

Proposed House

Land West of Lindisfarne,
Gattonside, Melrose.

Planning Statement

February 2016



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Appraisal

The Application

The application is for Planning Permission in Principle for the erection of one private house and attached garage.

The Location

The application site lies within the northern western edge of the settlement boundary in Gattonside and is accessed from two directions. From within Gattonside via The Loan & from Galashiels via the Wester Housebyres road.

The Site

The application site extends to approx 0.11 hectares and lies to the west of the property known as Lindisfarne.

The northern boundary which adjoins the public road is defined by a mature hedge and a low level dry stone dyke which retains approx 1.3m of the roadside verge.

The eastern boundary which adjoins Lindisfarne is presently undefined but a natural boundary with trees and small shrubs separates the existing garden from the application site.

The southern boundary which adjoins a paddock is defined by a post & wire fence situated behind an existing mature hedge.

The western boundary which adjoins the village settlement boundary is defined by a post & wire fence within which are a line of mature trees.

Development Proposal

The development proposal is for a single dwelling house plot. It is understood due to the nature of Planning Permission in Principle, aspects such as detailed design of the dwelling, siting & boundary treatment will be addressed as a reserved matter in the event of a successful outcome.

Planning Policy

Consolidated Local Plan Policies G1 & G7 (Quality Standards for New Development & Infill Development), H2 (Protection of Residential Amenity) require the Planning Authority to be satisfied that the proposals will have considered amongst other matters, the following assessments:

- Is it compatible with & respects the character of the surrounding area, neighbouring uses & neighbouring built form?

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- Can it be satisfactorily accommodated within the site?
- It does not result in significant loss of daylight, sunlight, or privacy to adjoining properties as a result of overshadowing or overlooking.
- Level of visual impact.
- Impact on the infrastructure.

Compatibility with the surroundings

It is noted that the site remains within the edge of the settlement boundary for Gattonside and is therefore deemed appropriate for development if a suitable means of access and development can be established.

The existing housing profile in the area is a mix detached single & two storey houses of varying recent & traditional styles.

Although the detailed design of the development is not known at this stage the likelihood is that the adjoining property of Lindisfarne will relate with any future design proposals.

Preliminary discussions have been held with the Planning Authority to determine if housing development can take place in this location. From further consultation it has been generally agreed that a mirrored form of development to that which exists at Lindisfarne would generally be acceptable. It is understood that further details of a proposed design would be subject to approval as a reserved matter.

An examination of the existing trees along the western boundary was undertaken to establish the general condition to ensure the longevity of the edge of the existing development boundary. It is proposed that there are a number of trees that are in poor condition to such a degree that would compromise the establishment of the boundary in the not too distant future and therefore would benefit from removal and a scheme of re-planting that can be properly managed. There is a report from messrs Robert Gray attached to this submission which details these proposals.

Development Density

The proposed house would be comfortably accommodated within this generous site and the development density would ensure adequate amenity space to be enjoyed by the occupants whilst not affecting the amenity of those properties adjoining the application site.

Loss of Amenity

The only property that is most likely to be affected by a loss of amenity is Lindisfarne. It is proposed that an adequate treatment of the adjoining boundary as already exists to the opposite side of Lindisfarne with the

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property "Cuillins" would be anticipated. For this reason it would be considered that there would be no effect on the amenity presently enjoyed at the application site.

It is understood that overlooking issues with neighbouring properties would be addressed in detail in a subsequent reserved matters application should these proposals be approved in principle. However, in general terms good practice would avoid positioning of clear windows that would result in the loss of amenity to the adjacent properties. This is a matter we believe would be achieved to an acceptable standard.

Impact on the Infrastructure

The applicant has carried out some investigative work to establish the extent of works required to service the site with foul and surface water drainage. It has been agreed in principle with Scottish Water that drains can be run along the southern boundary of the application site and Lindisfarne to connect with a public sewer to the south of "The Cuillins". This can be achieved on ground within the ownership of the applicant.

Further discussions with the Water Authority, Scottish Gas & SP Energy Networks have established that water, gas & electricity supplies can be taken from the vehicular access into Lindisfarne and within the property boundary to the application site. This can be achieved on ground within the ownership of the applicant meaning minimal disruption & excavation of The Loan.

A pre-application consultation was undertaken with the SBC Highways Department to establish the principle of establishing a new vehicular access on to the public road. Whilst it was recognised and agreed that an access could be formed into the plot from the adjacent public road to an acceptable standard, we were advised that due to advice given by the department in recent times to development accessed from The Loan meant that they would be unable to offer their support. We were informed that this was on the grounds of road safety.

We were subsequently offered further technical advice on how best to form the proposed access to a standard that would meet the departments required standard for geometry, visibility and road safety measures.

These improvements have been included within the application submission and can be summarised as follows:-

- Formation of 6.0m long x 2.0m wide roadside lay-by/passing place with 4.0m long splays in both directions within the existing verge grass verge.

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- Formation of 45m visibility splays with a 2.0m set back from the centre of the public road.
- To reduce the height of the existing roadside hedge within the visibility splays to a height not exceeding 900mm above the new access road level.
- Swept access driveway to replicate in mirror form that which already exists at Lindisfarne. Access drive gradient not to exceed 1 in 8 with the parking/turning area gradient not to exceed 1 in 18.

