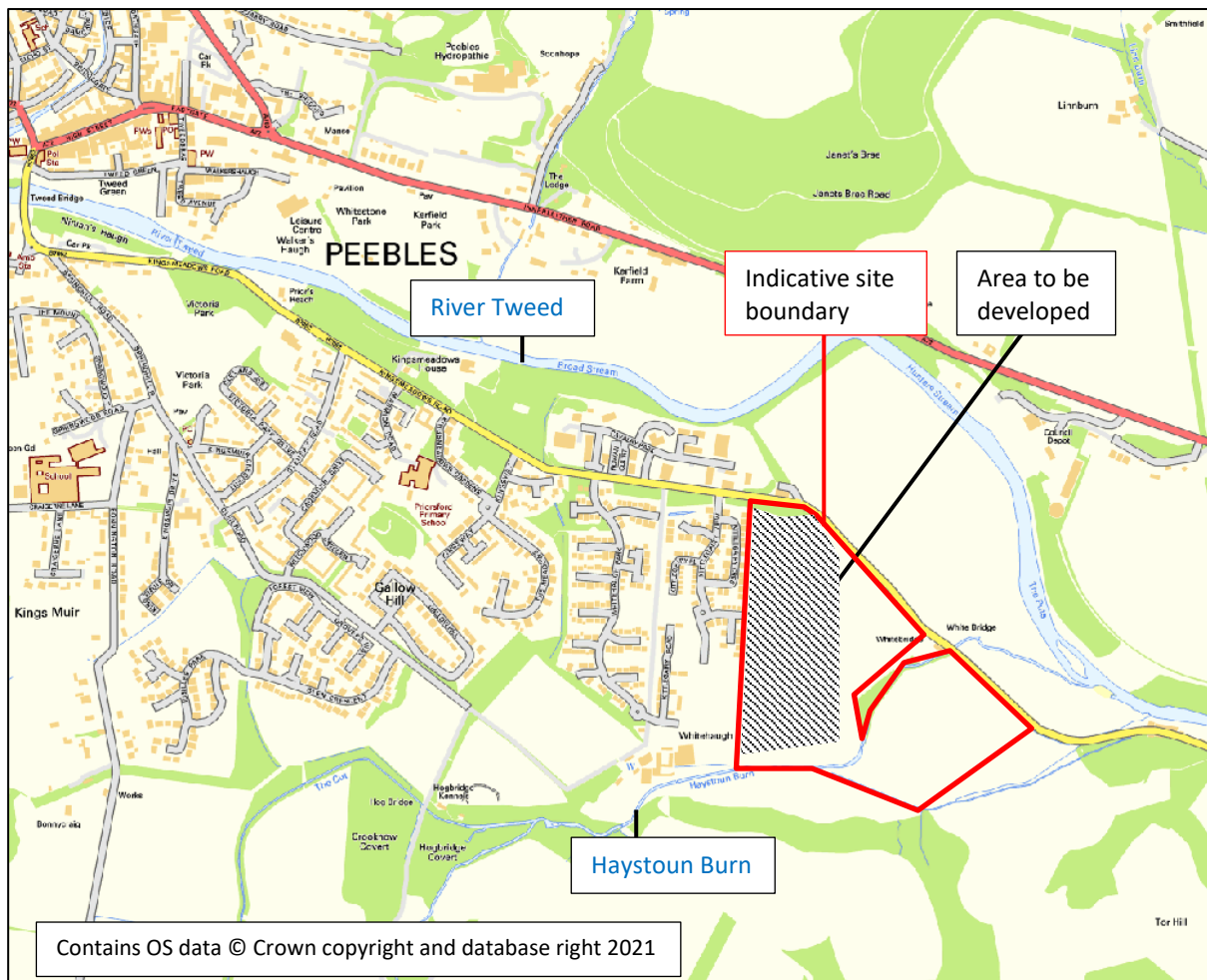


Figure 1: Site Location Plan

Fairhurst's Flood Risk Assessment Report (November 2018) presents the findings of a hydraulic modelling study undertaken for the Haystoun Burn and River Tweed, together with flood mitigation proposals. Other potential sources of flood risk have also been considered. This report is a summary of the findings of the full Flood Risk Assessment report.

2 Development Site

Site conditions

The Peebles East site is located at OS grid ref. NT 266391 on the outskirts of Peebles.

The site is bounded by existing residential development to the west, the B7062 to the north and east and the Haystoun Burn to the south. The River Tweed flows west to east through Peebles, passing approximately 160m to the north and 200m to the east of the site.

The Haystoun Burn is fed from various tributaries and rises to the south of Peebles in the Borders Hills and drains an extensive area of hillside used for grazing livestock.

