

[REDACTED]

From: Peter Macleod [REDACTED]
Sent: 19 January 2021 11:21
To: localplan
Subject: Re: Scottish Borders Local Development Plan: Proposed Plan - Representation on behalf of James Hewit
Attachments: 01 - OS 1-25000 site plan.pdf; 02 - site plan.pdf; 00 - PROPOSED PLAN – OBJECTION 15-12-2020.pdf; 04 - Additional information for the submission.pdf; 05 - MIR - AGALA038 exclusion objection 29 January 2019.pdf; 03 - Supporting Statement 04 August 2017.pdf

CAUTION: External Email

Good morning,

These are the supplementary documents (01 to 05) to go with the submission dated 15 December. They should have been included with the main document (included again here 00).

best regards

Peter Macleod

On Tue, 15 Dec 2020 at 10:44, Peter Macleod <[REDACTED]> wrote:

Good morning,

Please find attached the representation by James Hewit in respect of his land at [REDACTED]

Best regards

Peter Macleod

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Peter MacLeod, BSc. MSc. MRTPI

Gain Planning Services

[REDACTED]

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Peter MacLeod, BSc. MSc. MRTPI

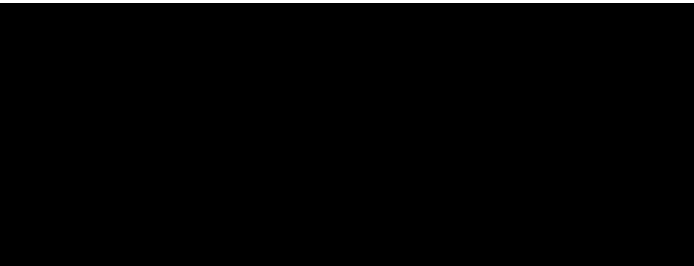
Gain Planning Services

122 Scott Street

Galashiels

Selkirkshire

TD1 1DX



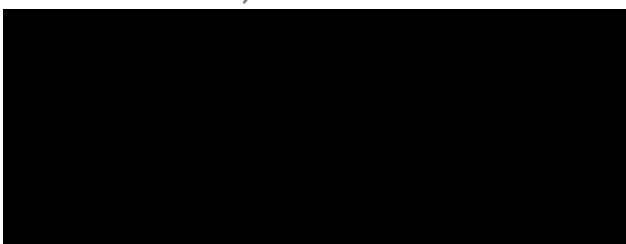
**SCOTTISH BORDERS LOCAL DEVELOPMENT PLAN: PROPOSED PLAN – REPRESENTATION
WITH REFERENCE TO
PROPOSED HOUSING SITE ON LAND AT LANGLEE MAINS, GALASHIELS
ON BEHALF OF
JAMES HEWIT**



15 DECEMBER 2020

Submitted on behalf of James Hewit by:-

Peter MacLeod, BSc. MSc. MRTPI



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1. Introduction

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

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

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

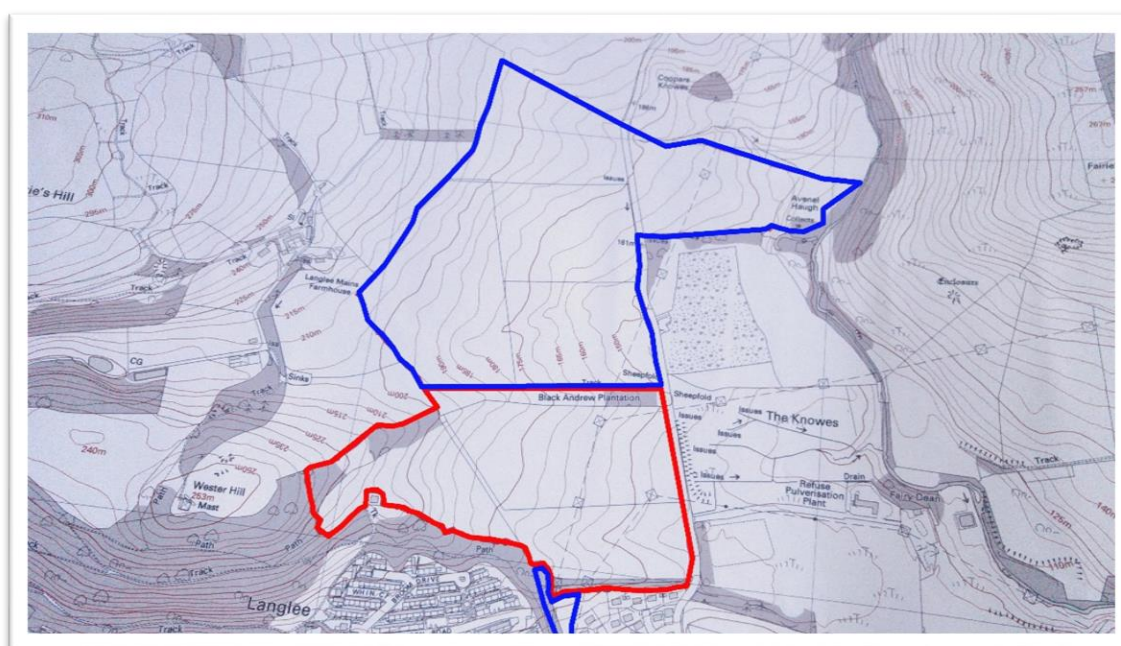


Figure 1: The site in red and the applicant's land ownership in blue

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

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

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

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

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

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

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

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

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

LDP objectives regarding housing

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

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

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

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

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

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

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

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

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

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

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

2. Objection to the Exclusion of AGALA038

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

DETACHMENT

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

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



Figure 2: The north boundary viewed from the north



Figure 3: The north boundary viewed from the south

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

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

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

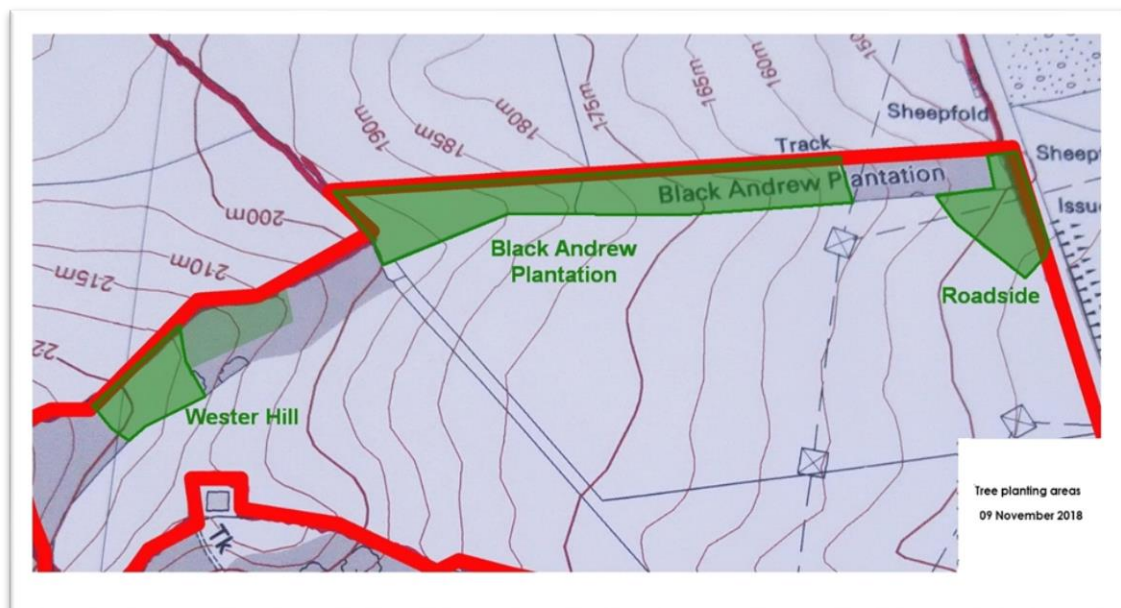


Figure 4: Proposed tree planting areas in green

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

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

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

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

PUBLIC SAFETY/AMENITY

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

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

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

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

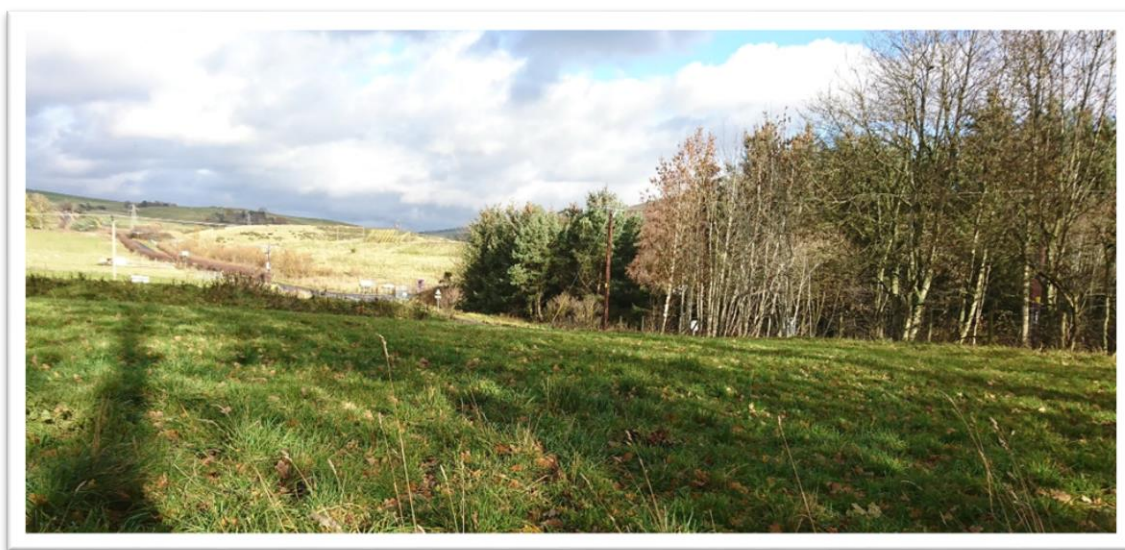


Figure 5: The south east corner looking across to the aggregates site

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

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

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

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

PREVIOUS DEVELOPMENT PLAN CONSIDERATION

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

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

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

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

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

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

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

We welcome a reconsideration of these issues by the reporter.

TRANSPORT

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

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

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



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

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

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

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

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

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

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

LANDSCAPE

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

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

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

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



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

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

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



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

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

3. Concluding Remarks

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

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

The site has some very distinct advantages; namely;

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

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

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

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

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

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

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



Figure 7: Hypothetical photomontage of the site 'developed'

Recommendation

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

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

Appendix 1

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

GALASHIELS SITE AGALA038

(next page)

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

Conclusions

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

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

The southern part of this site was considered for housing as part of the Local Development Plan Examination (LDP 2016), the Reporter made the following comments in relation to housing site (AGALAO38):
 "Approaching the site from the north, the land to the west of the road has a pleasant countryside appearance and the crest of the hill provides a distinct entrance to Galashiels. The construction of the houses, as proposed, would have a marked visual impact and severely detract from the local importance of this land within the landscape setting of the town. Whilst the proposed community allotments would be unlikely to have a significant impact, the construction of even a small number of houses at this location would not be acceptable in either visual or landscape character terms. Irrespective of the location of the site within the landscape, the proximity of the Easter Langlee landfill operation is a practical concern. The distance between the proposed residential development and the landfill site would be less than 100 metres. Noting the guidance in Scottish Planning Policy 1 agree with the council that this would not be acceptable".

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

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

Appendix 2

Census Population Statistics

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

Settlements with populations over 1000 are:-

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

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

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

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

Appendix 3

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

[Extract from Scottish Borders Council website]

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

Landfill infrastructure

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

Waste infilling

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

How it works

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

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

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

Landfill capping

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

The construction of the cap involves:

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

Landfill gas

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

How we convert the gas into electricity at Easter Langlee

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

Odour

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

What we do to control odour

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

Conditions when odour is unavoidable

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

Other activities

Aggregates yard

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

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

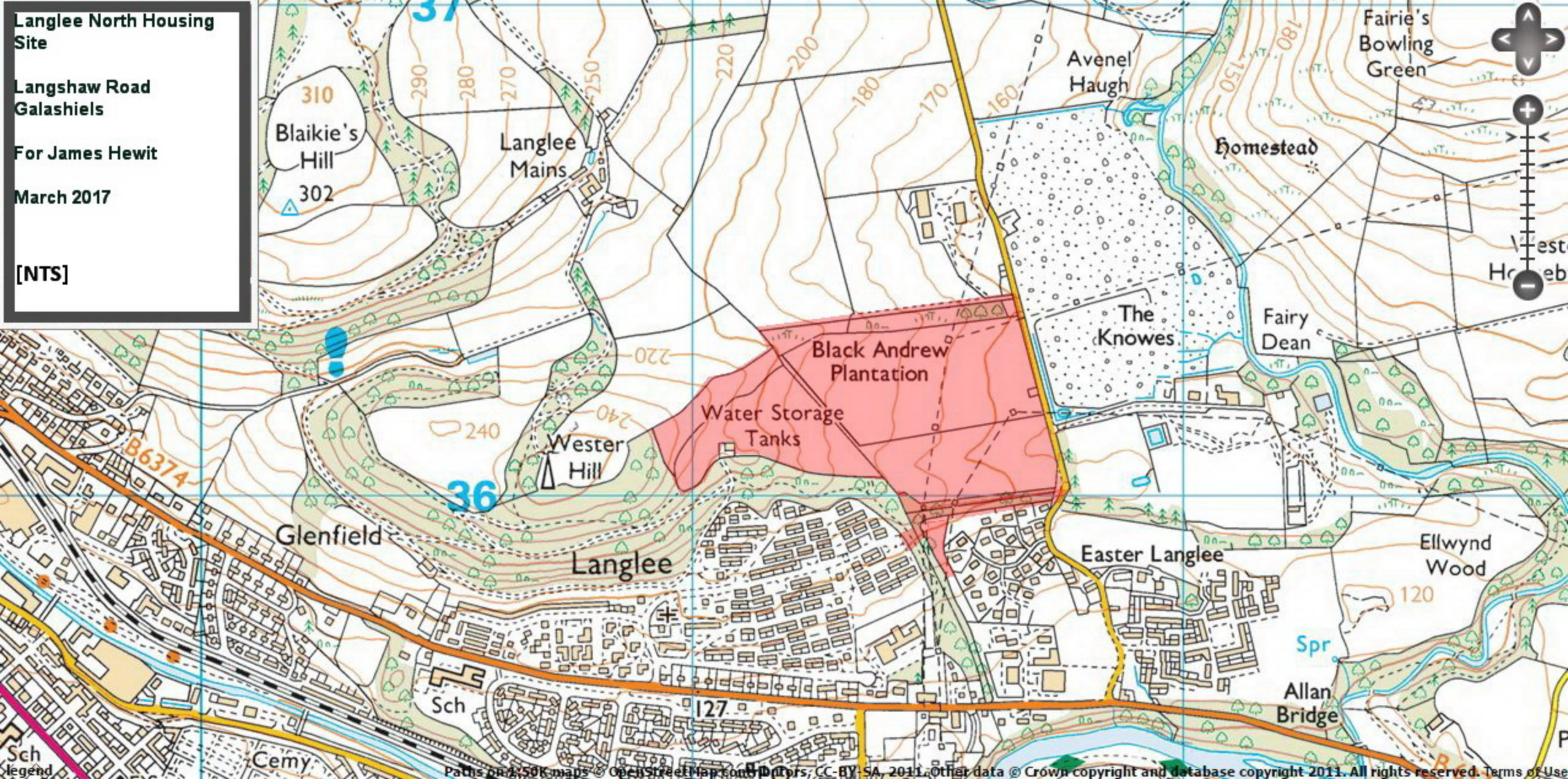
These recycled materials can then be used for various construction purposes, instead of using newly quarried material.

