

SCOTTISH BORDERS COUNCIL

PLANNING AND BUILDING STANDARDS COMMITTEE

1 FEBRUARY 2021

APPLICATION FOR PLANNING PERMISSION

ITEM:	REFERENCE NUMBER: 20/01133/FUL
OFFICER:	Paul Duncan
WARD:	East Berwickshire
PROPOSAL:	Erection of rail station platforms, waiting shelters, footbridge and lifts with associated access, car parking, servicing and landscaping
SITE:	Land South East Of 12 The Orchard, Reston, Scottish Borders
APPLICANT:	Network Rail

PLANNING PROCESSING AGREEMENT: The target date for the application was Friday 29 January. A PPA is in place for the application which runs to Monday 1 February 2021.

BACKGROUND

This Major application seeks planning permission for a new railway station at Reston. The proposals include a new road, a new transport interchange/ car park and a footbridge crossing serving two new platforms. The proposed site is located around 200m east of the location of the original Reston Station, which was closed in the 1960s. If the application is supported, it is anticipated that the development will commence early this year.

SITE DESCRIPTION

Reston is mainly residential today, but its character remains defined in part by its agricultural and railway history, and the legacy of the village's former auction mart and remaining railway infrastructure are prominent within the village.

The proposed site is located in a relatively central location in the village, to the south of Main Street (the B6438). It overlaps the village's southern development boundary and comprises mainly pastoral farmland. The most noticeable feature of the site is the high railway embankment running east/ west though the village which accommodates the electrified East Coast Main Line. The site is otherwise largely flat. A drainage ditch crosses through the site from west to east, partly culverted, and connects to a burn to the east of the site. A mature hedge bounds the field perimeter to the west. A community storage container occupies a small area of the site close to Main Street.

Land to the south of the embankment is in agricultural use. The Category B listed Reston Auction Mart building is located around 100m north-east of the site within a larger parcel of land that has previously been accepted for housing development.

The nearest public road is the residential cul-de-sac known as The Orchard, which serves twelve terraced dwellinghouses, an electricity substation, and the detached dwellinghouse known as Craigholme which fronts onto Reston Main Street. At the southern end of The Orchard, the road becomes a farm track/ path which connects to the fields to the south of the

railway via an underpass. Core Path 97 follows The Orchard and farm track to promoted paths in the surrounding countryside to the south of the village. At the north end of the Orchard, a T-junction adjacent to Craigholme connects the road to Main Street. The opposite side of Main Street is lined by mainly detached dwellinghouses including the Category C listed dwellinghouses known as March House, Reston House, Culblean and St Mary's Villa. The Riverside footpath between March House and Larchfield connects Main Street down to the banks of the Eye Water. Main Street connects with the A1 at a junction around half a mile to the north-east of the proposed site.

PROPOSED DEVELOPMENT

The proposed development comprises:

- At Reston Main Street, a new mini roundabout would be created close to the existing junction with the Orchard, which would be closed to vehicles.
- From the new mini roundabout, a new road and footway/ cycle path would be created parallel with The Orchard to serve both the new station and the Orchard.
- Towards the railway embankment, a new transport interchange would be created. A one way loop road would serve a car park, bus stop with shelter and a drop-off space. The car park would provide an initial 70 spaces including blue badge priority parking and electric vehicle charging. The application allows for a 40 space extension. Land to the north is included within the proposed site to safeguard further land for potential later expansion of the car park. Cycle storage facilities would be provided.
- Two new 270m long, 4m wide station platforms and associated furniture (waiting shelters, seating and ticket machines) and 1.5m steel fence to rear of both platforms. The embankment would be widened to accommodate the platforms;
- A new 'ribbon bridge' footbridge would cross the railway, incorporating lift shafts and stairs on either side. The footbridge has been designed by architects with a view to establishing a new identity for railway architecture, moving away from the more utilitarian style associated with more recent railway developments. The north lift shaft would reach a height of around 17m and would serve three levels: the interchange (ground level), the north platform, and the bridge crossing. The southern shaft would sit raised off the embankment serving the southern platform and bridge crossing only, with an overall height of around 13m. The crossing would sit at least 6.2m above the height of the railway, and around 13.5m above the level of the car park;
- Escape stairs and footpaths on either end of the platforms, on both sides;
- Lighting columns throughout the site;
- Associated infrastructure/ equipment including CCTV;
- A landscaping scheme and SUDS pond.

The new station has been designed to meet the Transport Scotland 'Code of Practice Design Standards for Accessible Railway Stations'.

The station would be un-manned.

The existing underpass serving the Core Path would remain unchanged.

PLANNING HISTORY

- 08/01531/FUL - Erection of 111 dwellinghouses, district heating building and associated works – Approved subject to the resolution of various outstanding issues and the conclusion of a legal agreement which are still to be concluded
- 17/00442/FUL - Siting of community storage container off Main Street – Approved
- 20/00215/SCR - Screening request for Reston Station development – No EIA required

- 20/00569/PAN – Proposal of Major Application Notice for Reston Station development

REPRESENTATION SUMMARY

1 objection was received from 1 household. Whilst supportive of the benefits of the new station, the objector raised the issues summarised below:

- Screening Opinion request failed to recognise objector's property as a listed building
- The listing includes dry stone/ rubble boundary walls which will be directly adjacent to the proposed roundabout
- Potential vibration damage to the wall from moving traffic closer to the wall/ increased traffic
- Road safety concerns arising from proximity of riverside footpath to reconfigured road/ roundabout
- Traffic/ road safety through the village; alternative access location point would address this.

One representation was received in support of the application.

All representations can be found online at the Council's *Planning Portal*.