The land comprising the site is currently open fields used for grazing by the Wood family who own and occupy Whitehaugh Farm and are understood to have farmed the land for over fifty years.

SEPA Flood Maps

SEPA's flood map (SEPA 2020) indicates that the proposed site is at an area with a high likelihood of river flooding. The flood map also shows areas within the site at risk of surface water flooding. It does not indicate any groundwater flooding.

Scottish Borders Council River Tweed and Haystoun Burn Modelling (2017)

SBC has undertaken modelling of the River Tweed and Haystoun Burn to assess the risk of flooding to existing properties. A hydraulic model was developed to allow the full appraisal of the flood risk from the River Tweed from Peebles to Walkerburn. A separate model was constructed of the Haystoun Burn.

The output of the SBC River Tweed model demonstrates that no part of the current application site is at risk from the River Tweed in the 1:200 year or 1:200 year plus climate change events. Results from the Haystoun Burn model were similar to the Fairhurst modelling.

Development Proposals

Current development proposals are shown on Barton Willmore drawing no. 26286-PL03 Rev. A – Indicative Masterplan, included in Appendix A.

3 Flood Risk

Flood risk at the site is principally from fluvial sources. Other potential sources are considered in the full FRA report.

Modelling study

The Peebles East site is potentially at fluvial flood risk from the Haystoun Burn and River Tweed. A hydraulic modelling study was undertaken by Fairhurst to assess fluvial flood risk in a 200yr design event, and explore the potential for a mitigation option.

A numerical hydraulic model was constructed to assess the flood risk to the site from the Haystoun Burn as well as potential site layout scenarios. Out-of-bank flows across the Haystoun Burn floodplain were incorporated in the hydraulic model using a digital terrain model derived from topographic survey and LiDAR aerial laser scanning.

The model was run for the critical event duration in the Haystoun Burn and also for the critical event for the River Tweed. Potential flood mitigation proposals, comprising landraising of the development area and overland flood route and compensatory storage in the field to the south, were incorporated in the model.

Flood risk from the Haystoun Burn

The site was found to be at risk of flooding in a 1:200yr event. The results of the existing case model show that the critical flood mechanism for the site is overtopping of the banks of the Haystoun Burn along the southern boundary of the site. In particular, flood waters are predicted to overtop the banks of the burn at the south-western corner of the site and form shallow flows across the site, as the current topography prevents any water from getting back to the channel of the Haystoun Burn. Water entering the site would flow to the northern corner, where it would spill across the B7062 to the River Tweed floodplain and then enter the River Tweed which is running to the north-east of the site and is lower lying.

Flood risk from the River Tweed

The area of the site to be developed is not at risk from the River Tweed in the 1:200yr event as confirmed by the SBC modelling undertaken in 2017. The limit of the 200yr floodplain is to the east side of the B7062.

Overland flow route at Whitehaugh Farm

The hydraulic model of existing conditions also predicts that flow would escape from the Haystoun Burn floodplain at Whitehaugh Farm upstream of the current application site, spilling through the farmyard and away from the burn towards the north through the existing development to the west of the site. Flow is likely to follow the existing road network. Water flowing overland in this area would continue to the north and would not return to the Haystoun Burn, but would join the River Tweed directly. The flood route is shown on SEPA flood maps.

4 Flood Mitigation Proposals

Land-raising

Land-raising of the site is required to provide falls for surface water drainage as has occurred on the adjacent development to the west. This would also protect the site against flooding.

Overland flood channel

Removing the existing flood flow route across the part of the site to be developed would, in isolation, increase the flood depth predicted for the 200yr event across much of the remainder of the site. This includes the level of flood waters spilling across the road at Whitebridge and adjacent flood levels to the south of the burn. Further mitigation is required to address these adverse effects.

It is proposed to replicate the existing flood route across the site so far as is practicable by providing an overland flood route around the landraised part of the site. The flood route would take the form of a shallow grass-lined channel following the north bank of the Haystoun Burn along the southern edge of the raised platform and turning to the north along the eastern edge of the platform. The flood channel would terminate near the north-east corner of the site adjacent to the B7062. Flood water is predicted to overtop the B7062 at this location in existing conditions. The flood channel would be dimensioned to convey a similar flow rate to that point as in existing conditions.

The strip of land on-site between the Haystoun Burn and the area to be raised would be planted sympathetically to form a greenspace and slow flood flows in an out-of-bank flood event.

Compensatory storage

Landraising of the part of the site for development and construction of an overland flood channel would maintain the existing flow routes from the Haystoun Burn into the River Tweed, but would reduce flood storage within the site. The volume of storage provided by shallow overland flow is small relative to the volume of hydrograph passing down the Tweed, but reduction in storage could result in earlier transmission of peak flows into the river.