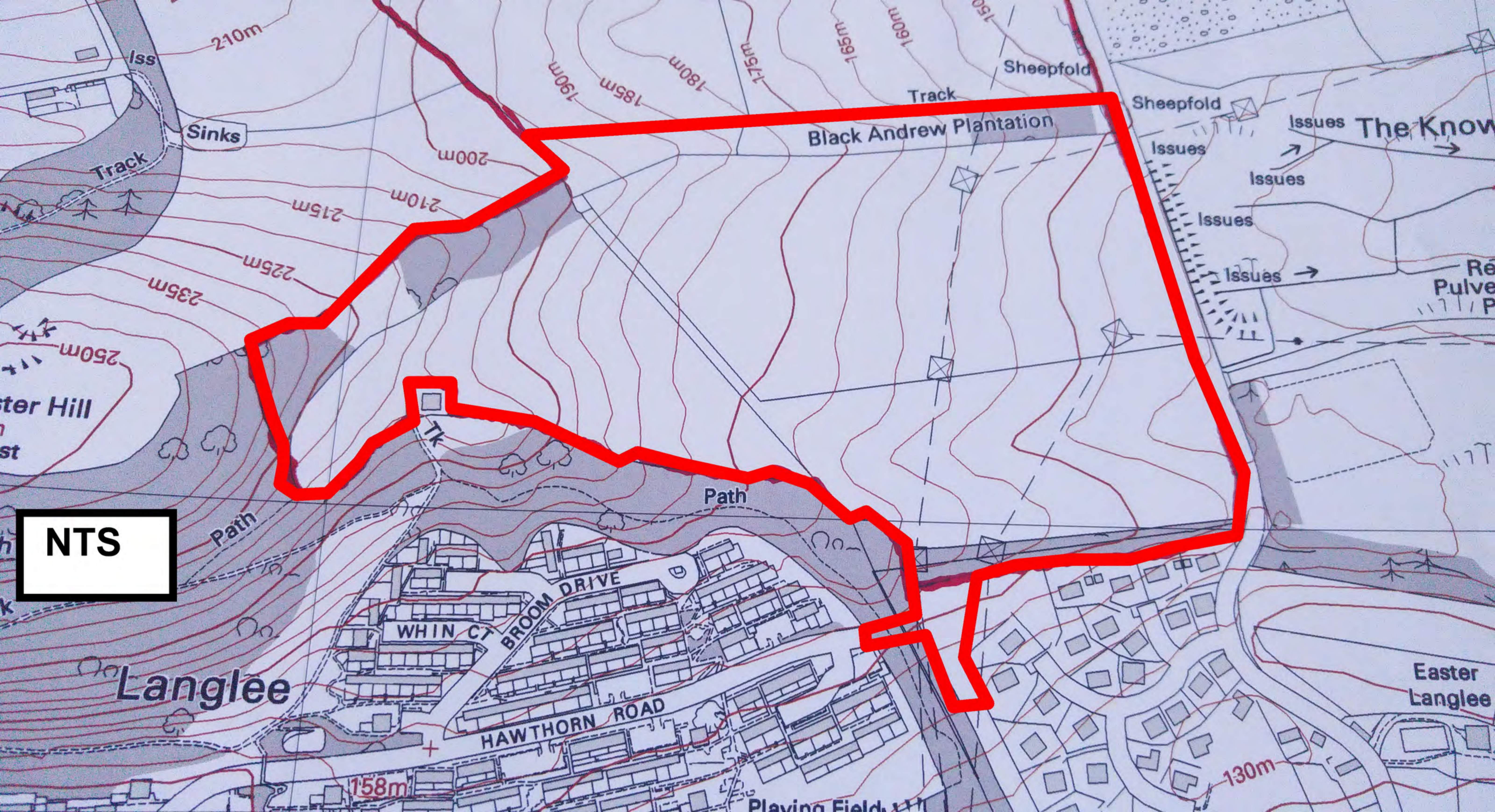
Appendix 4

Relevant Documents

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

Langlee North Housing Site
Langshaw Road
Galashiels
For James Hewit
March 2017
[NTS]





NTS

LAND WEST OF LANGSHAW ROAD, LANGLEE MAINS, GALASHIELS



04 AUGUST 2017

Peter MacLeod, BSc. MSc. MRTPI
122 Scott Street
Galashiels
Selkirkshire
TD1 1DX
pkmacleod@gainplanningservices.co.uk

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1. Introduction

The surrounding area

The site is located in the countryside to the north east of Galashiels. It is located to the west side of the Galashiels to Lauder, via Langshaw, road. It is 450 metres from the B6374 Melrose Road.

The centre of the site is 2.05 kilometres from Galashiels railway station and town centre, and 1.3 kilometres from Tweedbank railway station.

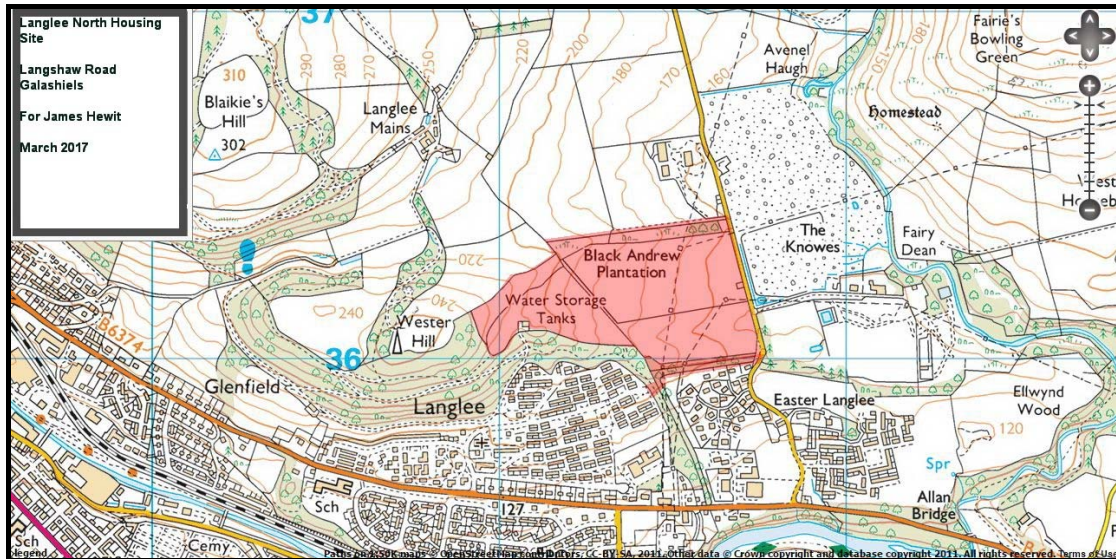


Figure 1: General Site Location

Bus services run to the end of Hawthorn Road, along Melrose Road (B6374) as well as into Queen Elizabeth Drive (Easter Langlee).

The Site

The site comprises three fields, all of which are used for grazing, and the adjacent tree belts to the north side. The total area extends to around 21 hectares, with the developable area, excluding tree belts, totalling around 18 hectares. The ground slopes up from the road to the east towards Wester Hill in the west. It starts at around 140 metres AOD at the public road (unclassified) in the east, and it rises to just under 230 metres AOD towards the woodland edge near Wester Hill, over a distance of around 770 metres.

The site is bounded to the south by housing at Coopersknowe Crescent, Larkspur Court and Broom Drive (separated by a tree belt); to the west and north by farmland grazing with tree belts; to the north east by a commercial forestry and storage use; and to the east, across the public road, by the public landfill site and recycling centre.

The site contains a number of electricity pylons, a gas pipeline and water storage tanks.

There are tree belts to all sides except for the edge to Langshaw Road, which is partially bounded by a hedgerow. Some of the tree belts have lost density over the years, in particular the Black Andrew plantation along the north edge of the site. The more extensive woodland to the south west is owned by the Council (see figure below).



Figure 2: An aerial image of the site



Figure 3: View across site showing two main overhead power lines and gas pipe markers

The applicant

The applicant is the landowner who presently farms the land. The applicant is considering a joint venture project with a housing or development company.

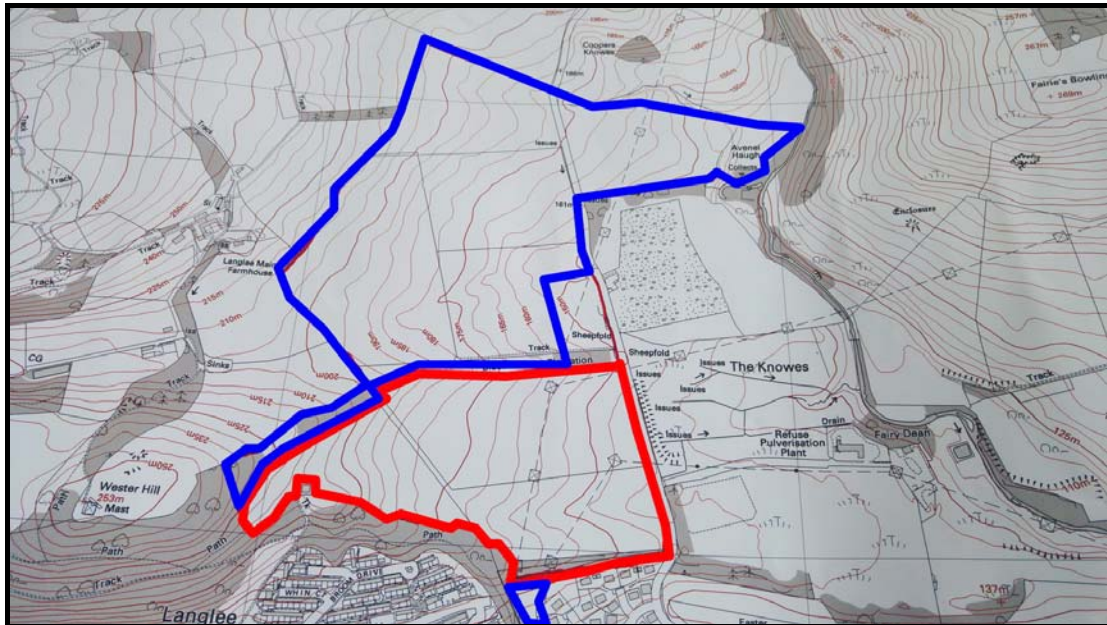


Figure 4: The site in red and the applicant's land ownership in blue

The access to the site from Hawthorn Road would cross land that is owned by Scottish Borders Council.

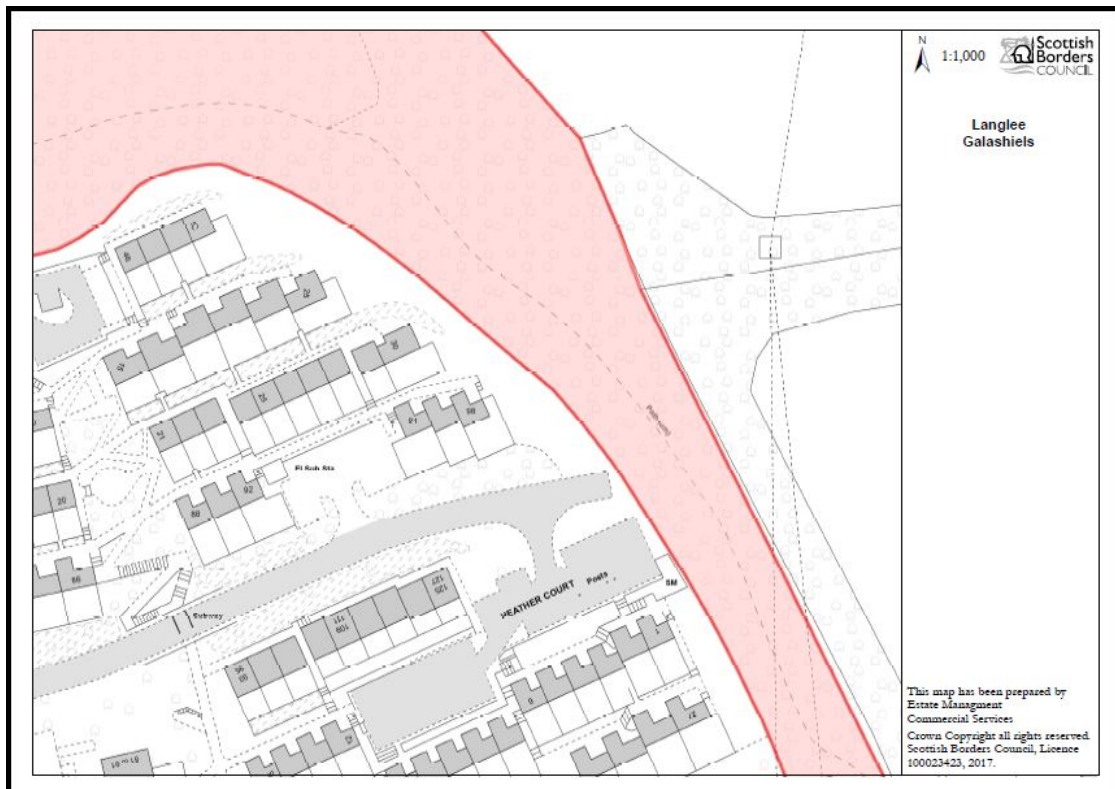


Figure 5: Plan showing Council land ownership towards Hawthorn Road

Site History

The site was included in a submission for a much larger site in 2010 as part of the Scottish Borders Local Plan Amendment. The correspondence refers to sites as SGALA002 and SGALA006.

The site was not included at that time principally due to an objection from SEPA relating to contamination issues relating to the active landfill sites adjacent to the proposed site.

Recent consultations with SEPA's Galashiels office indicated that SEPA would be unlikely to object to the development due to its smaller size and the reduced operational size and life of the current landfill site.

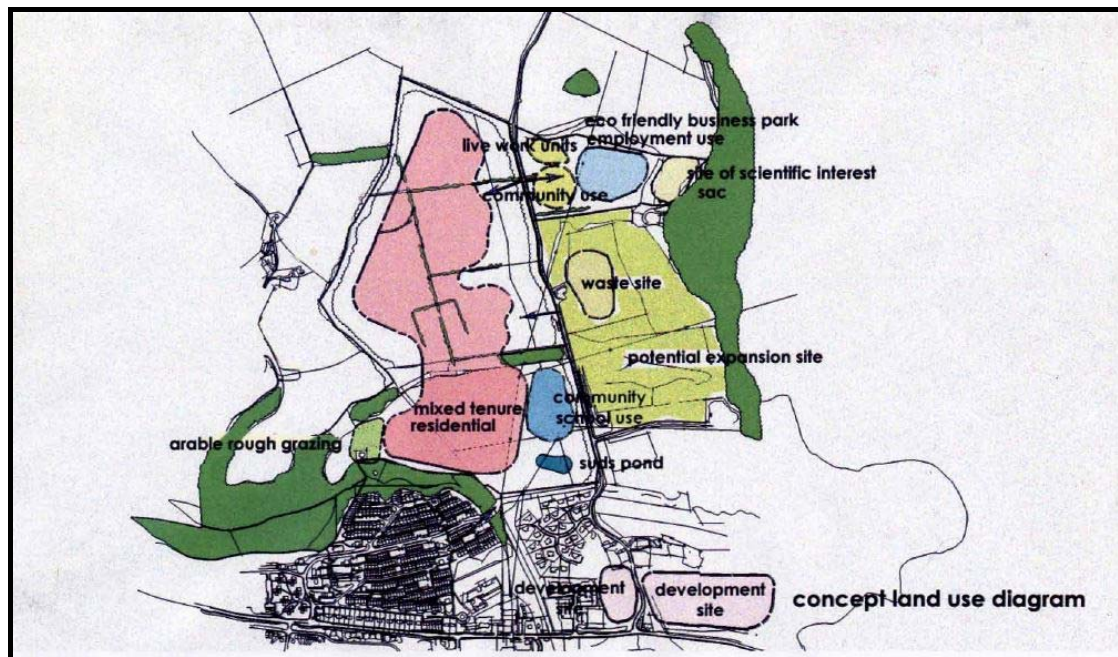


Figure 6: An excerpt from the previous submission in 2009

2. The proposal

The proposal at this stage is outline only. It will be for purely residential development which may include some community facility/shop(s).

The applicant is keen to provide predominantly low cost housing and has been in discussion with Scottish Borders Housing Association.

