

LDP Proposed Plan 1_0

Your Details

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Site Name: Violet Bank II (APEEB041)
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Your comments will be applied to the following items:

10 Settlement Profiles & Maps - 10.67 PEEBLES - Paragraph 10.67.19
Miller Homes support the allocation of Violet Bank II at Peebles as a housing allocation for 25 units. A representation supporting this allocation in greater detail is attached and further copies of this document are available upon request

Attached files:

SBC Proposed Plan_ Violet Bank_Final.pdf

**Representation to Scottish Borders Proposed Local
Development Plan**

**In respect of Violet Bank II, Peebles
(Site Reference - APEEBO41)**

Prepared by Justin Lamb Associates

on behalf of

Miller Homes

Contents

- 1. Introduction**
- 2. Planning Context**
- 3. Site Appraisal / Development Proposal**
- 4. Site Deliverability**
- 5. Conclusion**

Appendix 1: Letter from Transport Planning 24/2/14

1. Introduction

Site Location and Description

This submission has been prepared in response to the Scottish Borders Proposed Local Development Plan which was published for public consultation in December 2013.

Justin Lamb Associates have been instructed by Miller Homes to prepare a representation in support of Violet Bank II (Ref: APEEBO41) and its inclusion within the Scottish Borders Council Proposed Local Development Plan for 25 residential units.

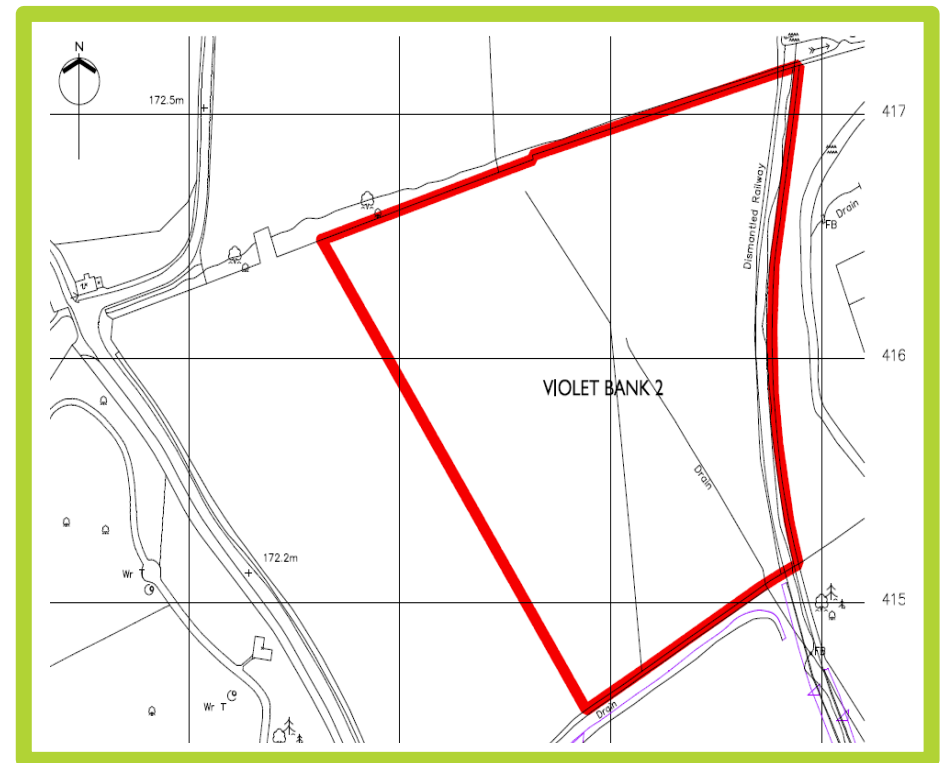
Violet Bank II extends to some 1.2 hectares (3.5 hectares including strategic landscaping and is located at the north edge of the Peebles settlement, within the existing settlement boundary indicated in the Proposed Plan.

The site location is shown opposite and the site falls gradually to the east towards the Eddleston Water / Crossburn area of Peebles.

The land is currently in agricultural use as grazing land and is bounded to the north, south and east by some tree cover and natural vegetation. The land directly to the west is currently being developed for housing by Miller Homes (Violet Bank I).

Overhead power lines traverse both Violet Bank I and Violet Bank II. The overhead lines for both areas will be relocated through the site underground (as agreed with Scottish Power) as part of the Violet Bank I development proposal.

The site is accessed via the adopted Rosetta Road (through the consented Violet Bank I site).