Compensatory flood storage could be created within the agricultural grazing field on the south bank of the Haystoun Burn. Following discussion with SBC's flooding team regarding long term maintenance responsibility for the flood storage, the applicant was asked to consider the effect of omitting compensatory storage on flood risk downstream of the site in the River Tweed.

The Council's modelling consultant, JBA Consulting, was appointed to undertake runs of the River Tweed model. Scenarios with and without compensatory storage were modelled. JBA reported that overall the different scenarios represent an extremely small variation in the total River Tweed flow downstream of the Haystoun Burn confluence and they have limited impact on water levels in the River Tweed. Any slight change in water levels at the Haystoun Burn confluence is expected to dissipate upstream of Cardrona. On that basis, it was recommended to omit the flood storage element of mitigation.

The final mitigation proposals are shown on Figure 2 overleaf.

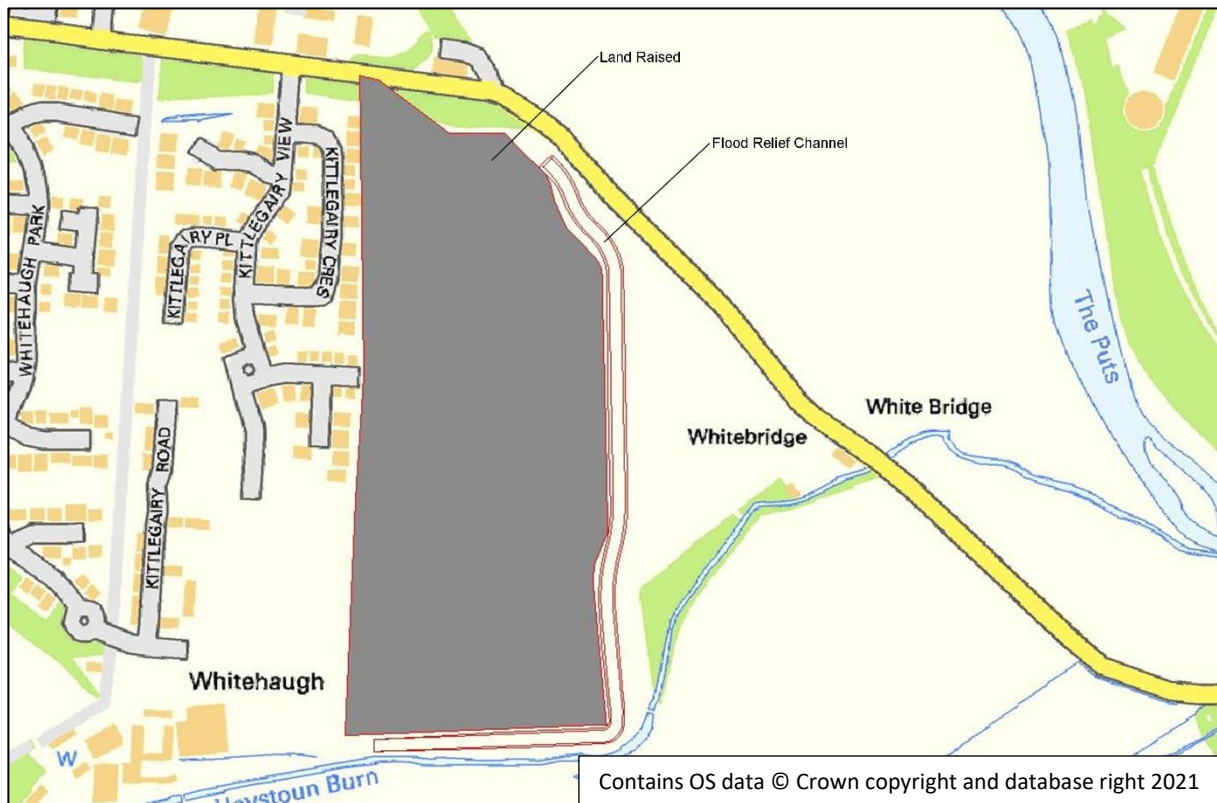


Figure 2: Mitigation proposals.

Flood risk to potential local receptors

Flood risk to receptors away from the watercourse channels but local to the site could be affected by the mitigation proposals. A number of potential receptor points have been identified. These are the existing house at Whitebridge and various locations on the B7062. Flood risk has been assessed at these receptor points for existing conditions and for the mitigation proposals. The maximum flood depth in the 200 year return period event is predicted to be slightly reduced at all of the receptor points except at one where it is unchanged. Predicted flood depths are shown on Figure 5 in the Appendix.

Closing of flood route at Whitehaugh Farm

The existing overland flood route is not within the application site, and measures to address the resultant flood risk are not included in the current application. However, such measures may be implemented in future.