The site, if all development constraints are resolved, could provide up to 300 homes at average house building density. If it were to be developed to the same density as Coopersknowe Crescent to the south (detached 4-bed), then this would provide around 120 houses.

If the low-cost/social housing option is chosen then it will become more critical that public transport services are extended into the site.

The site has easy and level access from a point on the Langshaw Road close to and opposite the existing junction to the refuse depot/recycling centre, and most points between there and the north boundary.

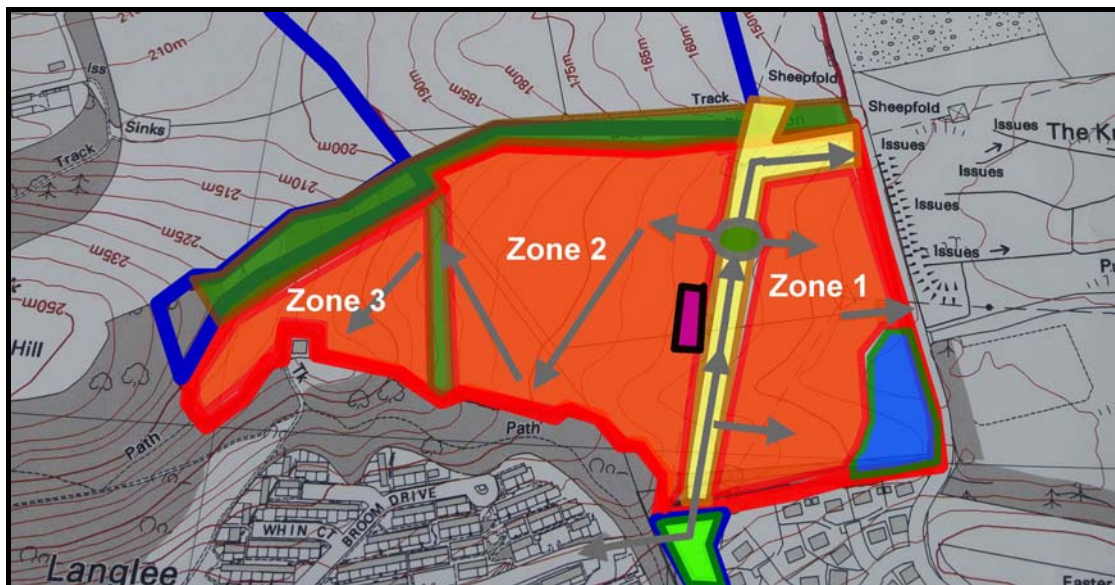


Figure 7: Initial draft masterplan

The plan would be to develop three main housing zones. Zone three would be low density private housing. Zones one and two would be mixed private and social housing. A central corridor between zone one and two would be the main transport link and this would also contain the rerouted/undergrounded transmission lines (yellow shading) and it would have a landscape buffer to either side. There would be a roundabout at some point which would act as a bus terminus for services presently terminating at Hawthorn Road. A small neighbourhood centre of perhaps two or three units would be positioned close to this.

The south east corner would be a detention pond suds feature with woodland features and a raised and planted bund to the east side to provide screening to the recycling/ aggregates/waster transfer activities that may be taking place opposite.

Tree belts to the north side would be strengthened with indigenous planting to be agreed. A tree belt would be proposed between zone two and zone three housing. There would be street tree planting and pockets of landscaping.

It is proposed to develop allotments on the land between Coopersknowe Crescent and Hawthorn Road (bright green area to south on the draft masterplan). These could be made available to tenants in Langlee as well as the development site.

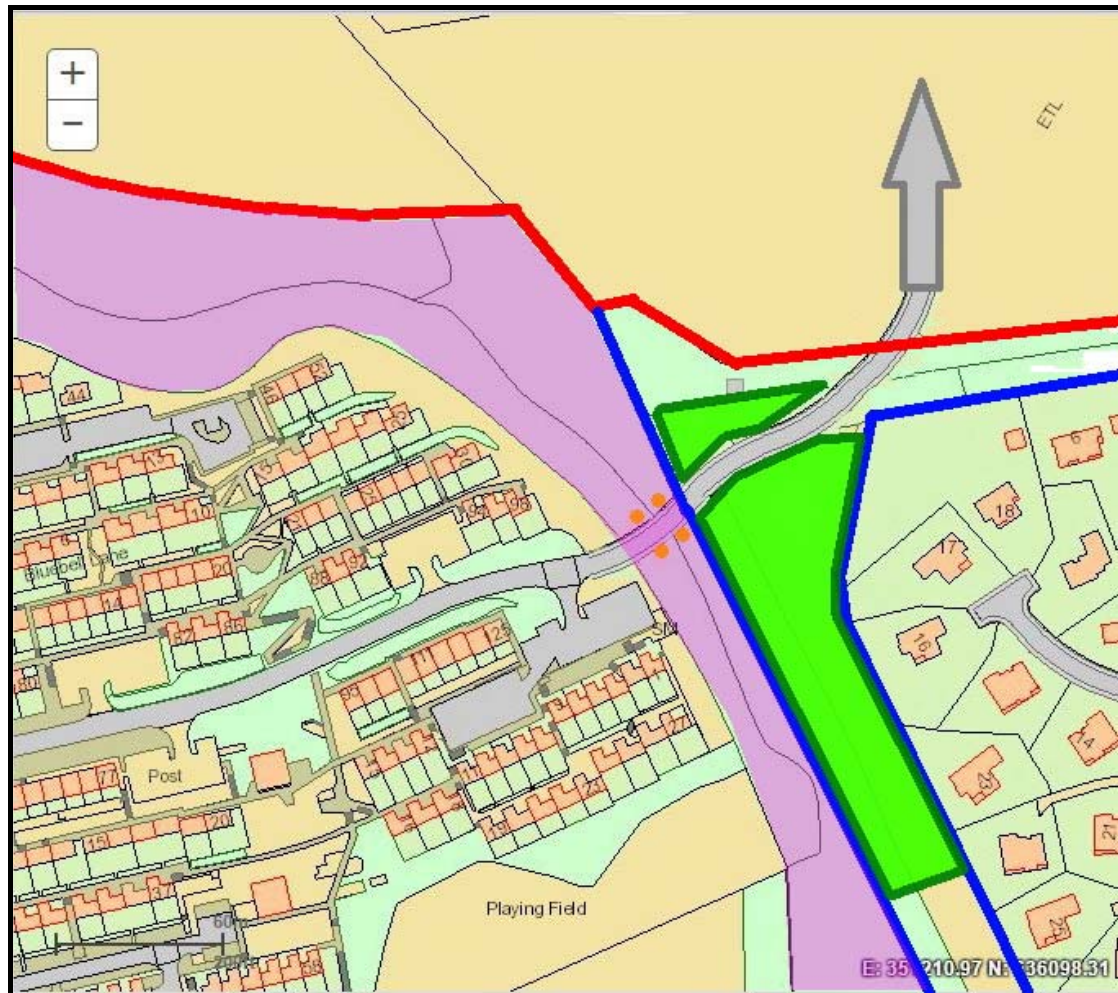


Figure 8: The proposed road extension to Hawthorn Road and land ownership.

An additional access will be provided from within the Langlee housing estate, extending from the End of Hawthorn Road. This would allow for the extension of the public bus service currently terminating here.

Most of this land is within the applicant's control, however a part of it, the Langlee woodland belt, is owned and managed by Scottish Borders Council (coloured purple in figure above). It is proposed that the existing woodland walk would pass beneath the road extension in the form of an underpass, although a simple road crossing with raised table could be employed if preferred (between orange dots on the above plan).

3. Constraints and Policy Considerations

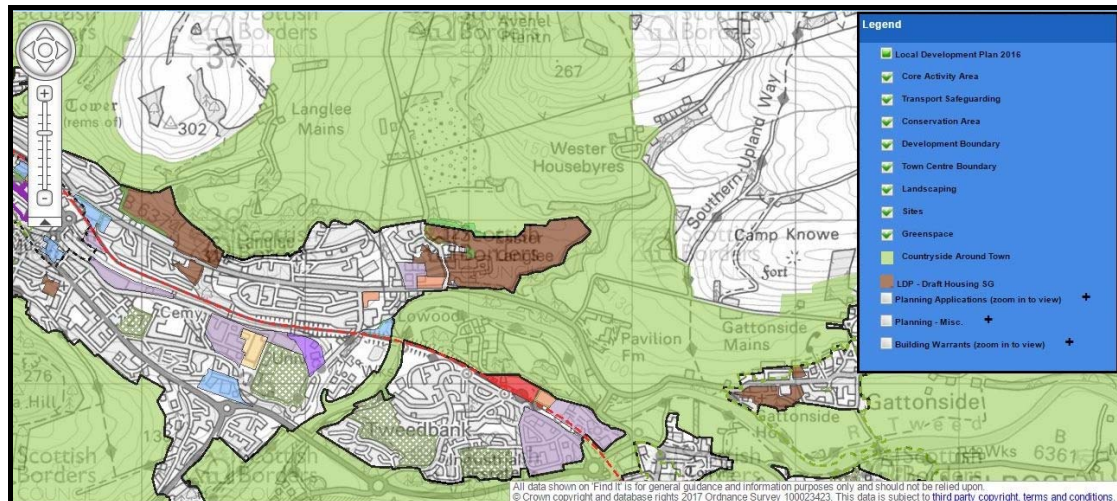


Figure 9: An excerpt from the Scottish Borders Local Development Plan Interactive Map

The site is located in the countryside, and specifically within an area designated as 'Countryside around Towns' in the Scottish Borders Local Development Plan (SBLDP).

There is significant woodland to the south of the site, and there are tree belts to the north and west.

There is a large landfill site to the east of the site which is nearing the end of its operational life.

There is a high pressure gas pipeline that crosses the site (Pathhead to Galashiels).

There are a number of overhead power lines crossing the site. Two of these are 132kV OHLs on steel pylons. There are a further three lower voltage pole mounted lines (see figure below).

The site is on an average gradient of around 1 in 10 rising from east to west.

There is a constraint on carriageway width on the unclassified Langshaw Road at Easter Langlee Cottages.

There is a SSSI to the north east at Avenel Hill.

There is a significant bottleneck on the C77 Langshaw Road at Langlee Cottages.

The extension of Hawthorn Road crosses land outwith the applicant's control.

The principal policies of the SBLDP will be Policy PMD2: Quality Standards, Policy HD1: Affordable and Special Needs Housing, Policy PMD4: Development Outwith Development Boundaries, Policy EP6: Countryside Around Towns, Policy EP13: Trees, Woodlands and Hedgerows, Policy IS2: Developer Contributions, Policy IS3: Developer Contributions Related to the Borders Railway, Policy IS6: Road Adoption Standards, Policy IS7: Parking Provision and Standards, Policy IS8: Flooding, Policy

**IS9: Waste Water Treatment Standards and Sustainable Urban Drainage, and Policy
IS13: Contaminated Land.**

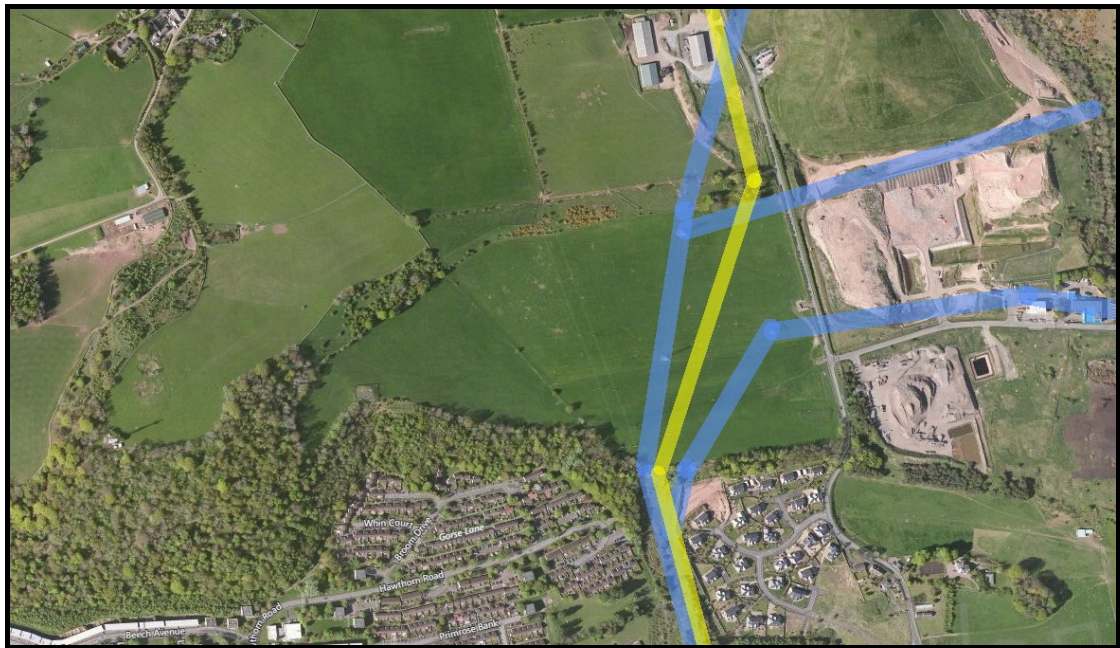


Figure 10: The HP gas pipe in yellow, and the HV power lines in blue.

4. Assessment

Landscape/Urban character Issues

Presently the site is in land allocated as “countryside around towns”. It is an edge of town location and if accepted then the site would incorporate the new edge of the Galashiels settlement.

The site is well contained by topography and tree belts as is well depicted by the following two images. These are taken from the same point at a field access around 400 metres to the north of the site. The north boundary of the site can be identified by the tree line and mound running across the middle distance of both photographs.



Figure 11a: View towards the site from point 400m north on the C77



Figure 11b: View towards the site from point 400m north on the C77

Landscape Character Assessment

Landscape	Landform	Settlement	Geology	Other features
Upland Fringe Valley with Settlements	Valley-Wide Valley-Flat Moraines Bluffs Terraces-River Screens Outcrops-Rocky	Towns Villages Steadings Industrial	Varied	Hedges Trees- Hedgerow Mills

Figure 12: SNH landscape classification for the area within which the site is located

Built and Cultural Heritage Issues

There are no built or cultural heritage designations. The Black Andrew Plantation is noted on the Canmore website as being a historic enclosure (NT 512 362).

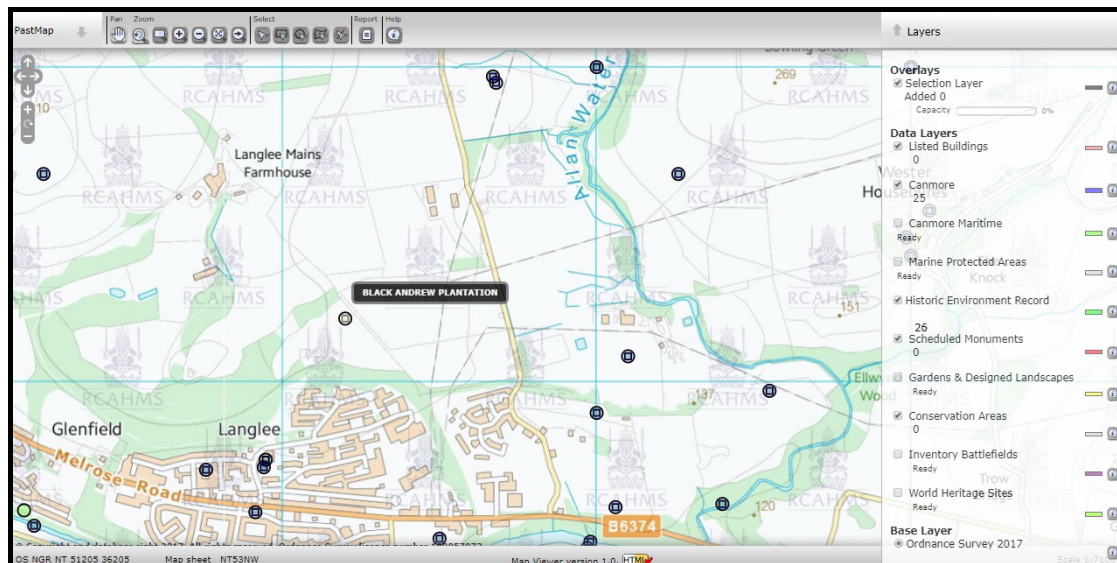


Figure 13: Extract from PastMap highlighting lack of designated sites

Wildlife/biodiversity Issues

The site has no nature conservation designations within the boundaries. The nearest such designation is the Avenel Hill and Gorge SSSI to the east and the Allan Water which forms part of the River Tweed SAC, also to the east (see figure 14 below). The site is separated from both of these by the former domestic refuse landfill site and the development of the site for residential will have no impact upon the qualifying interests of these designations.