Violet Bank II, Peebles

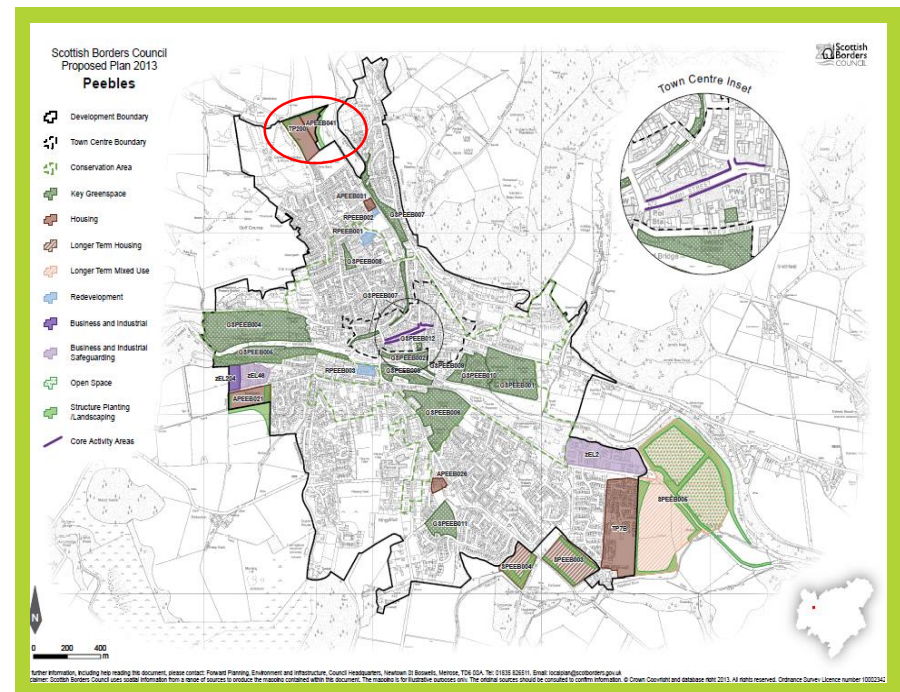
2. Planning Context

Scottish Borders Proposed Local Development Plan

Scottish Borders Council are currently working towards producing a Local Development Plan (LDP) to replace their existing adopted Local Plan. Having previously consulted upon the Main Issues Report in Spring/Summer 2012 Scottish Borders Council have now published their Proposed Local Development Plan and this is currently subject to a 12 week period of Public Consultation ending on 3rd March 2014.

Phase 1 of the Violet Bank site (Ref: TP200) was consented through the planning process in September 2011 and remains included in the Proposed Plan as part of the effective housing land supply. Violet Bank I is now under the ownership of Miller Homes and construction of the 52 units (39 private / 13 affordable) commenced in November 2013.

This submission has been prepared in support of the Council's allocation of 25 units at Violet Bank II and demonstrates the sites deliverability from a planning and technical perspective.



3. Site Appraisal / Development Proposal

Scottish Borders Council has identified the Violet Bank II site within the Proposed Plan and has set out the Site Requirements opposite.

All of these matters can be addressed as follows:

- **Planning Brief (in form of Supplementary Guidance)**

Miller Homes supports the opportunity to agree a Planning Brief with Scottish Borders Council the development of a Planning Brief for Violet Bank II. Significant progress has already been made in this regard with the landscape framework surrounding Phase II being implemented as part of the Phase I development together with a roads and building hierarchy which respects the potential development of Phase II.

- **Flood Risk Assessment**

A Flood Risk Assessment which included both the Violet Bank I and Violet Bank II sites was undertaken in support of Application Ref: 10/01474/FUL for Violet Bank I. This Report was undertaken in discussion with SEPA and established the extent of the land which would be affected by a 1:200 year flood event.

The 1:200 year flood event is indicated by a blue line on both the approved layout for Violet Bank I and the layout prepared for Violet Bank II (opposite). This line indicated the flood line approved by SEPA at 165m (500mm above 164.5m).

In addition to working with SEPA to agree flood parameters, work has been carried out in conjunction with Scottish Borders Council's Landscape Department and the Tweed Forum. This work has resulted in a strategy for the implementation of landscaping and tree planting within the flood plain area along the Eddleston Water which will add significantly to the habitat and riparian value. This work will be completed as part of the Violet Bank I project (as noted above) and the approved landscape plan is incorporated in the layout plan opposite.