The landraising proposed as part of the current application has been designed to provide an appropriate freeboard above the predicted flood levels including the increased flow in the Haystoun Burn arising from closing off the overland flood route. This is so that development of the current site is not a constraint to any future flood management intervention to protect the adjacent existing development.

5 Demonstrating an Effective/Deliverable Approach to Flood Mitigation

SPP states that land-raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area, and that compensatory flood storage may be required.

The model results provided in the FRA demonstrate that the site can be effectively protected against flood risk by land-raising, and that provision of an alternative flood route around the site could provide a neutral or better impact on flood risk to the surrounding area.

Although development of the site may be regarded as contrary to policy set out in SPP, it has been demonstrated that the site can be developed without adverse effect on the surrounding area.

SBC flood officers provided a planning consultation response to the proposals under application reference 17/00606/PPP. The response removed the earlier objection to the proposals. The consultation response noted that:

“land raising on the site and an overland flow route from the Haystoun Burn to the Tweed are ... proposed and represent a technical solution to the flood risk issues, provided floor levels are set at least 150mm above surrounding ground levels and the development platform is protected. Whilst land raising is not normally supported, it is still in compliance with SPP in this circumstance”.

The planning committee report for the above application included the following statement:

“...the Council Flood Risk Officer has now accepted the revised mitigation as providing an acceptable technical solution, accepting that land raising at this location is in compliance with Scottish Planning Policy.”

Based on the above, it is clear that a deliverable technical solution to flood risk exists, and should these measures be implemented, the site would be suitable for development. This technical solution is supported by the Council's local Flooding Officers - who know the site and understand local conditions best.

6 Conclusions

Fairhurst was appointed by AWG / Taylor Wimpey Strategic Land to carry out an assessment of the flood risk from the Haystoun Burn to part of the proposed mixed use development site at Peebles East, Scottish Borders.

A hydraulic modelling study was undertaken for the Haystoun Burn and River Tweed as part of this study. The site was found to be at risk of flooding from the Haystoun Burn. In extreme flood events flood waters are predicted to overtop the banks of the burn and travel overland across the area of the site to be developed. Land-raising of the site is required to provide falls for surface water drainage as has occurred on the adjacent development to the west. This would also protect the site against flooding.

Removing the existing flood flow route across the part of the site to be developed would, in isolation, increase the flood depth predicted for the 200yr event across much of the remainder of the site. This includes the level of flood waters spilling across the road at Whitebridge and adjacent flood levels to the south of the burn. Further mitigation is required to address these adverse effects.

It is proposed to replicate the existing flood route across the site by providing an overland flood route around the landraised part of the site. The flood route would take the form of a shallow grass-lined channel following the north bank of the Haystoun Burn along the southern edge of the raised platform and turning to the north along the eastern edge of the platform. The flood channel would be dimensioned to convey a similar flow rate to that point as in existing conditions.

Landraising of the part of the site for development and construction of an overland flood channel would maintain the existing flow routes from the Haystoun Burn into the River Tweed, but would reduce flood storage within the site. The volume of storage provided by shallow overland flow is small relative to the volume of hydrograph passing down the Tweed.

Hydraulic modelling using the SBC River Tweed model has shown that the proposed measures to manage flood risk to the site from the Haystoun Burn are predicted to have negligible impact on the River Tweed. Any slight change in water levels at the Haystoun Burn confluence is expected to dissipate upstream of Cardrona.

Flood risk from other potential sources comprising infrastructure failure, sewer flooding, overland flow and groundwater has also been taken into account. Flood risk to the site from these other potential sources is considered to be low. Finished floor levels of the proposed properties will be set above external ground levels and flow paths around and away from buildings maintained. In the event that flooding from other sources does occur, this will mitigate the residual risk to the proposed development.

It is clear that a deliverable technical solution to flood risk exists, and should these measures be implemented, the site would be suitable for development. This technical solution is supported by the Council's local Flooding Officers - who know the site and understand local conditions best.

SPP states that land-raising should only be considered in exceptional circumstances, where it is shown to have a neutral or better impact on flood risk outside the raised area, and that compensatory flood storage may be required. The model results discussed within the FRA report demonstrate that the site can be effectively protected against flood risk by land-raising, and that provision of an alternative flood route around the site could provide a neutral or better impact on flood risk to the surrounding area.

SBC flood officers have advised that the land raising and overland flow route proposals represent an acceptable technical solution to the flood risk. Whilst land raising is not normally supported by the Council, it is still considered to be in compliance with SPP in this circumstance.