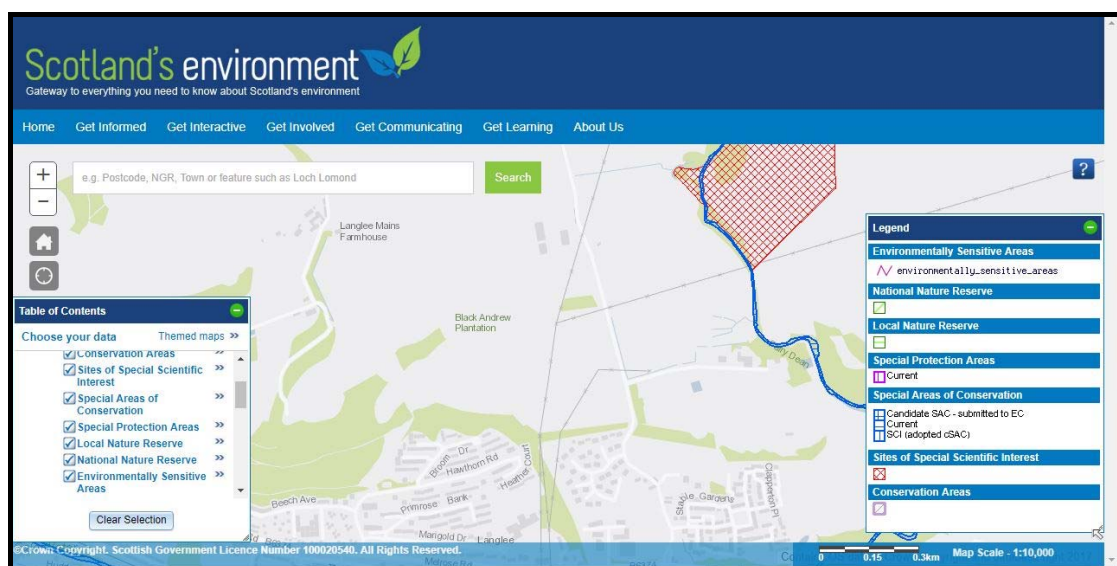


Figure 14: Wildlife Conservation designations (<http://map.environment.scotland.gov.uk>)

There are no designations of woodland on the site, with the nearest “ancient semi-natural woodland” being in the Allan valley to the east. The adjacent trees are listed simply as “native woodland”.

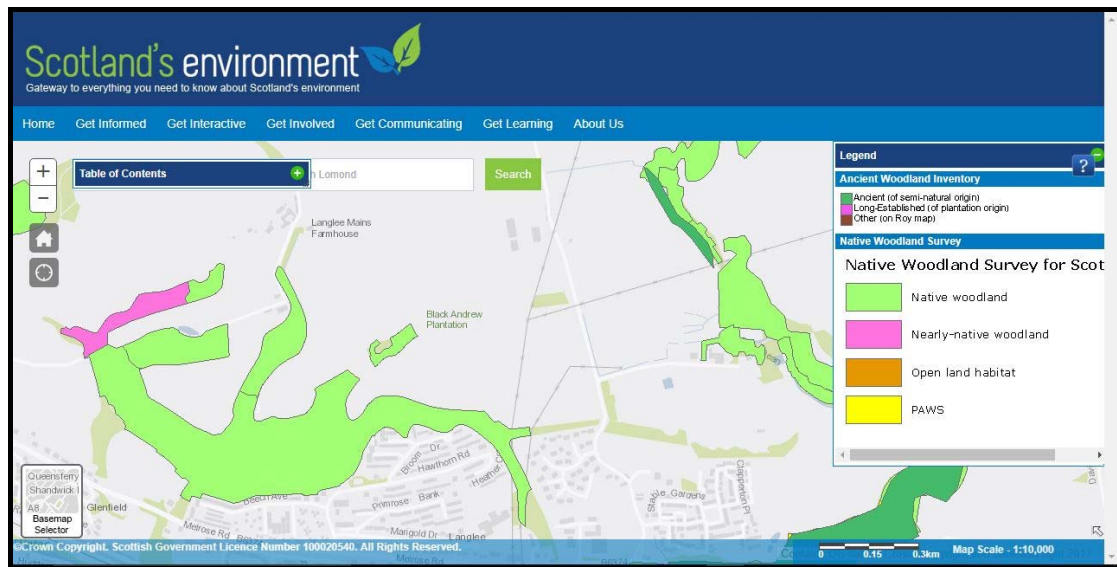


Figure 15: Woodland around the site (<http://map.environment.scotland.gov.uk>)

The proposed use of the site will have no trans-boundary impacts. The site is within the catchment for the Allan Water. A detailed SUDS scheme will be designed and implemented as part of the detailed design, with the main detention pond in the south east corner. This will create wildlife habitats.

There is no plan to remove any trees or hedgerows. It is indeed proposed to plant many trees and hedges and wildlife corridors can be incorporated into the proposals.

There will be no adverse impact upon any wildlife or biodiversity interests. The proposals comply with the relevant policies of the existing development plan.

Site drainage and flooding

The site is free from flooding issues, with only very minor surface water in the south east corner which is where the suds basin would be implemented. It is a sloping site and the nearest watercourse is the Allan Water to the east.

The main issue will be handling drainage from the site through a full green field run-off assessment and the designing of a detailed Sustainable Drainage Scheme to ensure developed site levels off runoff equate to or are an improvement upon these levels.

Also a drainage assessment will be required prior to connection to any public main sewer and this will have to be agreed with Scottish Water.

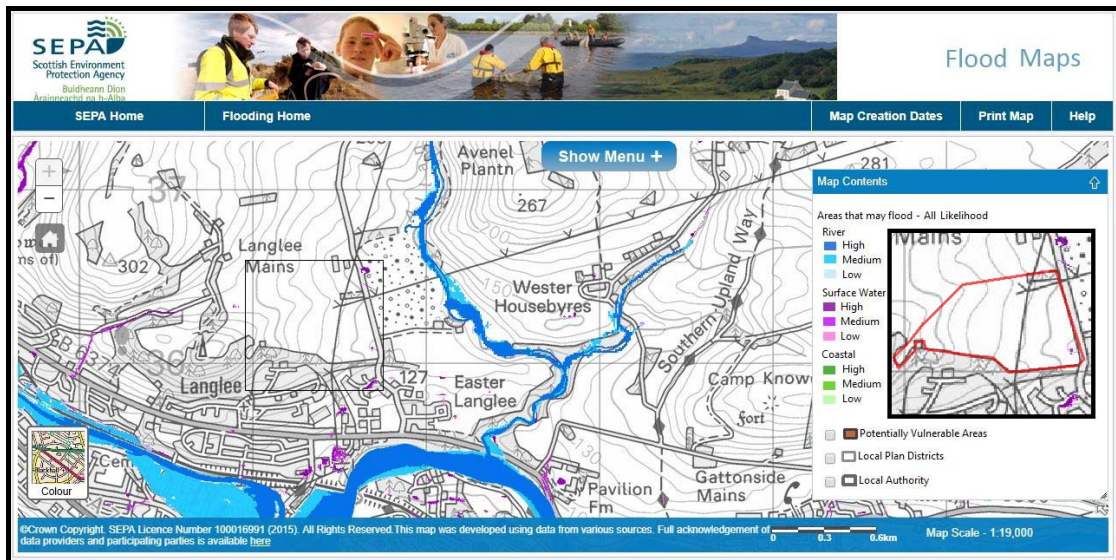


Figure 16: SEPA flood maps excerpt

Residential Amenity

The only issue is the relationship of proposed housing to existing activities to the east on the Council’s landfill and recycling sites. At the time of writing the landfill is nearing the end of its operational life and the proposed waste transfer facility has been refused planning permission. There is a recycling centre and an aggregates crushing and sorting facility. In order to prevent any issues of noise from these uses it is proposed to construct a bund to the south east boundary and this would be planted with dense vegetation and trees in order to enhance the amenity of future residents.



Figure 17: Nearby uses: potential noise sources orange, ‘soon to close’ landfill brown and residential blue

The site is no closer to problem areas than approved housing at the Easter Langlee sites.

Site Access

Transport officials at the Council have advised that improvements will be required. These are specifically:-

- Langshaw Road (C77) will require significant upgrades between the Melrose Road and the site. These will include realignment of the road, provision of pedestrian facilities and street lighting.
- Possible contributions would be required for the proposed roundabout on Melrose Road.
- A link would be required through to Hawthorn Road.
- There are an abundance of public utilities within the site which would require re-routing.

The proposals are that the site will be serviced by the existing unclassified Langshaw Road (C77) and by a new link extending from the end of Hawthorn Road in Langlee.

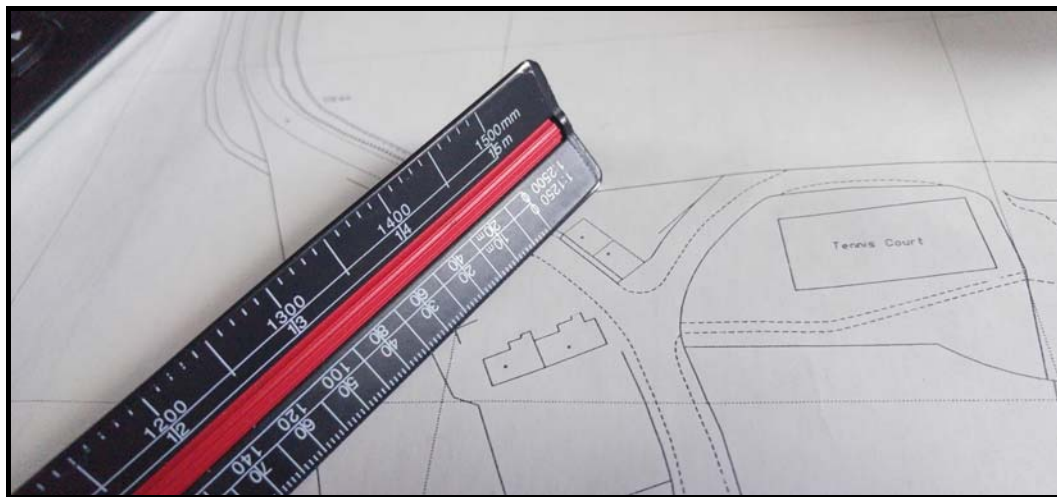


Figure 18: Image demonstrating the road narrowing at Easter Langlee Cottages

Concerns have been raised in the past regarding the physical bottleneck in this road at Easter Langlee Cottages (Aislinn Cottage). The carriageway here is only 5.9 metres with no footpath to either side. There is room for vehicle carriageways but not for a footpath as there is only scope for an absolute maximum of 7 metres carriageway width (see images below).



Figure 19: Bottleneck in Langshaw Road

With cumulative housing development at Coopersknowe and Easter Langlee there may be pressure to resolve this issue.

The main issue at is the lack of room for a public footpath to either side of the road. Another issue could be for heavy goods vehicles, however the proposed residential development would not generate heavy vehicle traffic (any buses and service vehicles would use the Hawthorn Road extension). A brief visual survey in May 2017 indicated that there was no issue for the passage of cars as both carriageways appear to be perfectly adequate for this, with cars and vans passing with ease.

As there is no room for any public footpath either side of the road, a designated route needs to be provided through one of the adjoining sites. This could be taken either through Coopersknowe or through the proposed Persimmon housing site to the east side of the road. Having looked at approved plans the option to the east of the road is not really feasible. The shape of the site would lead to an unacceptably long route, plus pedestrians would have to cross the road.

It would appear more appropriate to use Coopersknowe, phase 1 and 2. A footpath could be created between the site and the entrance to Coopersknowe and then it would pass through the existing housing site and back on to the C77 towards Queen Elizabeth Drive.

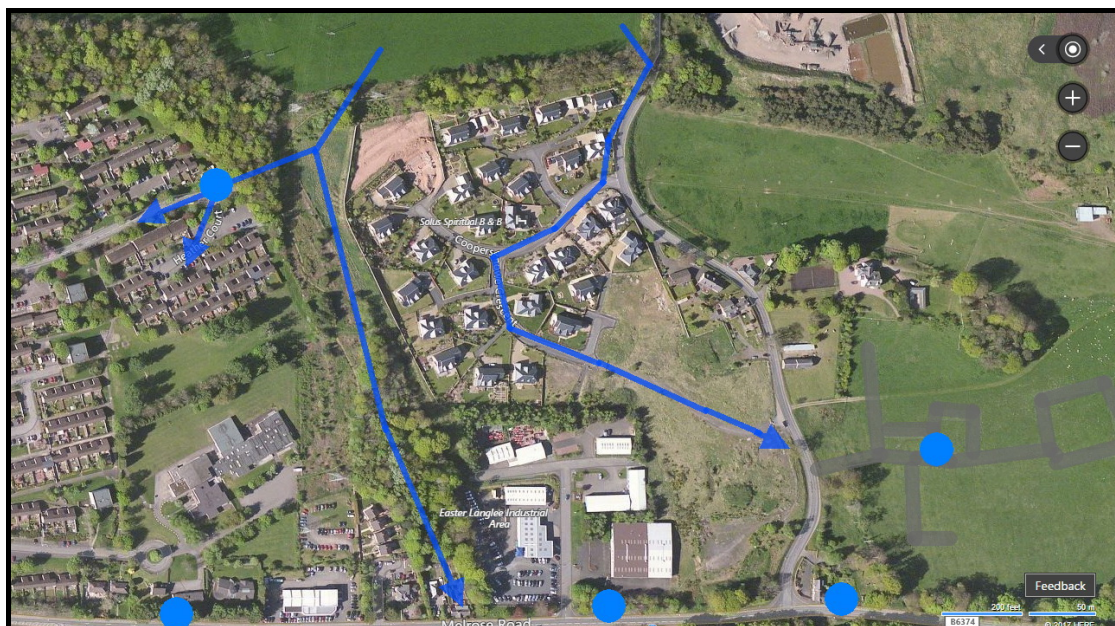


Figure 20: Pedestrian links - possible routes, and existing bus stops (blue circles)

Other pedestrian links can be created from the proposed site both through Coopersknowe and also via the link to Hawthorn Road.

If a pedestrian route had to be maintained alongside the C77 then a narrowing of the road with priority to northbound traffic would be the only option that would permit this. Other than that a house would have to be demolished and that is not an easy or appropriate action to consider.

Existing public transport links are available at Hawthorn Road (planned to be extended into the site), Queen Elizabeth Drive and Melrose Road.

The topography between Hawthorn Road and the site is generally favourable for the laying of the road extension without any severe gradients as the following OS Map demonstrates (the route remains between the 150 and 155 metre contour lines).



Figure 21: Topography of road extension, between the two red dots

5. Concluding Remarks

The site has a few obstacles to development but none of these are insurmountable. The principle obstacles are;

- The presence of significant electricity and gas transmission plant
- The capacity restrictions upon the existing Langshaw Road (C77)
- Potential noise from waste transfer/aggregate crushing and sorting plant

The site has some very distinct advantages; namely;

- It is low value agricultural land
- It is close to the settlement boundary with existing access and achievable new access links
- It is a large site capable of contributing significantly to fulfilling the authorities' housing requirements
- It is a well contained site due to topography and vegetation
- It is a well drained site with good opportunity for major SUDS scheme and habitat generation

Limited enquiries have been made to date with housing developers due to the generally low key approach that the landowner has maintained over this proposal.