APEEB041	Violet Bank II	1.2	25
Site Requirements			
<ul style="list-style-type: none"> • It is intended that a Planning Brief in the form of Supplementary Guidance will be produced for this site • A flood risk Assessment will be required to inform the development of the site • Improved vehicular linkage may be required over the Eddleston Water between Rosetta Road and the A703 to allow for increased connectivity within the northern part of the Peebles • Provision of structure planting and areas of open space both on and off site will be required. Riparian planting outwith the site will also be required • Mitigation measures are required to prevent any impact on the River Tweed Special Areas of Conservation • In advance of the development being occupied, connection of waste water (foul) drainage to the public sewer will be required. 			



Site Appraisal / Development Proposal cont.

- **Improved vehicular linkage will be required over the Eddleston Water between Rosetta Road and the A703 to allow for increased connectivity within the northern part of Peebles**

A Transport Assessment (TA) prepared in respect of the planning application for Violet Bank I concluded that the site would have no adverse impact upon the traffic in the local area and that additional capacity was available. The TA recommended that a significant number of improvements could be made to the road known as the 'Crossings' which links to the A703 from Rosetta Road. These improvements will be carried out during the Violet Bank I development.

Transport Planning has confirmed that the works undertaken as part of the Phase 1 development should be sufficient to accommodate the modest addition of 25 residential dwellings at this location. A letter from Transport Planning confirming the position is included as Appendix 1.

- **Provision of Structure Planting and areas of open space both on and off-site will be required. Riparian Planting out with the site will also be required.**

The off-site landscape works and open space provision for Violet Bank II has been agreed with Scottish Borders Council Landscape Department through the Violet Bank I approval and is demonstrated on the layout on the previous page.

Additional structure planting is proposed along both the northern, eastern and southern boundary of Violet Bank II to provide a sense of enclosure but also to mitigate visual impact from the Edinburgh Road to the east. The agreed landscape strategy will also provide further benefit in terms of flood amelioration and improve local wildlife and ecology. The landscape works and site design will also promote footpath links connecting to Core Paths and the wider area.

- **Mitigation measures are required to prevent any impact upon the River Tweed Special Areas of Conservation**

As noted above, a landscape proposal has been agreed between Scottish Borders Council, the Tweed Forum and the landowner taking into account the local flood requirements and the impact on the Eddleston Water and River Tweed.

Surface Water Management will be agreed with SEPA and carried out on site in accordance with best practice in order that any flow from the development would be treated appropriately prior to discharge into the Eddleston Water / River Tweed.

- **In advance of the development being occupied, connection of the waste water (foul) drainage to the public sewer will be required**

The proposed Violet Bank II site would connect into the foul drainage system designed for Phase I. A pumping station and rising main connect the site to the wider adopted network.

In relation to capacity at the Waste Water Treatment Works (WWTW), Miller Homes shall work with Scottish Water to provide information on their proposals in order that capacity can be provided as part of Scottish Waters' Capital Investment Programme. Initial discussions have been held in this regard.

4. Site Deliverability

Miller Homes commenced construction of the site at Violet Bank I in November 2013. In undertaking their technical assessment of this site they appointed Scott Bennett Associates (Consulting Engineers) and all technical work to date has encompassed both sites at Violet Bank I and Violet Bank II.

The technical summary below supports Violet Bank II as a deliverable and effective site in technical terms:

Ground Conditions

A full Geotechnical Site Investigation Report was carried out over Phase II as the same time as Phase I. This concluded that the site is minerally stable, without contamination and is suitable for conventional housing on standard industry foundation solutions.

Electricity

There are no constraints to capacity. Phase I will provide sufficient service capacity for Phase II, including provision of a sub-station. These works also incorporate the necessary overhead line diversion which will ensure that Phase II is free from any overhead cabling constraints.

Telecommunications

There are no constraints identified.

Water

The Phase I water supply works provide an element of local water network upgrade and no substantial further network improvements are required to serve Phase II.

Gas

There is no constraint to development of Phase I and it is anticipated that there is sufficient capacity to serve Phase II. A local upgrade can be provided if necessary.

Foul Drainage

Phase II will benefit from the provision of a foul pumping station and rising main being provided to serve Phase I. Scottish Water are anticipated to address any capacity constraints at the local WWTW by virtue of their rolling capital investment plan. Initial discussions have been held in this regard.

Surface Water Attenuation

There is no constraint. Violet Bank II will be subject to an extension of the existing SUDs scheme employed on Phase I.

Access/Connectivity

Violet Bank II shall be accessed via the existing site at Violet Bank I from Rosetta Road. Footpath connections to the wider area shall also be formed to the north west and south west of the overall site.

The above information has been provided to demonstrate that Violet Bank II is a deliverable housing site with no constraints.