Appendix A

Drawings

Barton Willmore drawing no. 26286-PL03 Revision A – Indicative Masterplan

Fairhurst drawing no. 94600/Sk2002 Revision A – Channel Proposals

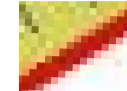




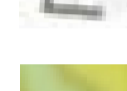
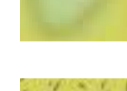
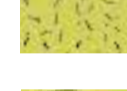
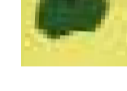


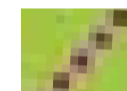

Figure 3: Haystoun Burn flood extent for existing conditions

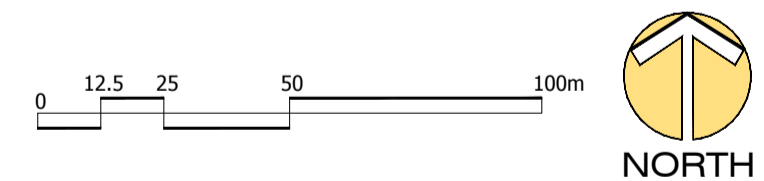
Figure 4: Haystoun Burn flood extent with mitigation proposals

Figure 5: Maximum water depths at key receptors



LEGEND

-  Red line planning application boundary
-  Formal Open Space
-  Flood Mitigation Channel
-  Shared Zones
-  Developable Area
-  SuDs (Indicative)
-  Area to Accommodate Potential Overland Flows from the Haystoun Burn
-  Landscape Buffer
-  Avenue Street Trees
-  Primary/ Secondary Streets
-  Pedestrian Paths
-  Shared Surface Streets
-  Safeguarded Land for employment, business and community use, which will be subject to separate approval in future. (i.e excluded from application)



Project
**LAND TO THE EAST OF
 KITTEGAIRY VIEW, PEEBLES**
 Drawing Title
Indicative Masterplan

Date 13.04.2017	Scale 1:1500@A1	Drawn by EH	Check by MW
Project No 26286	Drawing No PL03	Revision	A

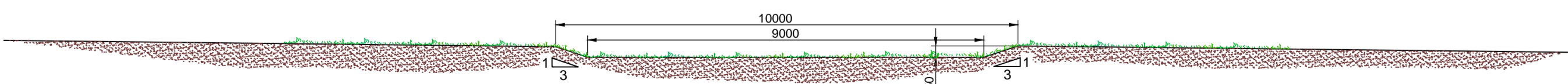
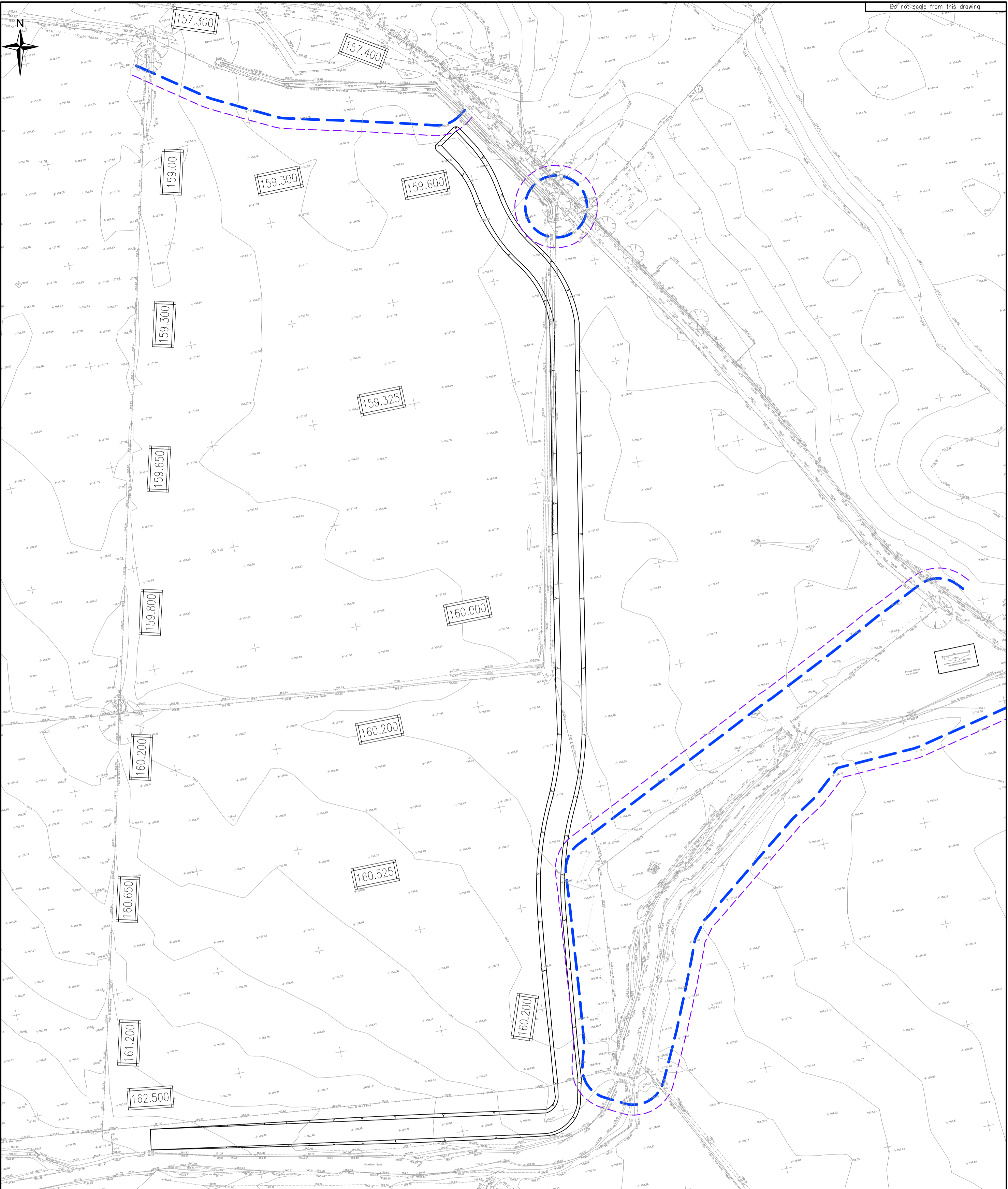