6. Appendices

A - List of all relevant Policies of the Scottish Borders Local Development Plan 2016

Policy PMD1 Sustainability - The Council will have regard to the following sustainability principles which underpin all the Plan's policies and which developers will be expected to incorporate into their developments:

- a) The long term sustainable use and management of land
- b) The preservation of air and water quality
- c) The protection of natural resources, landscapes, habitats, and species
- d) The protection of built and cultural resources
- e) The efficient use of energy and resources, particularly non-renewable resources
- f) The minimisation of waste, including waste water and encouragement to its sustainable management
- g) The encouragement of walking, cycling, and public transport in preference to the private car
- h) The minimisation of light pollution
- i) The protection of public health and safety
- j) The support to community services and facilities
- k) The provision of new jobs and support to the local economy
- l) The involvement of the local community in the design, management and improvement of their environment.

Policy PMD2: Quality Standards - All new development will be expected to be of high quality in accordance with sustainability principles, designed to fit with Scottish Borders townscapes and to integrate with its landscape surroundings. The standards which will apply to all development are that:

Sustainability

- a) In terms of layout, orientation, construction and energy supply, the developer has demonstrated that appropriate measures have been taken to maximise the efficient use of energy and resources, including the use of renewable energy and resources such as District Heating Schemes and the incorporation of sustainable construction techniques in accordance with supplementary planning guidance,
- b) it provides digital connectivity and associated infrastructure,
- c) it provides for Sustainable Urban Drainage Systems in the context of overall provision of Green Infrastructure where appropriate and their after-care and maintenance, d) it encourages minimal water usage for new developments,
- e) it provides for appropriate internal and external provision for waste storage and presentation with, in all instances, separate provision for waste and recycling and, depending on the location, separate provision for composting facilities,
- f) it incorporates appropriate hard and soft landscape works, including structural or screen planting where necessary, to help integration with its surroundings and the wider environment and to meet open space requirements. In some cases agreements will be required to ensure that landscape works are undertaken at an early stage of development and that appropriate arrangements are put in place for long term landscape/open space maintenance,
- g) it considers, where appropriate, the long term adaptability of buildings and spaces.

Place making & Design

- h) It creates developments with a sense of place, based on a clear understanding of the context, designed in sympathy with Scottish Borders architectural styles; this need not exclude appropriate contemporary and/or innovative design,
- i) it is of a scale, massing, height and density appropriate to its surroundings and, where an extension or alteration, appropriate to the existing building,
- j) it is finished externally in materials, the colours and textures of which complement the highest quality of architecture in the locality and, where an extension or alteration, the existing building,

- k) it is compatible with, and respects the character of the surrounding area, neighbouring uses, and neighbouring built form,
- l) it can be satisfactorily accommodated within the site,
- m) it provides appropriate boundary treatments to ensure attractive edges to the development that will help integration with its surroundings,
- n) it incorporates, where appropriate, adequate safety and security measures, in accordance with current guidance on 'designing out crime'.

Accessibility

- o) Street layouts must be designed to properly connect and integrate with existing street patterns and be able to be easily extended in the future where appropriate in order to minimise the need for turning heads and isolated footpaths,
- p) it incorporates, where required, access for those with mobility difficulties,
- q) it ensures there is no adverse impact on road safety, including but not limited to the site access,
- r) it provides for linkages with adjoining built up areas including public transport connections and provision for buses, and new paths and cycleways, linking where possible to the existing path network; Travel Plans will be encouraged to support more sustainable travel patterns,
- s) it incorporates adequate access and turning space for vehicles including those used for waste collection purposes.

Green Space , Open Space & Biodiversity

- t) It provides meaningful open space that wherever possible, links to existing open spaces and that is in accordance with current Council standards pending preparation of an up-to-date open space strategy and local standards. In some cases a developer contribution to wider neighbourhood or settlement provision may be appropriate, supported by appropriate arrangements for maintenance,
- u) it retains physical or natural features or habitats which are important to the amenity or biodiversity of the area or makes provision for adequate mitigation or replacements.

Developers are required to provide design and access statements, design briefs and landscape plans as appropriate.

Policy PMD3: Land Use Allocations - Development will be approved in principle for the land uses allocated on the Land Use Proposals tables and accompanying Proposals Maps.

Development will be in accordance with any Council approved planning or development brief provided it meets the requirements for the site and its acceptability has been confirmed in writing by the Council.

Sites proposed for redevelopment or mixed use may be developed for a variety of uses subject to other local plan policies. Where there is evidence of demand for specific uses or a specific mix of uses, these may be identified in a Planning Brief and the site requirements detailed within the Local Plan.

Within new housing allocations other subsidiary uses may be appropriate provided these can be accommodated in accord with policy and without adversely affecting the character of the housing area. Planning Briefs and site requirements detailed within the Local Plan may set out the range of uses that are appropriate or that will require to be accommodated in specific allocations.

Any other use on allocated sites will be refused unless the developer can demonstrate that:

- a) it is ancillary to the proposed use and in the case of proposed housing development, it still enables the site to be developed in accordance with the indicative capacity shown in the Land Use Proposals table and/or associated planning briefs, or
- b) there is a constraint on the site and no reasonable prospect of its becoming available for the development of the proposed use within the Local Plan period, or

- c) the alternative use offers significant community benefits that are considered to outweigh the need to maintain the original proposed use, and
- d) the proposal is otherwise acceptable under the criteria for infill development.

Policy ED6: Digital Connectivity - The Council will support proposals which lead to the expansion and improvement of the electronic communications network in the Borders, provided it can be achieved without a detrimental impact on the natural and built environment. This includes delivery of core infrastructure for telecommunications, broadband and other future digital infrastructure.

Policy HD1: Affordable and Special Needs Housing - Where the Local Housing Strategy or local Housing Needs and Demands Assessment identifies a local affordable housing need, the Council will require the provision of a proportion of land for affordable or special needs housing, currently set at 25 percent, both on allocated and windfall sites. The final scale of such affordable and/or special needs housing will be assessed against:

- a) ongoing local housing needs assessment work being carried out by the Council,
- b) the location and size of the site, and
- c) the availability of other such housing in the locality.

Developers may be required to make contributions through:

- d) the provision of a proportion of the site for affordable housing, or
- e) the provision of additional land elsewhere to accommodate the required number of affordable housing units, or
- f) the provision of commuted payments.

Policy HD2: Housing in the Countryside - The Council wishes to promote appropriate rural housing development:

- a) in village locations in preference to the open countryside where permission will only be granted in special circumstances on appropriate sites,
- b) associated with existing building groups where this does not adversely affect their character or that of the surrounding area, and
- c) in dispersed communities in the Southern Borders housing market area.

These general principles in addition to the requirement for suitable roads access will be the starting point for the consideration of applications for housing in the countryside, which will be supplemented by Supplementary Planning Guidance/ Supplementary Guidance on New Housing in the Borders Countryside and on Placemaking and Design.

(A) Building Groups

Housing of up to a total of 2 additional dwellings or a 30% increase of the building group, whichever is the greater, associated with existing building groups may be approved provided that:

- a) the Council is satisfied that the site is well related to an existing group of at least three houses or building(s) currently in residential use or capable of conversion to residential use. Where conversion is required to establish a cohesive group of at least three houses, no additional housing will be approved until such conversion has been implemented,
- b) the cumulative impact of new development on the character of the building group, and on the landscape and amenity of the surrounding area will be taken into account when determining new applications. Additional development within a building group will be refused if, in conjunction with other developments in the area, it will cause unacceptable adverse impacts,
- c) any consents for new build granted under this part of this policy should not exceed two housing dwellings or a 30% increase in addition to the group during the Plan period. No further development above this threshold will be permitted.

In addition, where a proposal for new development is to be supported, the proposal should be of appropriate in scale, siting, design, access, and materials, and should be sympathetic to the character of the group.

The calculations on building group size are based on the existing number of housing units within the group as at the start of the Local Development Plan period. This will include those units under construction or nearing completion at that point.

(B) Dispersed Buildings Groups

In the Southern Housing Market area there are few building groups comprising 3 houses or more, and a more dispersed pattern is the norm. In this area a lower threshold may be appropriate, particularly where this would result in tangible community, economic or environmental benefits. In these cases the existence of a sense of place will be the primary consideration.

Housing of up to 2 additional dwellings associated with dispersed building groups that meet the above criteria may be approved provided that:

- a) the Council is satisfied that the site lies within a recognised dispersed community in the Southern Borders housing market area,
- b) any consents for new build granted under this part of this policy should not exceed two housing dwellings in addition to the group during the Plan period. No further development above this threshold will be permitted, c) the design of housing will be subject to the same considerations as other types of housing in the countryside proposals.

(C) Conversions of Buildings to a House

Development that is a change of use of a building to a house may be acceptable provided that:

- a) the Council is satisfied that the building has architectural or historic merit, is capable of conversion and is physically suited for residential use,
- b) the building stands substantially intact (normally at least to wallhead height) and the existing structure requires no significant demolition. A structural survey will be required where in the opinion of the Council it appears that the building may not be capable of conversion, and
- c) the conversion and any proposed extension or alteration is in keeping with the scale and architectural character of the existing building.

(D) Restoration of Houses

The restoration of a house may also be acceptable provided that the walls of the former residential property stand substantially intact (normally at least to wallhead height). In addition:

- a) the siting and design reflects and respects the historical building pattern and the character of the landscape setting,
- b) any proposed extension or alteration should be in keeping with the scale, form and architectural character of the existing or original building, and
- c) significant alterations to the original character will only be considered where it can be demonstrated that these provide environmental benefits such as a positive contribution to the landscape and/or a more sustainable and energy efficient design.

(E) Replacement Dwellings

The proposed replacement of an existing house may be acceptable provided that:

- a) the siting and design of the new building reflects and respects the historical building pattern and the character of the landscape setting,
- b) the proposal is in keeping with the existing/original building in terms of its scales, extent, form and architectural character,
- c) significant alterations to the original character of the house will only be considered where it can be demonstrated that these provide environmental benefits such as a positive contribution to the landscape and /or a more sustainable and energy efficient design.

(F) Economic Requirement

Housing with a location essential for business needs may be acceptable if the Council is satisfied that:

- a) the housing development is a direct operational requirement of an agricultural, horticultural, forestry or other enterprise which is itself appropriate to the countryside, and it is for a worker predominantly employed in the enterprise and the presence of that worker on-site is essential to the efficient operation of the enterprise. Such development could include businesses that would cause disturbance or loss of amenity if located within an existing settlement, or
- b) it is for use of a person last employed in an agricultural, horticultural, forestry or other enterprise which is itself appropriate to the countryside, and also employed on the unit that is the subject of the application, and the development will release another house for continued use by an agricultural, horticultural, forestry or other enterprise which is itself appropriate to the countryside, and c) the housing development would help support a business that results in a clear social or environmental benefit to the area, including the retention or provision of employment or the provision of affordable or local needs housing, and
- d) no appropriate site exists within a building group, and
- e) there is no suitable existing house or other building capable of conversion for the required residential use.

The applicant and, where different, the landowner, may be required to enter into a Section 75 agreement with the planning authority to tie the proposed house or any existing house to the land and/or business for which it is justified and to restrict the occupancy of the house to a person solely or mainly employed, or last employed, in that specific business, and their dependants. A Business Plan, supported by referees or independent business adjudication, may be required in some cases. In ALL instances in considering proposals relative to each of the policy sections above, there shall be compliance with the Council's Supplementary Planning Guidance where it meets the terms of this policy and development must not negatively impact on landscape and existing communities. The cumulative effect of applications under this policy will be taken into account when determining impact.

Policy HD4: Further Housing Land Safeguarding - The areas indicated in the settlement profiles for longer term expansion and protection shall be safeguarded accordingly. Proposals for housing development in such expansion areas coming forward in advance of the identification of a shortfall in the effective housing land supply will be treated as premature.

As the plan does not adequately address the housing land requirement set out in the SESPlan and its supplementary guidance on Housing Land, the Council will prepare and adopt supplementary guidance in order to identify additional sites to provide for a further 916 units during the plan period.

Policy PMD4: Development Outwith Development Boundaries - Development should be contained within the Development Boundary, and proposals for new development outwith this boundary, and not on allocated sites identified on the proposals maps, will normally be refused.

Exceptional approvals may be granted provided strong reasons can be given that:

- a) it is a job-generating development in the countryside that has an economic justification under Policy ED7 or HD2, OR
- b) it is an affordable housing development that can be justified under in terms of Policy HD1,
OR
- c) there is a shortfall identified by Scottish Borders Council through the housing land audit with regard to the provision of an effective 5 year housing land supply, OR
- d) it is a development that it is considered would offer significant community benefits that outweigh the need to protect the Development Boundary.

AND the development of the site:

- a) represents a logical extension of the built-up area, and
- b) is of an appropriate scale in relation to the size of the settlement, and
- c) does not prejudice the character, visual cohesion or natural built up edge of the settlement, and
- d) does not cause a significant adverse effect on the landscape setting of the settlement or the natural heritage of the surrounding area.

The decision on whether to grant exceptional approvals will take account of:

- a) any indicators regarding restrictions on, or encouragement of, development in the longer term that may be set out in the settlement profile;
- b) the cumulative effect of any other developments outwith the Development Boundary within the current Local Plan period;
- c) the infrastructure and service capacity of the settlement.

Policy EP1: International Nature Conservation Sites and Protected Species - Development proposals which will have a likely significant effect on a designated or proposed Natura site, which includes all Ramsar sites, are only permissible where:

- a) an appropriate assessment has demonstrated that it will not adversely affect the integrity of the site, or
- b) there are no alternative solutions, and
- c) there are imperative reasons of overriding public interest including those of a social or economic nature

Where a development proposal is sited where there is the likely presence of an EPS, the planning authority must be satisfied that:

- a) there is no satisfactory alternative, and
- b) the development is required for preserving public health or public safety or for other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance to the environment, and
- c) the development is not detrimental to the maintenance of the population of a EPS at a favourable conservation status in its natural range.

Policy EP3: Local Biodiversity - Development that would have an unacceptable adverse effect on Borders Notable Species and Habitats of Conservation Concern will be refused unless it can be demonstrated that the public benefits of the development clearly outweigh the value of the habitat for biodiversity conservation.

Any development that could impact on local biodiversity through impacts on habitats and species should:

- a) aim to avoid fragmentation or isolation of habitats; and
- b) be sited and designed to minimise adverse impacts on the biodiversity of the site, including its environmental quality, ecological status and viability; and
- c) compensate to ensure no net loss of biodiversity through use of biodiversity offsets as appropriate; and
- d) aim to enhance the biodiversity value of the site, through use of an ecosystems approach, with the aim of creation or restoration of habitats and wildlife corridors and provision for their long-term management and maintenance

Policy EP6: Countryside Around Towns - Within the area defined as countryside around towns, proposals will only be considered for approval if they meet the following considerations:

- a) there is an essential requirement for a rural location and the use is appropriate to a countryside setting, e.g. agricultural, horticultural, forestry, countryside recreation, nature conservation, landscape renewal, community facilities or
- b) it involves the rehabilitation, conversion, limited extension or an appropriate change of use of an existing traditional building of character, or
- c) in the case of new build housing it must be located within the confines of an existing building group as opposed to extending outwith it and it must be shown the high quality environment will be maintained. The definition of building group is stated within policy HD2 Housing in the Countryside, or
- d) it enhances the existing landscape, trees, woodland, natural & man-made heritage, access and recreational facilities, or
- e) subject to satisfactory design and setting, it has a proven national or strategic need and no alternative is suitable.

Policy EP8: Archaeology -

(A) National Archaeological Sites - Development proposals which would destroy or adversely affect the appearance, fabric or setting of Scheduled Ancient Monuments or other nationally important sites will not be permitted unless:

- a) the development offers substantial benefits, including those of a social or economic nature, that clearly outweigh the national value of the site, and
- b) there are no reasonable alternative means of meeting the development need.

(B) Battlefields - The Council may support development proposals within a battlefield on the Inventory of Historic Battlefields Register, or a regionally significant site, that seek to protect, conserve, and/or enhance the landscape characteristics or important features of the battlefield. Proposals will be assessed according to their sensitivity to the battlefield.

