

Comments for Planning Application 18/01229/FUL

Application Summary

Application Number: 18/01229/FUL

Address: Storage Units Farknowes Langshaw Road Galashiels Scottish Borders

Proposal: Extension to provide an additional 7 No workshop units (Class 5/6), 1 No unit to provide dog daycare facility and change of use of paddock to dog exercise area

Case Officer: Carlos Clarke

Customer Details

Name: Mrs Elizabeth Copland OBE

Address: Rowallan Easter Langlee, Galashiels, Scottish Borders TD1 2NX

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Density of site
- Detrimental to environment
- Health Issues
- Inadequate access
- Increased traffic
- No sufficient parking space
- Noise nuisance

Comment:OBJECTION

My husband and I object to this planning application but we would like to address our objections to the two separate business uses described in this planning application.

1. 7 small (one man) business units

1.1 Expanding residential area

This planning application describes the surrounding area as rural edge of town.

Easter Langlee is predominantly a residential area:-

- Persimmon (Melrose Gait) approximately 400 homes currently with another 200 planned
- Coopersknowe south has planning permission for another 69 houses
- There is outline planning for a small development (approximately 15 houses) at the stables on C77.
- And land north of Coopersknowe has been offered to SBC for further housing development.

This planning application states that the current built up area is 420 metres to the South (Coopersknowe Crescent). It is not clear if this measurement is from the boundary fence of the most northerly house in Coopersknowe Crescent and the southern boundary of the planning application. I do not have a way of accurately measuring this but I have walked it and I estimated it at less than 420 metres.

1.2 C77 Traffic congestion

To illustrate the volume of traffic on the C77, I did a traffic survey of the C77 just above the pinchpoint on 4th September 2017 11.15 am to 12.15am, results as follows:

Northbound total traffic =106 of which 38% was commercial traffic.

Southbound total traffic = 115 of which 44% was commercial vehicles.

The seven commercial units will increase the traffic on the C77 by:

- Estimate 4 journeys per day per business unit = 28 (4 x 7)
- Estimate one delivery per day per business unit = 14 (2 x 7)
- Estimated one visitor/customer per day per business unit = 14 (2 x 7)

This is a very conservative estimate of an additional 56 commercial journeys per day.

The Junction of the C77 and Melrose Road is now an extremely busy junction and in the morning peak, I have observed the traffic queued back on the C77 to almost the pinchpoint at Aislinn cottage. Traffic coming down the hill comes round the corner to find stationary traffic in front of them.

1.3 C77 Shared Pedestrian and traffic

There is no pavement on C77 north of the Melrose Gait boundary. Pedestrians walk the C77 including commercial dog walkers (upto 5 dogs per dog walker), children (supervised and unsupervised), walking groups and residents exercising with or without dogs.

Additional traffic on this road will increase the dangers to pedestrians.

2. Dog Day Care

There is very little detail on the Dog Day Care planning application, such as:

- Business assumptions on the number of dogs to be accommodated
- Where the dogs will be housed during the day
- Managing Environmental health, for example dog waste collection

Having reviewed the planning application for a similar dog day care operation in the Scottish Borders that did get planning approval - they explained in their planning application that an industrial site is not suitable for a dog day care as:

- Large groups of dogs may cause concern to people visiting neighbouring business units
- Keeping large groups of dogs confined within a building is more likely to lead to confrontation and aggression
- Outside stimulus (passing vehicles/pedestrians) would make it more likely that the dogs would bark
- 'built up' areas such as an industrial unit increases the safety/risk factor for transporting/transferring of dogs and vandalism to fencing.

We do not believe that this current planning application for dog day care has been properly researched or well thought through.

In addition to the above, We object to the planning application for this business proposal on the grounds of;

2.1 C77 Traffic congestion

An existing dog day care business similar in size to the proposal (in terms of staffing levels) can

accommodate up to 25 dogs. Using this assumption, at the start and end of the day, there could be up to 25 vehicles travelling up and down the C77. There is potential for a queue of cars to be waiting on the C77 to gain entry to the Dog Day Care business to drop off and collect.

As mentioned at 1.2, I did a traffic survey of the C77 just above the pinchpoint on 4th September 2017 11.15 am to 12.15am, results as follows:

Northbound total traffic =106 of which 38% was commercial traffic.

Southbound total traffic = 115 of which 44% was commercial vehicles.

The dog day care business proposal will increase the traffic on the C77 by 100 car journeys putting even more pressure on the Junction of the C77 and Melrose Road which is now an extremely busy junction. In the morning peak, I have observed the traffic queue to almost reach the pinchpoint at Aislinn cottage. Traffic coming down the hill comes round the corner to find stationary traffic in front of them.

2.2 C77 Shared Pedestrian and traffic

There is no pavement on C77 north of the Melrose Gait boundary. Pedestrians walk the C77 including commercial dog walkers (upto 5 dogs per dog walker), children (supervised and unsupervised), walking groups and residents exercising with or without dogs.

Additional traffic on this road will increase the dangers to pedestrians and will upset the dogs in exercise pound and dogs being walked on the road.

2.3 Noise pollution in an expanding residential area

This planning application describes the surrounding area as rural edge of town.

Easter Langlee is predominantly a residential area:-

- Persimmon (Melrose Gait) approximately 400 homes currently with another 200 planned
- Coopersknowe south has planning permission for another 69 houses
- There is outline planning for a small development (approximately 15 houses) at the stables on C77.

- And land north of Coopersknowe has been offered to SBC for further housing development.

This planning application states that the current built up area is 420 metres to the South (Coopersknowe Crescent). It is not clear if this measurement is from the boundary fence of the most northerly house in Coopersknowe Crescent and the southern boundary of the planning application. I do not have a way of accurately measuring this but I have walked it and I estimated it at less than 420 metres.

There can be no denial that there will be dogs barking for most of the day and this type of operation is better suited to a rural/agricultural environment where

- The dog day care can be separate from other business uses/users with minimal surrounding properties
- The indoor and out door space is essential to provide high quality dog day care - an existing dog day care business has a one acre outdoor fenced area where dogs can roam free and an indoor facility of 1500 square feet.
- ease of transportation/transfer of dogs
- no distractions from traffic and pedestrians.

There will also be an impact on wildlife:

- deer roam in the trees south of the landfill site

- a pair of buzzards have raised 1-2 young every year for the last 4 years in this area
- owls have been seen hunting in this area
- And there is also a bat population.

3. Part of the planning approval for the Waste Transfer Station recognised the concerns about the volume of traffic on the C77 and the safety of pedestrians. Extensive road widening, street lighting and an extension of the 30 mile limit were all carried out to mitigate these concerns.

If both of these business proposals are given planning permission a total of 156 daily vehicle journeys would see a potential increase of at least 57 vehicles during rush hour traffic which is approximately 25% increase.

Liz Copland and Brian Copland