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Do not scale from this drawing.



TYPICAL CHANNEL SECTION
(SCALE 1:50)


Rev.	Date	Description	Drawn	Checked	Approved
A	14/04/17	TYPICAL CHANNEL SECTION ADDED.	KAB		

LEGEND:

160.525 INDICATIVE DEVELOPMENT PLATFORM LEVEL

--- 15/20m TREE ROOT PROTECTION BOUNDARIES
(EXTRACTED FROM BARTON WILLMORE LSK2 DRAWING RECEIVED 06/04/17)

Client:



Project Title:
**WHITEHAUGH FARM,
PEEBLES**

Drawing Title:
CHANNEL PROPOSALS

FAIRHURST
225 Bath Street,
GLASGOW, G2 4ZZ
Tel: 0141 204 8800 Fax: 0141 204 8801

Scale of A2: 1:1250	Status: For Comment
Drawn: KAB	Checked: Approved:
Date: 07/04/17	Date: Date:
Drawing No.: 94600/sk2002	Revision: A

2D model flood extents: Existing versus Proposed for 200yr Haystoun Burn event

Lightened area indicates 2D model domain.

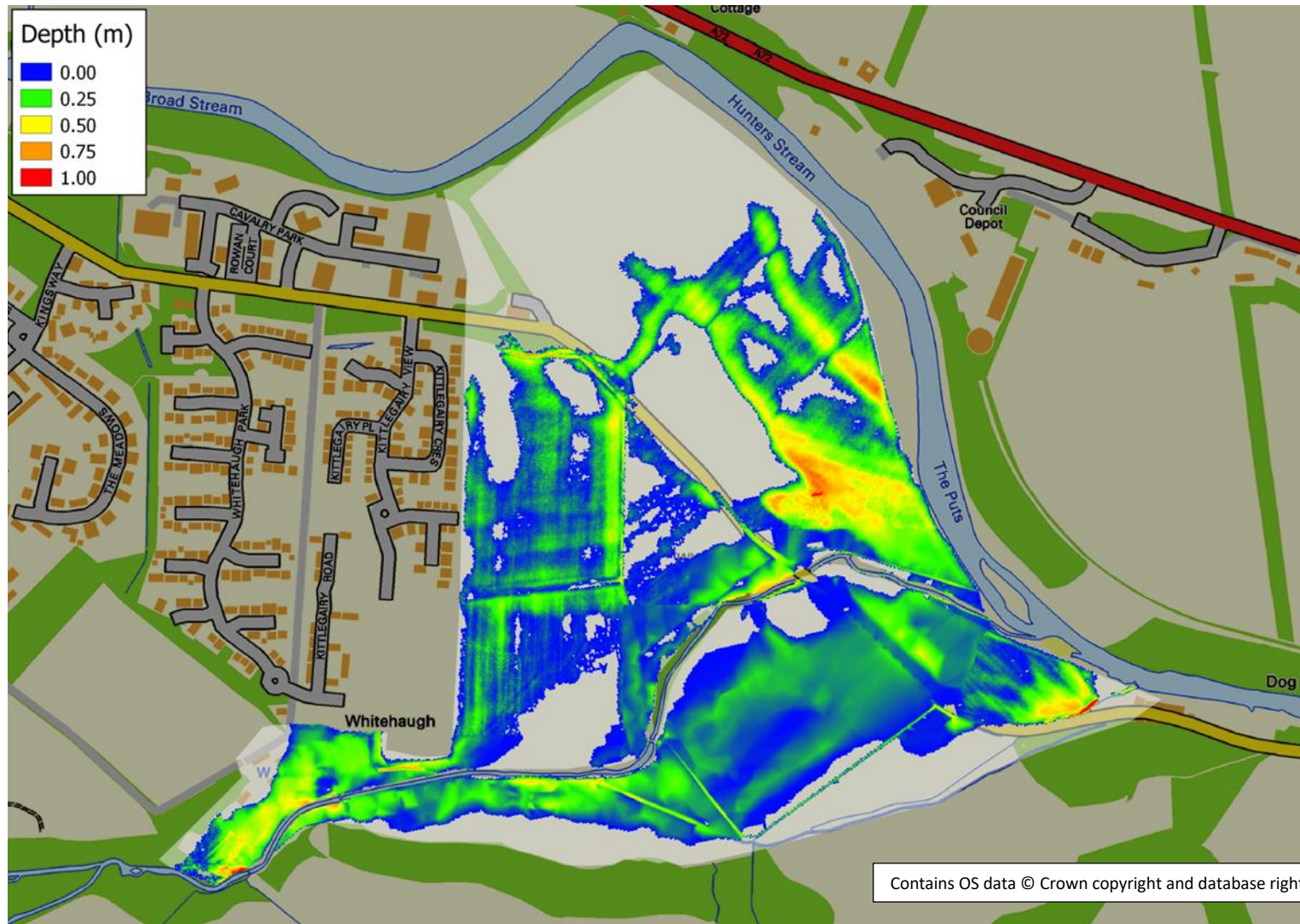


Figure 3: Haystoun Burn 200yr flood extent for existing conditions [Depth key in meters]