(C) Regional or Local Archaeological Assets - Development proposals which will adversely affect an archaeological asset of regional or local significance will only be permitted if it can be demonstrated that the benefits of the proposal will clearly outweigh the heritage value of the asset.

In all of the above cases, where development proposals impact on a Scheduled Ancient Monument, other nationally important sites, or any other archaeological or historical asset, developers may be required to carry out detailed investigations.

Any proposal that will adversely affect a historic environment asset or its appropriate setting must include a mitigation strategy acceptable to the Council.

Policy EP12: Green Networks - The Council will support proposals that protect, promote and enhance the Green Space Network.

Where a proposal comes forward that will result in a negative impact on the natural heritage, greenspace, landscape, recreation or other element of a Green Network, appropriate mitigation will be required.

Where infrastructure projects or other developments are required that cross a Green Network, such developments must take account of the coherence of the Network. In doing this, measures which allow access across roads for wildlife, or access for outdoor recreation will be required.

Policy EP13: Trees, Woodlands and Hedgerows - The Council will refuse development that would cause the loss of or serious damage to the woodland resource unless the public benefits of the development clearly outweigh the loss of landscape, ecological, recreational, historical, or shelter value.

Any development that may impact on the woodland resource should:

- a) aim to minimise adverse impacts on the biodiversity value of the woodland resource, including its environmental quality, ecological status and viability; and
- b) where there is an unavoidable loss of the woodland resource, ensure appropriate replacement planting, where possible within the Scottish Borders; and
- c) adhere to any planning agreement sought to enhance the woodland resource.

Policy IS1: Public Infrastructure and Local Service Provision - The Council will encourage the retention of and improvements to public infrastructure and local services.

1. Development that might prejudice the future provision of those infrastructure and service improvements identified on the Proposals Maps will not be permitted.
2. Proposals that result in the loss of an existing public facility or local service may be supported if:
 - a) it can be adequately demonstrated that the existing facility or service is financially unviable, and
 - b) it can be demonstrated that all reasonable attempts have been made to sell the facility or service as a “viable concern”, and
 - c) it can adequately be demonstrated that the loss of the facility or service will not have an adverse impact on the settlement, and
 - d) the proposal will offer significant wider public and community benefits, and
 - e) the proposal does not detract from the character and amenity of the surrounding area

Policy IS2: Developer Contributions - Where a site is otherwise acceptable in terms of planning policy, but cannot proceed due to deficiencies in infrastructure and services or to environmental impacts, any or all of which will be created or exacerbated as a result of the development, the Council will require developers to make a full or partial contribution towards the cost of addressing such deficiencies.

Contributions may be required for one or more of the following:

- a) treatment of surface or foul waste water in accordance with the Plan’s policies on preferred methods (including SUDS maintenance);
- b) provision of schools, school extensions or associated facilities, all in accordance with current educational capacity estimates and schedule of contributions;
- c) off-site transport infrastructure including new roads or road improvements, Safer Routes to School, road safety measures, public car parking, cycle-ways, bridges and associated studies and other access routes, subsidy to public transport operators; all in accordance with the relevant standards and the provisions of any Travel Plan;
- d) leisure, sport, recreation, play areas and community facilities, either on-site or off-site;
- e) landscape, open space, allotment provision, trees and woodlands, including costs of future management and maintenance;
- f) protection, enhancement and promotion of environmental assets either on-site or offsite, having regard to the Local Biodiversity Action Plan and the Council’s Supplementary Planning Guidance on Biodiversity, including compensation for any losses and/or alternative provision;

g) provision of other facilities and equipment for the satisfactory completion of the development that may include: measures to minimise the risk of crime; provision for the storage, collection and recycling of waste, including communal facilities; provision of street furniture and digital connectivity with associated infrastructure.

Policy IS3: Developer Contributions Related to the Borders Railway - In accordance with the Waverley Railway (Scotland) Act 2006, the Council will seek developer contributions towards the cost of providing the Borders railway from any developments that may be considered to benefit from, or be enhanced by, the re-instatement of the rail link.

Policy IS5: Protection of Access Routes - Development that would have an adverse impact upon an access route available to the public will not be permitted unless a suitable diversion or appropriate alternative route, as agreed by the Council, can be provided by the developer.

Policy IS6: Road Adoption Standards - On non trunk roads new roads, footpaths and cycleways within developments must be provided and constructed in accordance with the Council's adopted standards to secure Road Construction Consent, with the exception of development which can be served by a private access.

Policy IS7: Parking Provision and Standards - Development proposals should provide for car and cycle parking in accordance with approved standards.

Relaxation of technical standards will be considered where appropriate due to the nature of the development and/or if positive amenity gains can be demonstrated that do not compromise road safety.

In town centres where there appear to be parking difficulties, the Council will consider the desirability of seeking additional public parking provision, in the context of policies to promote the use of sustainable travel modes.

Policy IS8: Flooding - As a general principle, new development should be located in areas free from significant flood risk. Development will not be permitted if it would be at significant risk of flooding from any source or would materially increase the probability of flooding elsewhere. The ability of floodplains to convey and store floodwater should be protected.

Within certain defined risk categories, particularly where the risk is greater than 0.5% annual flooding probability or 1 in 200 year flood risk, which will normally be the case for functional flood plains, some forms of development will generally not be acceptable. These include:

- a) development comprising essential civil infrastructure such as hospitals, fire stations, emergency depots etc., schools, care homes, ground-based electrical and telecommunications equipment unless subject to an appropriate long term flood risk management strategy;
- b) additional built development in undeveloped and sparsely developed areas.

Other forms of development will be subject to an assessment of the risk and mitigation measures. Developers will be required to provide, including if necessary at planning permission in principle stage:

- a) a competent flood risk assessment, including all sources of flooding; and
- b) a report of the measures that are proposed to mitigate the flood risk.

The information used to assess the acceptability of development will include:

- a) information and advice from consultation with the Council's Flood Team and SEPA ;
- b) flood risk maps provided by SEPA including the Indicative River and Coastal Flood Map (Scotland) which will indicate the extent of the flood plain;
- c) historical records and flood studies held by the Council and other agencies, including past flood risk assessment reports carried out by consultants and associated comments from SEPA , also held by the Council.

Policy IS9: Waste Water Treatment Standards and Sustainable Urban Drainage - The Council's preferred method of dealing with waste water associated with new development will be, in order of priority:

- a. direct connection to the public sewerage system, including pumping if necessary, or failing that:
- b. negotiating developer contributions with Scottish Water to upgrade the existing sewerage network

and/or increasing capacity at the waste water treatment works, or failing that:

- c. agreement with Scottish Water and SEPA where required to provide permanent or temporary alternatives to sewer connection including the possibility of stand alone treatment plants until sewer capacity becomes available, or, failing that:
- d. for development in the countryside i.e. not within or immediately adjacent to publicly sewered areas, the use of private sewerage treatment may be acceptable, providing it can be demonstrated that this can be delivered without any negative impacts to public health, the environment or the quality of watercourses or groundwater.

In settlements served by the public foul sewer, permission for an individual private sewage treatment system will normally be refused unless exceptional circumstances prevail and the conditions in criteria (d) can be satisfied.

Development will be refused if:

- a. it will result in a proliferation of individual septic tanks or other private water treatment infrastructure within settlements,
- b. it will overload existing mains infrastructure or it is impractical for the developer to provide for new infrastructure.

Sustainable Urban Drainage

Surface water management for new development, for both greenfield and brownfield sites, must comply with current best practice on Sustainable Urban Drainage Systems to the satisfaction of the Council, Scottish Environment Protection Agency (where required), Scottish Natural Heritage and other interested parties where required. Development will be refused unless surface water treatment is dealt with in a sustainable manner that avoids flooding, pollution, extensive canalisation and culverting of watercourses. A drainage strategy should be submitted with planning applications to include treatment and flood attenuation measures and details for the long term maintenance of any necessary features.

Policy IS13: Contaminated Land - Where development is proposed on land that is contaminated, or suspected of contamination, the developer will be required to:

- a) carry out, in full consultation with, and to the satisfaction of Scottish Borders Council, appropriate phased site investigations and risk assessments; and
- b) where necessary, and to the satisfaction of Scottish Borders Council, design, implement and validate appropriate remedial measures to render the site suitable for its proposed use.

B - Other relevant policies and documents

- Scottish Borders Council Local Housing Strategy 2012-17
- Scottish Borders Council Local Housing Strategy 2017-22 CONSULTATIVE DRAFT
- Scottish Borders Council Local Housing Strategy Briefing Paper: Supply of Affordable Housing January 2016
- Scottish Borders Local Plan Supplementary Planning Guidance on Countryside Around Towns - January 2011
- Scottish Borders Local Plan Supplementary Planning Guidance on Development Contributions Updated and Revised - April 2015
- Scottish Borders Council Draft Supplementary Guidance: Housing - 2016
- Scottish Borders Local Plan Supplementary Guidance on Affordable Housing Updated and Revised - January 2015
- Scottish Borders Local Plan Supplementary Planning Guidance on Landscape and Development - March 2008
- Placemaking and Design: Supplementary Planning Guidance - January 2010
- Scottish Borders Local Plan Supplementary Planning Guidance on Trees and Development - March 2008
- Scottish Borders Local Development Plan Supplementary Guidance: Waste Management - December 2015
- Scottish Borders Woodland Strategy
- Scottish Planning Policy [June 2014]
- National Planning Framework, NPF3 [June 2014]
- SESplan Strategic Development Plan [June 2013]

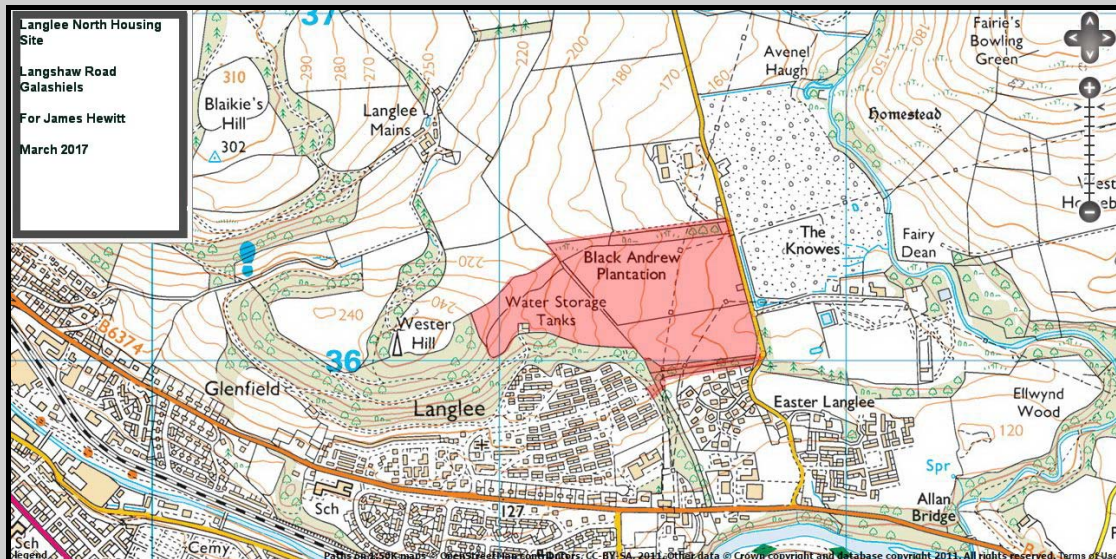


Figure 1: The site location

1.0 Site topography and stability

1.1 The site topography is a gradual slope up from east to west. The average slope is 1 in 10 with the site rising from the 140 metre contour on Langshaw Road to 220 metres at the western tip towards Wester Hill.

1.2 There are no known issues of ground stability. An Envirocheck report has classified the risk from natural ground subsidence as "no hazard to very low hazard". Shallow mining has been identified and the historical maps show the presence of quarries and gravel pits in the vicinity of the site. It is possible that similar activities have taken place within the site, although no direct evidence has been obtained to date.

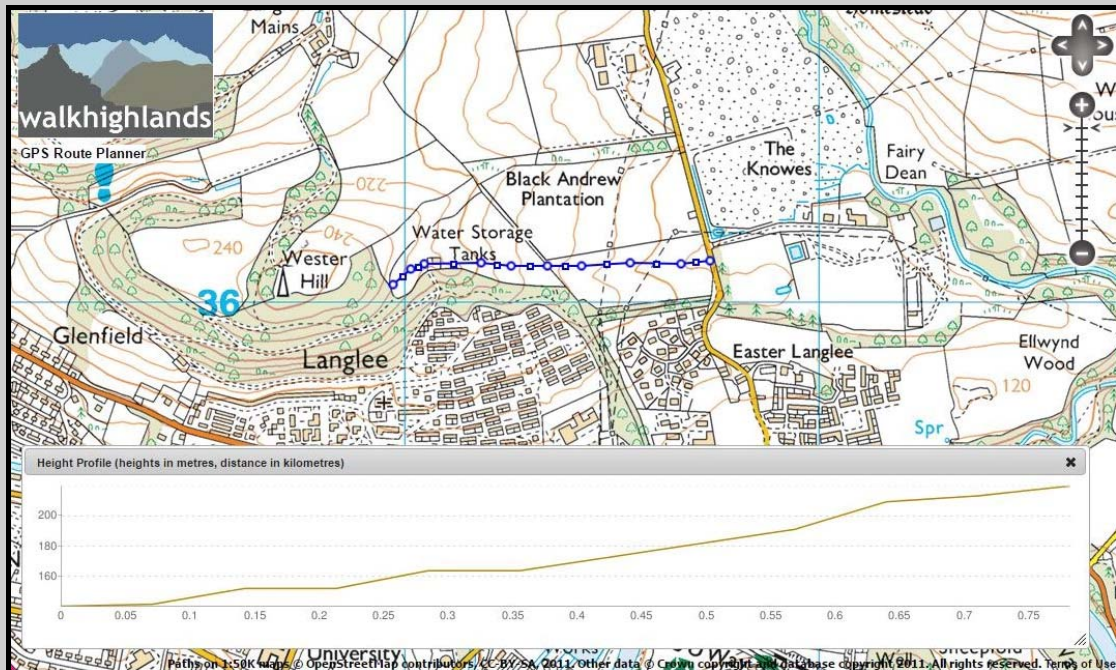


Figure 2: Topographical section east to west

1.3 The published British Geological Survey Maps scale 1:50,000 Indicate that the geological sequence to be:

- Glacial Till over the majority of the site, with fluvio-glacial and alluvium deposits present in the east of the site in the vicinity of the Allan Water.
- Greywacke of the Gala Group.

2.0 Existing transmission plant in the vicinity of the site

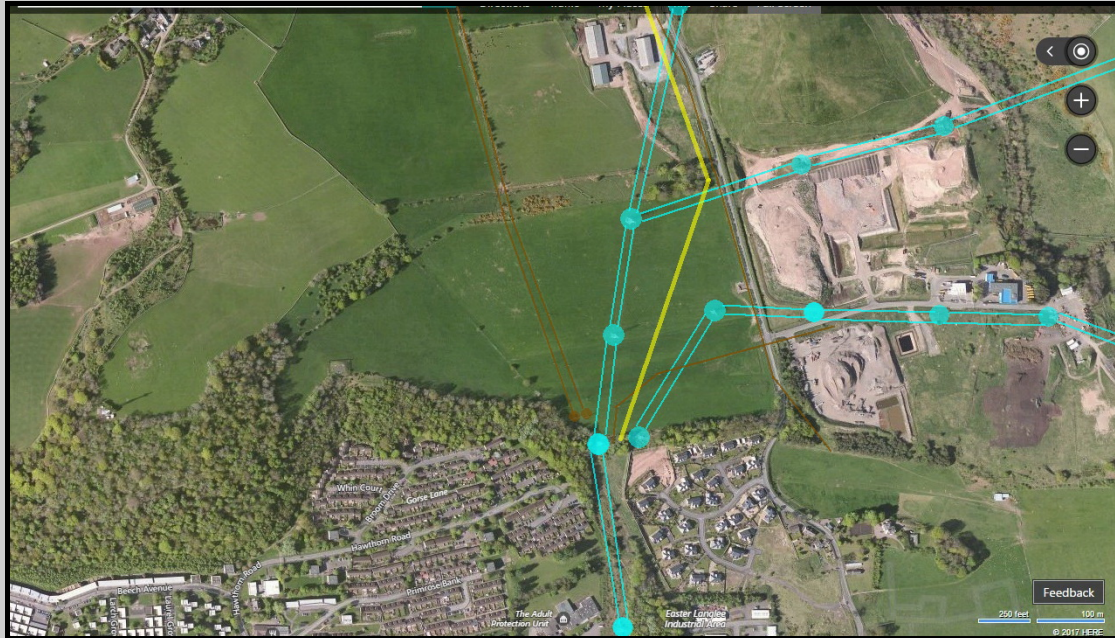


Figure 3: An aerial image showing pylons (blue) wooden poles (brown) and gas pipe (yellow)

2.1 Overhead Pylons - Scottish Power Energy Networks (SPEN)

2.1.1 There are three levels of transmission line affected, each carrying a varying level of implication.

2.1.2 11 kV - The Overhead Lines (OHL) that cross the site on wooden poles forming part of the secondary substation network. The mitigation measures, lead in times and costs associated with the burying and minor redirection of these cables should be of minimal impact to future development. Depending on the final layout of the site, there will be ample scope for running the buried cables under public roads and footpaths. The proposed widening of Langshaw

Road also gives scope for the cables to be buried in adopted footpaths and verges. The site and routing of the infrastructure will depend on the final layout and agreement of network capacity.