5. Conclusion

The land described at Violet Bank II, Peebles should remain allocated for 25 residential dwellings for the following reasons:

- Violet Bank II is a natural and logical extension of Violet Bank I which has been designed to incorporate the future development of Violet Bank II within the northern settlement boundary of Peebles.
- An indicative layout has been prepared to demonstrate that 25 dwellings can be accommodated within the landscape framework associated with Violet Bank I and Violet Bank II
- The 'Site Requirements' highlighted in the Proposed Local Development Plan can, or have already been, addressed through the detailed design of the Violet Bank I
- The site is deliverable from a planning and technical perspective and can therefore contribute to the effective housing land supply
- Miller Homes has control of Violet Bank I (under construction) and Violet Bank II and are incorporating the necessary infrastructure to ensure delivery of the Violet Bank II site.

Miller Homes fully support the allocation of the housing site at Violet Bank II for 25 residential dwellings; and is keen to engage with the Council in the early course to allow a seamless transition between phases on site and ensure the effective delivery of Housing Units at this location.

Appendix 1

Letter from Transport Planning



Justin Lamb
Director
JUSTIN LAMB ASSOCIATES
2nd Floor
23 Castle Street
Edinburgh
EH2 3DN

Your ref:
Our ref: TP014_001
Date: 24 February 2014

Dear Justin

Violetbank II, Peebles

I refer to our recent conversation regarding Violetbank Phase 2 and the appropriateness of the transport matters previously investigated in relation to Violetbank phase 1 to cater for the small extension to the original development.

I understand that phase 2 is to consist of 25 dwellings whilst phase 1 was approved for 52 dwellings. I would begin by saying that, at 77 units in aggregate, even combined the development falls below the typical threshold for Transport Assessment (TA) laid out in table 3.1 of the Government publication 'Transport Assessment Guidance', although Scottish Borders Council regularly require TA's for over 50 dwellings.

In this instance, phase 2 falls below both these thresholds so, as requested, we have carried out a review of the original TA (dated June 2011).

Our review was conducted with reference to the nationally established hierarchy of modes.

Pedestrians and Cyclists

The original TA recommended provision of direct, lit and adoptable path connections to connect phase 1 with Rosetta Road. A shared space approach to layout to afford a degree of pedestrian and cycle priority was also recommended. The provision of a pedestrian link to the north of the phase 1 site to afford connectivity with the existing path network was also incorporated into the TA findings as was provision of the missing part of footway to the immediate south of the phase 1 site to enable continuous footway provision towards town.

I understand that these items are being provided as part of the development of phase 1 and extension of the phase 1 development principles into phase 2 will therefore enable easy connectivity between the phase 1 and phase 2 areas.

Public Transport

In relation to public transport, the TA noted that the completion of the short missing footway link referred to above would provide a continuous path connection from the site to the node at Kingsland Square whereby the town service can be reached. Again, this item is being provided.

Private Car

The trip rates for the original scheme were discussed in paras 3.27 / 3.28 of the TA and showed that whilst a trip rate of '1' was used for the purposes of the TA, the rate was compared with the surveyed traffic data and a general estimate of the amount of housing currently lying within the March Street area. This comparison suggested that actual trip rates are far lower than 1 per house and therefore the assessment was onerous.

In the event that a peak time trip rate of '1' per house was adopted again, then the peak time generation of the phase 2 scheme would be 20 vehicles out and 5 in during the AM peak with the reverse being the case during the PM. These trips (which can be regarded as onerous) are very low in number and unlikely to be noticed against background traffic.

As part of the original scheme, provision of, or contribution for, passing place opportunities within existing road boundary on Rosetta Road to the north of site was recommended as was localised widening and extension of street lighting at the site frontage together with a probable extension of the existing 30mph limit on Rosetta Road to encapsulate the site access point. Again, I understand these items are to be provided.

In addition to the above points, I also note from the original TA that of the junction locations tested as part of the capacity assessments, the maximum 'ratio of flow to capacity' at any junction was reported as 0.066. Without delving into the significance of this value, suffice to say this means the junctions tested are operating well within their practical capacity and the traffic envisaged as a result of phase 2 would have little impact on this parameter.

Summary

In summary, I consider that the provisions made in the original TA for phase 1 are adequate to cater for the minor changes in travel likely to result from the development of phase 2.

I trust you will find this in order but if you have any further queries please do not hesitate to contact me directly.

Yours sincerely

Alex Sneddon
Director
for Transport Planning Ltd
email: alex@tranplanworld.co.uk