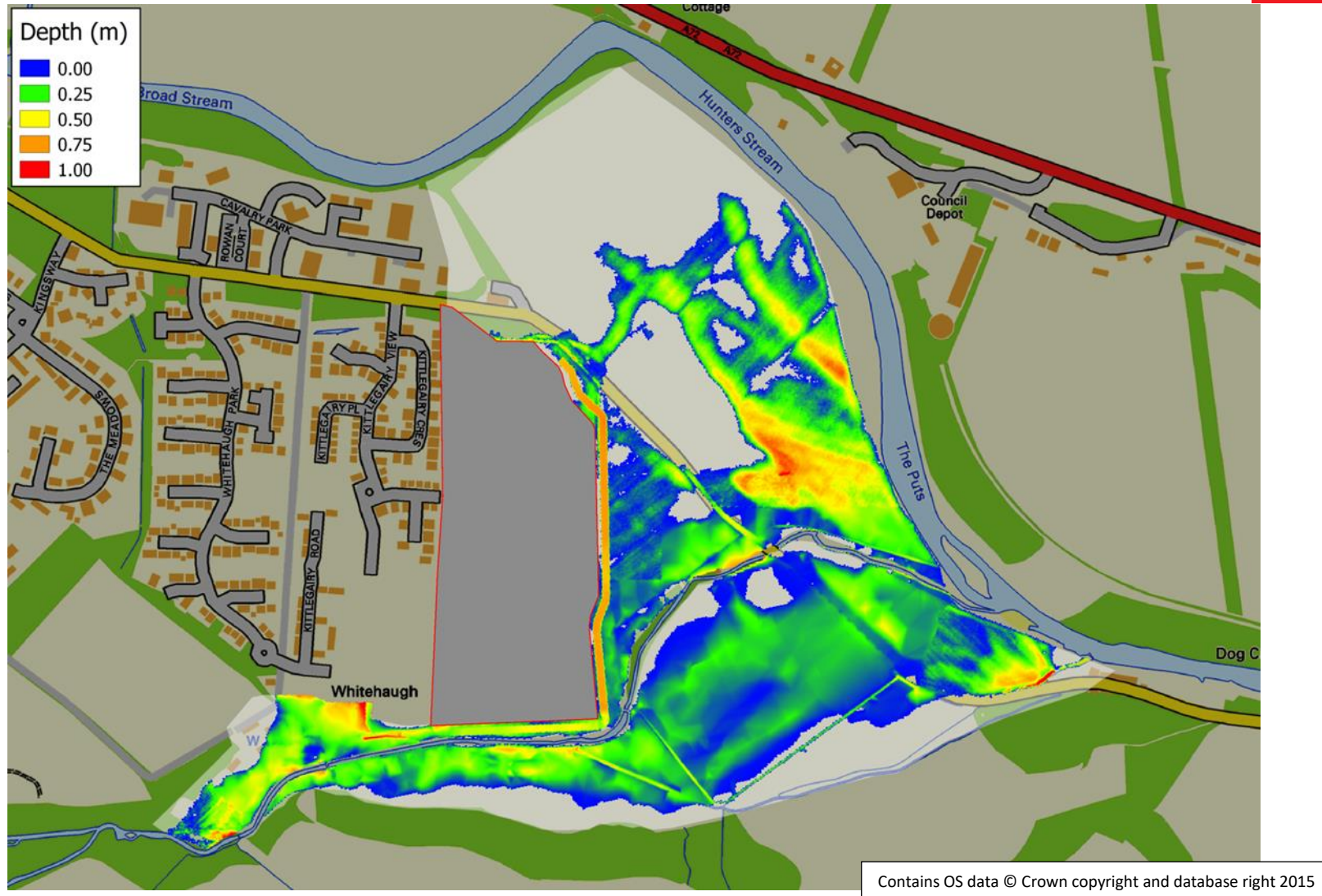


Figure 4: Haystoun Burn 200yr flood extent with revised mitigation proposals [Depth key in meters]