2.1.3 33 kV - The double run of OHL that bisects the site has a greater impact on making the site ready to develop, with lead in times approaching 12 months. To mitigate this impact, early engagement with SPEN is essential. However, the level of impact very much depends on the site configuration and careful consideration at an early stage of alternative measures.

2.1.4 132kV - The three lines of EHV transmission lines across the southeast of the site have a major impact on developing the southern section of the proposed area. Mitigation impacts are difficult to quantify at this stage. However, SPEN/National Grid has been approached and has yet to give more specific feedback. It is hoped that this can be included in an addendum to this report.

2.1.5 Although development has and can happen relatively close to transmission lines, it is not advisable in the Interest or good practice for health, value and operation. This would dictate that either a full diversion was sought.

[REDACTED]

[REDACTED]

[REDACTED]

2.3 Enquiries regarding re-routing of plant

2.3.1 Initial enquiries have been made with Gately Hamer (specialists in easements & wayleaves for utilities infrastructure) on 18th April 2017.

2.3.2 Details on the existing transmission plant were sent to Gately Hamer, and subsequently discussions were had. The general outlook was positive about the obtaining of compensation from Scottish Power for relocating pylons etc. It was advised that there is compensation achievable for those pylons that are covered by a wayleave, but not for those that are subject to a 'deed of servitude'.

2.3.3 Initial searches indicate that at least one of the overhead lines is included in the deeds for the land, and possibly some of the smaller wooden pole mounted ones that serve individual properties, although these should not be such an issue. The developer will have to bring power into the site for the new houses and so a supply solution will in any case be required.

2.3.4 Gately Hamer advised that the next step would be to carry out a strategic assessment which is likely to cost around £7500 for. It is therefore not something viable until there is an agreement of the site's suitability for housing.

2.4 Scottish Water (SW)

2.4.1 The record drawings and site visit confirm the presence of a service reservoir on the site towards Wester Hill in the west corner of the site. It is envisaged that this would have to remain onsite with access from Hawthorn Road.

2.4.2 There is a 150mm ductile iron service pipe that appears to cross over the site at the south transmission entrance and connect to the 180 mm service pipeline, situated in Langshaw Road. The precise location of this pipe will have to be determined. However, it would appear from a previous site visit that it may run within the woodland verge to the rear of the adjoining housing estate.

2.4.3 It is unclear from the service records the network capacity that can be fed from the 125mm HPPE service main, which runs the length of Langshaw Road. This is a relatively new branch having been commissioned in 2000. Once an estimated demand for the site has been made, the appropriate application can be made to SW.

2.5 British Telecom

2.5.1 It was noted on site that two timber overhead line poles are present on the farm at the sheep fold. This would appear to be a service connection with no other apparatus appearing to be affected. It was not possible to ascertain the extents of the telecoms networks adjacent to the site running alongside Langshaw Road. However, this will be apparent in the proposed in depth analysis undertaken at a future development stage and will have little impact on the development.

2.6 Sewerage and SUDS Drainage - Scottish Water (SW)

2.6.1 Record drawings indicate that a 150mm uPVC rising main foul sewer runs across the southeast corner of the site to the existing housing estate to the southwest of the site. From this estate, the foul water sewer is drained by gravity. The capacity of the existing foul water sewers would need to be confirmed by SW at the next stage to determine whether the development could be serviced by SW or whether upgrading or the system may be required. SW typically does not provide comment on existing capacity until a Drainage Impact Assessment application is made. As such, it may not be possible to accurately determine capacity in this area at the present time. Further discussions with SW will take place during the next stage to attempt to gain more information; if any such information becomes available it will be contained within the addendum report to the Scottish Borders Council.

2.6.2 The majority of the site falls to the southwest corner, which was designated as a Sustainable Urban Drainage Strategy (SUDS) location in the last Local Plan amendment.

2.6.3 The area currently has some stagnant water at the natural low point, which presents it as an ideal location for a storm-water attenuation pond to attenuate the storm-water run-off from the site before discharging into the existing storm-water system.

2.6.4 There are a number of naturally formed erosion channels across the site from west to east discharging to the Allan Water east of Langshaw Road. A SUDS design will be able to manage these channels, preventing them from creating further erosion.

2.7 Flood Risk

2.7.1 There is no evidence of flood risk on the site. The generally high level and sloped nature of the topography relative to surrounding land means that all water flows towards the east without flood risk.

2.7.2 The nearest watercourse is the Allan Water to the east.

2.7.3 SEPA flood maps indicate a very small area of pluvial (surface water) ponding in the south east corner of the site.

2.7.4 The application of a good surface water management plan and SUDS system will ensure that in future the site will contribute less to potential flooding of neighbouring land and roads.

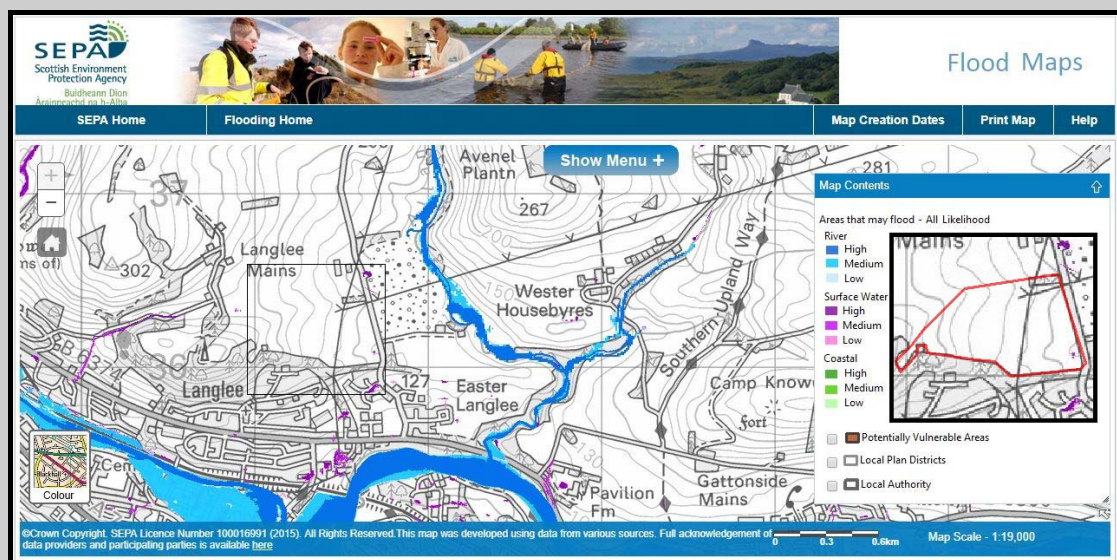


Figure 4: SEPA flood map extract

2.7.5 An initial desktop study has been carried out via the tools on the UKSuds website (HRWallingford). This gave a greenfield run off rate as 107.62 (Qbar (l/s)) and 283.04 (1 in 100 years (l/s)).

2.7.6 Surface water storage requirements for the site, based upon 20 hectares with 5 hectares public open space, was estimated at 3499 m³ attenuation storage, with 220 m³ interception storage and 520 m³ treatment storage.

2.8 Contamination

2.8.1 There are no known activities within the site that would lead to concerns of contamination. It has been used for general grazing.

2.8.2 To the east of the site, across Langshaw Road there is the Council landfill site. At the time of writing this site is operating but coming to the end of its operational life. The current site which is conterminous, but separated by the road, has been operated to modern standards and is a series of lined cells and as such contaminants and landfill gases are contained within the site and not likely to spread to neighbouring land.

3.0 Site Access

3.1 The site has good access onto the existing public road (unclassified road, C77, known as Langshaw Road).

3.2 Consultation has been carried out with the councils roads division. With regards any proposed development served via the C77 Langshaw Road, the following comments were provided:-

- Langshaw Road (C77) will require significant upgrades between the Melrose Road and the site. These will include realignment of the road, provision of pedestrian facilities and street lighting.
- Possible contributions would be required for the proposed roundabout on Melrose Road.
- A link would be required through to Hawthorn Road.

3.3 The provision of any major road improvements is not an easy or straightforward undertaking given the roads width restrictions and alignment and the adjoining housing sites, already either built or approved.

3.4 There is a bottleneck caused by Easter Langlee Cottages and to facilitate a pedestrian route in the current highway land would require the road to be reduced to one lane only. This, in theory, could be achieved by either an uncontrolled priority system or the introduction of traffic lights, however, both these options are deemed to be unacceptable as to achieve an uncontrolled system would require improved visibility and the road geometry and topography are not suitable to enable this. A traffic light controlled system would be inappropriate due to the nature of the route and also the expectations of northbound vehicles (particularly HGV's) having to attempt a standing start on a relatively steep gradient.

3.5 The best option would seem to be to maintain vehicle carriageways only between Easter Langlee Cottages and to provide a dedicated pedestrian and cycle route through a neighbouring site, most likely Coopersknowe Crescent.



Figure 5a: Bottleneck from South



Figure 5b: The bottle neck section



Figure 5c: The route toward Coopersknowe



Figure 5d: Toward Melrose Road



Figure 6: Pedestrian links from the site

3.6 A new vehicular link would be provided from the site to the end of Hawthorn Road, presently a bus terminus. This terminus does not provide good turning facilities for buses. The opportunity therefore exists to extend the bus route into the proposed housing site and to provide a proper terminus with turning facility.

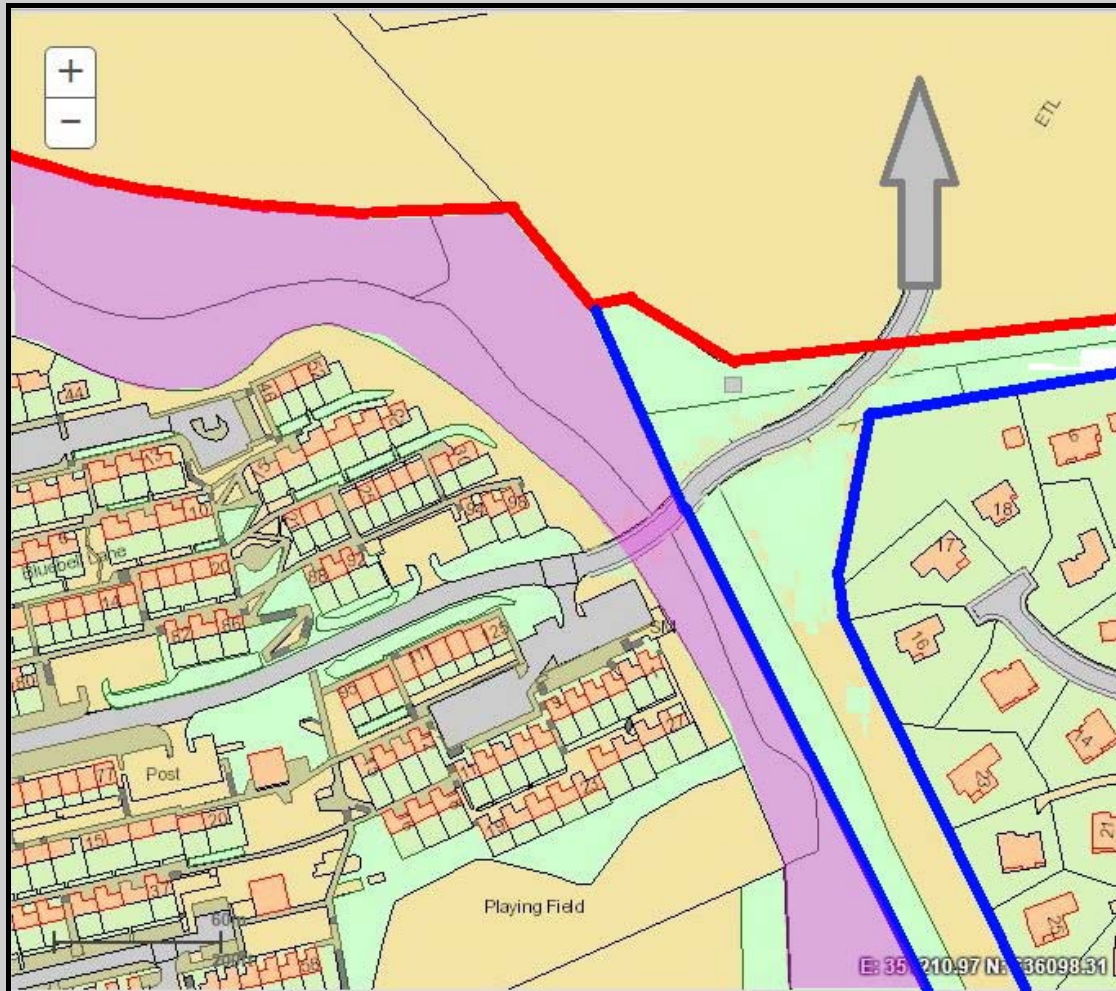


Figure 7: The proposed road link from Hawthorn Road

3.7 The applicant owns most of the land required for the road extension, however the woodland area (the land coloured pink in the figure above) is owned and managed by Scottish Borders Council. Initial enquiries have been made to confirm ownership.

4.0 Neighbouring Uses

4.1 The site is adjacent to a domestic refuse landfill site. This is however coming to the end of its life and is due to cease taking in more material next year, and then it will go through a period of restoration.

4.2 The site is a more recent one and as such it is a lined landfill cell which is designed to prevent the lateral movement of landfill gas to adjoining land.

4.3 The concerns that had previously been expressed by SEPA in 2009 are no longer relevant. The site no longer abuts the older unlined landfill site and the new site will soon cease operating.

4.4 Another potential unneighbourly use had been the proposed development of a major waste transfer station to the south side of the access road to the current landfill/recycling depot. This proposal was however turned down at the planning committee and it is not yet clear whether or not an appeal or alternative proposal will be submitted.

4.5 The operation of the site may have been compromised by a nearby residential development. However, it would appear that the proposed site was already closer to existing and proposed houses at Easter Langlee than it is to the Langshaw Road site, and the impacts should be little different.

4.6 There is also an existing aggregates plant adjacent to Langshaw Road which would have been adjacent to the waste transfer station. This is currently operating. It is unlikely to create such a disturbance as to prevent the development of the proposed housing site. In any case, a contingency plan exists which would be to create a significant tree planted bund to the south east corner, which would also contain the SUDS retention basin.