Due to this historic advice given by the Highways department in this location it is necessary for us to show that the general level of road safety that presently exists on The Loan will not be affected by this application. We are of the opinion that on balance, the proposals will present a greater level of road safety than would otherwise be achieved if the status quo were to remain.

The historic planning records available detailing new development supported by the department in the area can be summarised as follows:

Planning Ref:	Description	Details
90/00685/FUL	New houses at Wellbank	Approved - No Highways advice available
00/01454/OUT	New house at Lower Greenwells	Approved - No Highways advice available
02/00273/OUT	New house at Springbank	Approved - No Highways advice available
10/00491/FUL	New house opposite Abbotscroft	Approved against Highways advice

Other planning records of interest are as follows:

Planning Ref:	Description	Details
99/01404/FUL	Create one house from two at Torwood Cottage	Approved

Does this mean that spare capacity has been released?

It is the records of some other domestic development along The Loan which reveals comments made by the Highways Department which we believe have a bearing on the current proposals and should be duly considered. These planning records relate to domestic alterations and extensions which create further bedroom accommodation and one assumes could lead towards an increase in traffic. These can be summarised as follows:

Planning Ref:	Description	Details
05/00006/FUL	First floor extension Glenview	Approved – additional 3 bedrooms substantial increase in size.
09/01558/FUL	Extension at Rosebank	Approved – additional bedroom
13/01235/FUL	Alterations to The Linney	No objections from Highways.

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The comments made by the Highways Department which relate to the 09/01558/FUL approval in particular are of significant interest and have been attached to the application documents whereby it is noted that the Department states *“The Loan is a narrow single lane road with restricted visibility, with very limited on-street parking and is quite torturous at the best of times. That said, the constrained nature of the road helps enforce relatively slow traffic speeds. In summary, while not ideal in terms of visibility, I will not formally object to this application as overall, I consider this to be an improvement to the existing situation.”*

From this statement we can establish the following:-

- There are issues with traffic movement on The Loan. However, the Highways Department recognise that the constrained nature of the roads helps enforce slow traffic speeds -
- Support from the Highways Department can be given in situations where an overall improvement in road safety can be delivered.

What is of significant importance is that of the Planning consents noted, none were able to offer additional road safety measures and were either supported or approved without these additional measures being enforced.

We are in the position to be able to deliver these road safety improvements which will benefit not only the applicant but all road users of The Loan.

Therefore, it is now necessary for us to further examine the situation that exists at the application site at present and what improvements can be delivered.

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Inspection of the general road condition has revealed the dry-stone walls which retain the public road to be in poor condition and are subsiding into the site whilst damaging the roots of the hedge at the same time. This has forced the applicant to construct a steel and timber retaining wall to protect the land immediately adjoining Lindisfarne and runs parallel with the public road to the end of the rear garden.



Bollards have been installed by the Council on the grass verge in recognition of the problem to protect the application site from road traffic driving over the defective dry-stone walls, further exacerbating the passing problems. The proposals detailed in this application will result in a new retaining structure to consolidate the road sub-structure and protect the hedge roots.

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The proposed lay-by/passing place is located at approximately the mid-point of the stretch of road that can be viewed from the top of The Loan and will permit safe passage of vehicles approaching in opposing directions.

Due to the defective walling, the further deterioration of the road will present a much greater safety concern if left unattended. These proposals bring forward the consolidation works with added safety measures by virtue of the application to develop this plot without placing demands on Councils roads repair budget.

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Summary

I whilst recognising that access from The Loan is an issue for the Highways Department we have demonstrated that there are instances where support for applications can be achieved. There are many more benefits to be gained from approval of this application. These can be summarised as follows:

- Delivery of a housing site to meet with the requirement identified in both the SESplan HNDA & SSG.
- Strengthening of the settlement boundary.
- Consolidation of the existing public road.
- Formation of a passing place along a constrained single width road.
- Formation of a suitable access with sufficient visibility.
- A general enhancement of the level of road safety for all road users in this location.

For the above noted reasons we believe that the proposals outlined in this application comply with Scottish Borders Councils relevant planning policies and will hopefully gain the Councils support.

TECHNICAL SERVICES ROADS & FLEET MANAGEMENT



To: **Head of Planning & Building Standards**
FAO C.CLARKE

Date:09/12/09

From: **Road User Manager**
Contact: **J.FRATER**

Ext: **5137**

Ref:09/01558/FUL

**Subject : FORMATION OF NEW ACCESS AND ERECTION OF NEW GATES
ROSEBRAE THE LOAN - GATTONSIDE**

At present this existing property does not have any parking provision within its site boundary , and associated vehicles are currently parked on , or adjacent to the public road. The Loan is a narrow single lane road with restricted visibility , with very limited on-street parking and is quite torturous at the best of times. This proposal will certainly help with the parking difficulties that currently exist at present , though visibility from the new access onto the road is far from ideal. That said, the constrained nature of the road helps enforce relatively slow traffic speeds. I would expect a turning facility to be provided within the garden ground of this house. I did happen to meet the applicant when I visited the site , and I did explain this particular point with him.

In summary , while not ideal in terms of visibility , I will not formally object to this application as overall , I consider this to be an improvement to the existing situation.

DJI