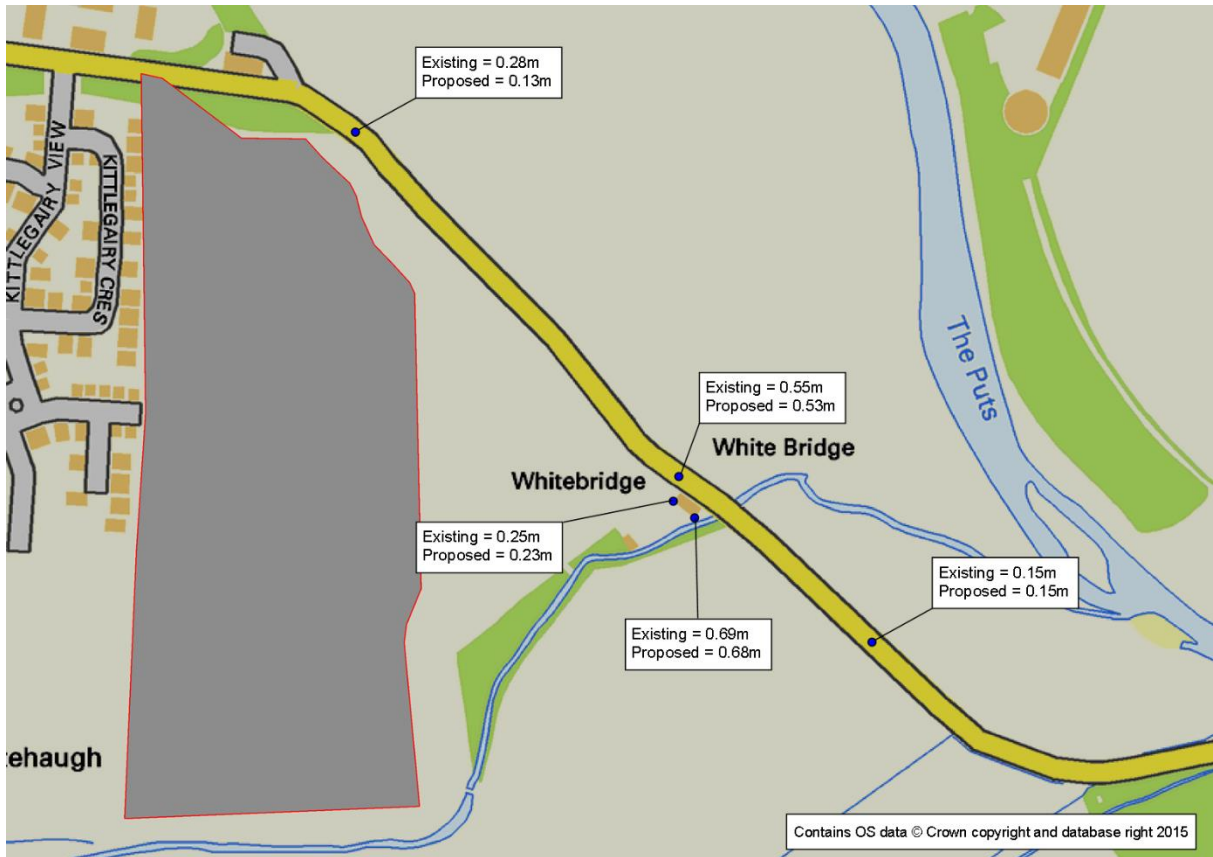


Figure 5: Maximum water depths at key receptors

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