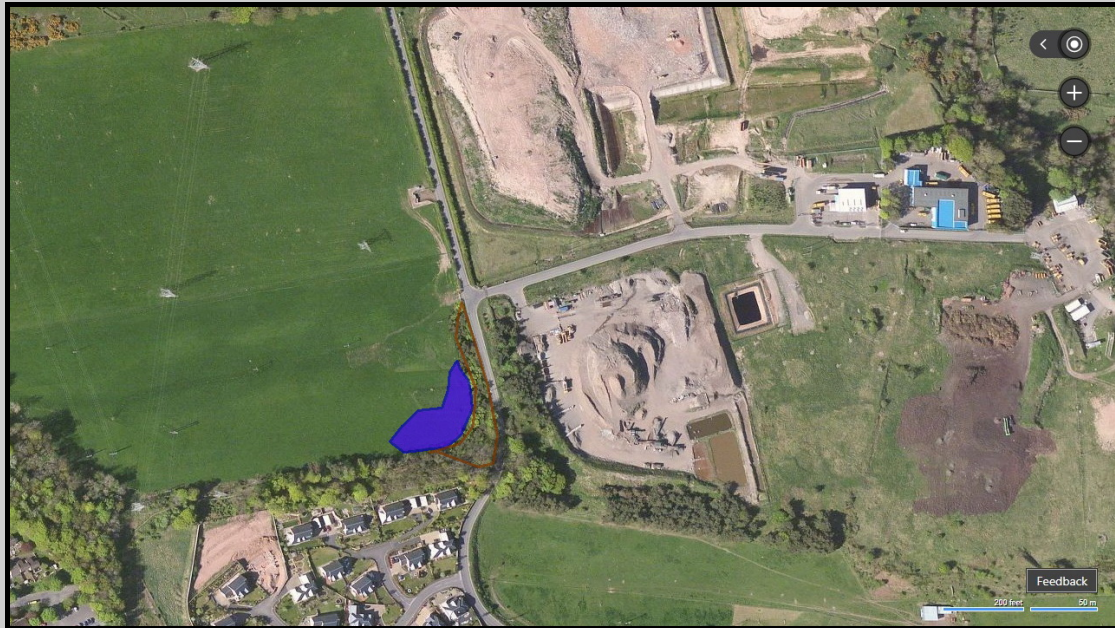


Figure 8: General location of Bund and main suds pond in the south east corner

4.7 Therefore as things stand there is an existing bad neighbour use ongoing at the Easter Langlee site on Langshaw Road, currently consisting of domestic landfill and recycling and the crushing and redistribution of aggregate material. This use will diminish over the next two years, and may possibly be replaced by a waste transfer facility.

4.8 The developed footprint of the housing site will be sufficiently distant from any of these uses, should they be ongoing, and the implementation of a 3 metre high tree planted bund and suds pond in this area will adequately separate future housing from these uses, both acoustically and visually.

**OBJECTION TO SCOTTISH BORDERS LDP2 MAIN ISSUES REPORT
WITH REFERENCE TO
AGALA038 – ‘EASTER LANGLEE MAINS II’ PROPOSED HOUSING SITE AT
LAND WEST OF LANGSHAW ROAD, GALASHIELS
ON BEHALF OF
JAMES HEWIT**



29 JANUARY 2019

Submitted on behalf of James Hewit by:-

Peter MacLeod, BSc. MSc. MRTPI
122 Scott Street
Galashiels
Selkirkshire
TD1 1DX
pkmacleod@gainplanningservices.co.uk

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1. Introduction

This is a formal objection to the **MIR** for **SBLDP2** with reference to site **AGALA038**.

The site, and proposal are as per the submission presented to the Council dated 04 August 2017, following the call for sites process in the preparation of the Scottish Borders **LDP2** and reference should be made to that statement.

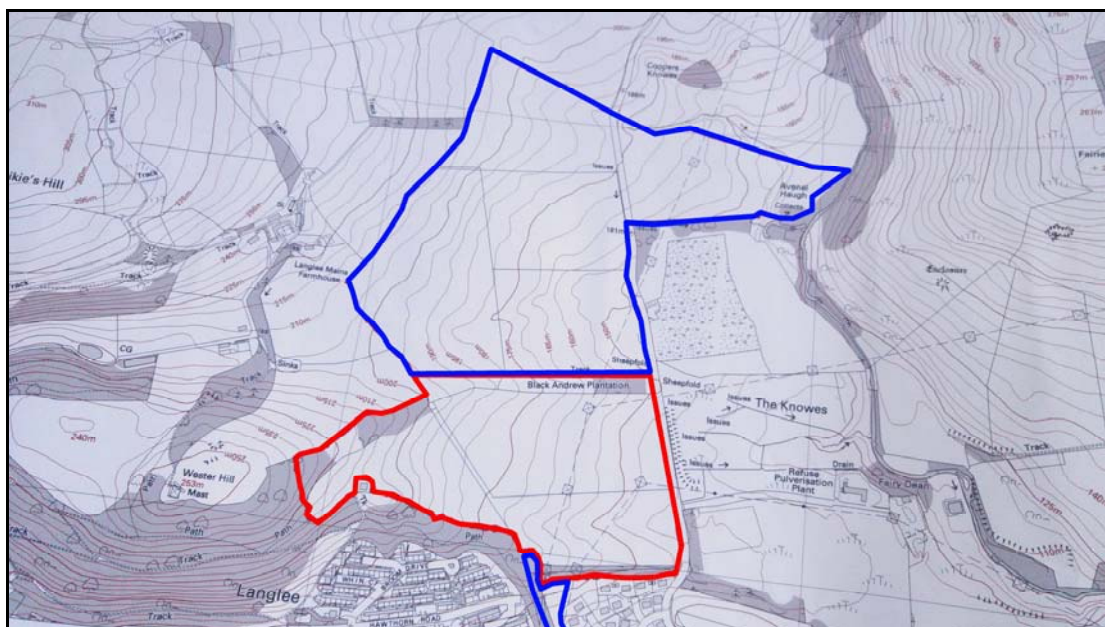


Figure 1: The site in red and the applicant's land ownership in blue

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

The site which is the subject of this submission has been given the reference **AGALA038**, and the name 'EASTER LANGLEE MAINS II'. The site was considered through the process of the Housing Supplementary Guidance (SG). An initial stage 1 RAG (Red/Amber/Green) assessment was undertaken, however this concluded that the site should not be taken forward as part of the Housing SG. The summary of this assessment is included in the appendix to this statement.

A brief summary of the reasons for excluding the site are as follows:-

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

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

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

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

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

LDP objectives regarding housing

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

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

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

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

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

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

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

2. Objection to the Exclusion of AGALA038

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

DETACHMENT

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

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



Figure 2: The north boundary viewed from the north



Figure 3: The north boundary viewed from the south

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

to view the site from some point to the north of the adjoining Farknowes site, towards Langshaw.

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

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

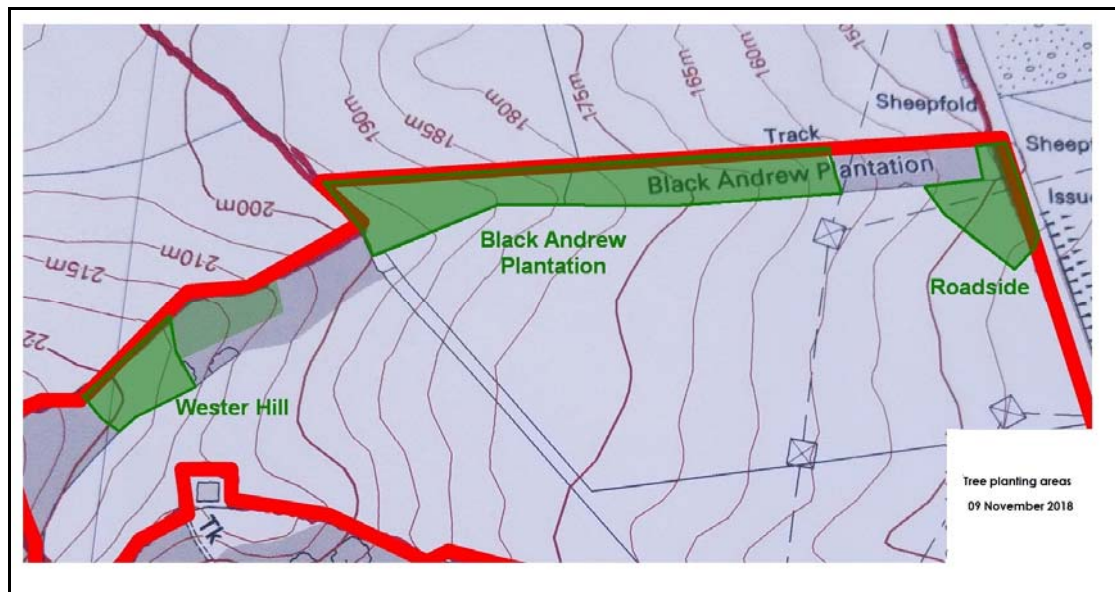


Figure 4: Proposed tree planting areas

Clearly any significant housing site provision for Galashiels is going to have to be located in the countryside as there is very little scope for accommodating these within the town. The most likely locations for land release will therefore be within the “Countryside Around Towns” allocation as otherwise the sites would be too detached.

It is a positive attribute of this site that it has some landscape definition separating it from existing housing. To Coopers Knowe it is only a narrow tree line, and one that still maintains some intervisibility. To Hawthorn Road, there is denser woodland, however this is perforated by woodland walks, and it is intended to create a road link to here which can be orientated in such a way so as to provide the link and yet maintain the separation between the sites.

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

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

PUBLIC SAFETY/AMENITY

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

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

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



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

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

It is therefore concluded that any risk to health and quality of living standard associated with the former landfill and future waste transfer site is a manageable issue and need not result in the rejection of the suitability of the site for housing.

Operational information for the Easter Langlee landfill and waste transfer station is included in Appendix 4.

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

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

PREVIOUS DEVELOPMENT PLAN CONSIDERATION

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

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

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

A smaller site was then proposed in the 2014 LDP process. This was also rejected. The reporter summarised “*Approaching the site from the north, the land to the west of the road has a pleasant countryside appearance and the crest of the hill provides a distinct entrance to Galashiels. The construction of the houses, as proposed, would have a marked visual impact and severely detract from the local importance of this*

land within the landscape setting of the town....the proximity of the Easter Langlee landfill operation is a practical concern. The distance between the proposed residential development and the landfill site would be less than 100 metres. Noting the guidance in Scottish Planning Policy I agree with the council that this would not be acceptable."

These comments appear not to reflect comments made in 2010. The comments on landscape setting need to be viewed in the wider context. This is now for a more strategic housing allocation and that will alter how landscape impact may be viewed. Allocating housing sites is all about accepting change, and this change is most likely to affect the countryside setting of settlements. The landscape impact here would be no greater than would be seen at Hollybush or at Lowood, Tweedbank.

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

We welcome a reconsideration of these issues by the reporter.

TRANSPORT

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

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

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



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

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

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

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

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

- Geometric improvements to the C77/waste transfer station access junction

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

LANDSCAPE

Although not raised specifically as an issue, albeit touched upon under *'Detachment'* above, there clearly will be landscape impact, but it is considered that this will be acceptable.

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

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

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



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

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

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



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

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

3. Concluding Remarks

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

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

The site has some very distinct advantages; namely;

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

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

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

At present very little new housing provision has been catered for in the Galashiels area by LDP2. It is only a matter of time before the area's potential is fully realised, following the success of the borders railway, now entering its 4th year. Galashiels lies at the heart of the Borders, and was historically the centre of the 'Tweed' industry. It is a university town, home to Heriot Watt University's School of Textiles and Design. It has a vital transport interchange on the Borders Railway. The current LDP2 has only allocated 45 units to the town. While it is appreciated that there are large allocations from previous LDP and SG, there needs to be greater supply of land for housing that is ready to be developed within a five year period, and certainly with a view to the next 10 years.

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

Also, and very important to the consideration of the site, the applicant is very keen to maximise the level of low cost and social housing within the site, well above the 25% policy requirement.

Finally, a degree of mixed development could be considered if this were to help further mitigate any issues related to the neighbouring uses to the east of the C77.

Recommendation

The modifications sought by this objection is that the site AGALA038 'EASTER LANGLEE MAINS II', be included on the Galashiels Settlement map as a potential area for longer term housing development.

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

Appendix 1

EXTRACT FROM THE LIST OF EXCLUDED SITES CENTRAL HMA

GALASHIELS SITE AGALA038

[next page]

Excluded sites

Site reference	Site name	Settlement	RGA	Proposed Use	Indicative Capacity	Ha	MIR Status
AGALA038	Easter Langlee Mains II	Galashiels	Central	Housing	400	24.5	Excluded

Conclusions

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

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

The southern part of this site was considered for housing as part of the Local Development Plan Examination (LDP 2016), the Reporter made the following comments in relation to housing site (AGALA030): "Approaching the site from the north, the land to the west of the road has a pleasant countryside appearance and the crest of the hill provides a distinct entrance to Galashiels. The construction of the houses, as proposed, would have a marked visual impact and severely detract from the local importance of this land within the landscape setting of the town. Whilst the proposed community allotments would be unlikely to have a significant impact, the construction of even a small number of houses at this location would not be acceptable in either visual or landscape character terms. Irrespective of the location of the site within the landscape, the proximity of the Easter Langlee landfill operation is a practical concern. The distance between the proposed residential development and the landfill site would be less than 100 metres. Noting the guidance in Scottish Planning Policy I agree with the council that this would not be acceptable".

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

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

Appendix 2

MIR Housing Provision in Preferred and Alternative Sites

Settlement	Site Name	Preferred/ Alternative	No. of Units	Site Area
Gordon	AGORD004	P	25	1.5
Grantshouse	AGRAN004	P	8	0.4
Greenlaw	AGREE009	P	38	2.3
Westruther	AWESR002	P	10	0.4
Coldstream	ACOLD014	A	100	6.5
Greenlaw	AGREE008	A	40	3.4
Reston	AREST005	A	5	0.4
Jedburgh	AJEDB018	P	20	1.2
Smailholm	ASMAI002	P	5	1.2
Ancrum	AANCR002	A	60	3.2
Crailing	ACRAI004	A	5	0.7
Eckford	AECKF002	A	10	1.1
Ednam	AEDNA011	A	15	1.3
Ednam	AEDNA013	A	20	1.4
Darnick	ADARN005	P	10	0.8
Oxton	AOXTO010	P	30	2.1
Galashiels	AGALA029	A	45	7.5
Melrose	AMELR013	A	5	0.8
Selkirk	ASELK040	A	19	1.7
Denholm	ADENH006	P	12	0.7
Hawick	AHAWI027	P	60	5.0
Dolphinton	ADOLP004	P	10	1.3
Peebles	APEEB056	P	150	7.0
Eddleston	AEDDL008	A	40	5.5
Eddleston	AEDDL009	A	35	3.7
SUB TOTAL	25 Sites		777	61.1
Long Term Sites				<i>(12.72 units/Ha)</i>
Eddleston	SEDDL001	P(L/T)	55	4.4
Peebles	SPEEB009	P (L/T)	168	13.2
			223	17.6
TOTAL	27 Sites		1000	78.7

Appendix 3

Census Population Statistics

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

Settlements with populations over 1000 are:-

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

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

Galashiels is the largest settlement with 13.2% of the regions population.

Precisely two thirds of the regions population live in settlements of 1000 or more.

Appendix 4

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

[Extract from Scottish Borders Council website]

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

Landfill infrastructure

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

Waste infilling

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

How it works

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

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

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

Landfill capping

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

The construction of the cap involves:

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

Landfill gas

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

How we convert the gas into electricity at Easter Langlee

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

Odour

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

What we do to control odour

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

Conditions when odour is unavoidable

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

Other activities

Aggregates yard

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

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

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

Appendix 5

Relevant Documents

- Scottish Planning Policy June 2014
- National Planning Framework NPF3, June 2014
- SESPlan Strategic Development Plan, June 2013
- LOCAL DEVELOPMENT PLAN : MAIN ISSUES REPORT - Report by Service Director Regulatory Services - SCOTTISH BORDERS COUNCIL - 30 August 2018
- Item No. 9 - Appendix A - Main Issues Report 2018
- Item No. 9 - Appendix B - Site Assessment Database MIR
- Scottish Borders Local Development Plan 2 Main Issues Report 2018
- MIR Excluded Site Assessment Conclusions
- Housing Technical Note – MIR Stage