APPLICANTS' SUPPORTING INFORMATION

The applicant submitted the following supporting information:

- Planning Support Statement
- Design and Access Statement
- Transport Assessment
- Landscape and Visual Impact Assessment
- Flood Risk Assessment
- Lighting Impact Assessment
- Operational Noise Assessment
- Ecology Survey
- Bat Survey
- Archaeology Assessment

The application is classed as a 'Major' development under the Hierarchy of Developments (Scotland) Regulations 2009. The applicants publicised and held a public online consultation event prior to the application being submitted. The outcome of the public consultation exercise has been reported in a Pre-Application Consultation Report (PAC) which was also submitted with the application. The requirements of the Development Management Procedure (Scotland) Regulations 2013 have been satisfied.

DEVELOPMENT PLAN POLICIES:

Scottish Borders Council Local Development Plan 2016

PMD1: Sustainability

PMD2: Quality Standards

PMD3: Land Use Allocations

PMD4: Development out with Development Boundaries

ED10: Protection of Prime Quality Agricultural Land and Carbon Rich Soils

HD3: Protection of Residential Amenity

EP1: International Nature Conservation Sites and Protected Species

EP2: National Nature Conservation Sites and Protected Species
EP3: Local Biodiversity
EP7: Listed Buildings
EP8: Archaeology
EP10: Gardens and Designed Landscapes
EP11: Protection of Greenspace
EP13: Trees, Woodlands and Hedgerows
EP15: Development Affecting the Water Environment
EP16: Air Quality
IS1: Public Infrastructure and Local Service Provision
IS4: Transport Development and Infrastructure
IS5: Protection of Access Routes
IS6: Road Adoption Standards
IS7: Parking Provision and Standards
IS8: Flooding
IS9: Waste Water Treatment and SUDS
IS13: Contaminated Land
IS16: Advertisements

OTHER PLANNING CONSIDERATIONS:

- Biodiversity Supplementary Planning Guidance 2005
- Designing Out Crime in the Scottish Borders Supplementary Planning Guidance 2007
- Green Space Supplementary Planning Guidance 2009
- Housing Supplementary Guidance 2017
- Landscape and Development Supplementary Planning Guidance 2008
- Local Biodiversity Action Plan Supplementary Planning Guidance 2001
- Privacy and Amenity Supplementary Planning Guidance 2006
- Placemaking and Design Supplementary Planning Guidance 2010
- Sustainable Urban Drainage Systems Supplementary Planning Guidance 2020
- Trees and Development Supplementary Planning Guidance 2008
- Waste Management Supplementary Guidance 2015

- HES: Managing Change in the Historic Environment: Setting 2020
- Planning Circular 4/1998: The Use of Conditions in Planning Permissions
- Planning Circular 1/2017: Environmental Impact Assessment regulations
- Scottish Planning Policy 2014
- National Planning Framework 3
- Reston Auction Mart – Development Brief 2008
- SESplan Strategic Development Plan 2013
- Proposed SESplan Strategic Development Plan 2016
- Planning Advice Note 75 - Planning For Transport
- Planning Advice Note 1/2011 Planning and Noise

CONSULTATION RESPONSES:

Scottish Borders Council Consultees

Access: Core Path 97 (Circular Route) is adjacent to the proposed station. The end of The Orchard could be altered to accommodate non-vehicular users. Works involving the new station loop road should not obstruct the line of the core path.

Archaeology: No objection, but archaeological mitigation is required. There is potential for archaeological remains to be encountered. The Reston area is renowned for cropmark

evidence of prehistoric settlements. The Archaeology Report notes a medieval chapel could be encountered within the application site. Archaeological evaluation will be needed. The railway line is a historic feature in its own right dating from the 1840s. The southern platform and side of the embankment works are close to a Scheduled Monument (SM) but the development will not affect it directly. There is the potential for the car parking floodlights and the lift shafts either side of the embankment to be discernible above the railway embankment at this enclosure, affecting the setting of the SM. There is no particular setting issues in looking from the site and the elevated position of the southern platform may aid recognition and interpretation of the SM.

Contaminated Land: No objection, and no conditions required.

Economic Development: Economic Development welcomes and supports the application. An economic impact assessment was undertaken by Ernst & Young in 2016 that calculated there would be a return on investment of £7.45 for every £1 spent on the project. Benefits include: increasing access and opportunities for people to live, work and start their own businesses in Berwickshire; encouraging tourism visitors; providing residents access to the wider rail network and wider employment opportunities; offering an option for increased use of sustainable transport and reduced reliance on private vehicles; and the proposal appears to offer links to other sustainable methods of transport.

Ecology: No objection, conditions requested. No evidence of bat roosts found within site. A species protection plan for badger and breeding birds is requested. There may be opportunities to provide proportionate enhancements for biodiversity by including native species of tree and shrub within a landscape scheme and provision of wildflower areas and a bat box and bird box scheme. A sensitive lighting scheme will be required.

Environmental Health: No objection, conditions requested. The Lighting Impact Assessment identifies mitigation measures that would address moderate adverse impacts identified. An amended report detailing and assessing mitigation is needed but can be provided by condition. Noise is an outstanding concern regarding potential impacts from plant noise, particularly the public address system between 11pm and 7am. An updated noise report is needed and will be submitted shortly. A Construction Method Statement is also requested.

Flood Risk: No objection, condition requested. The updated flood risk assessment (FRA) considers the 1 in 200 year and 1 in 200 year plus climate change (35%) flood events and confirms there is no substantial increase in risk as a result of these increased flows. The FRA results show that this has slightly decreased the flood levels upstream of the site in the farmer's field, although the decrease is small this is appropriate given the consideration that has been given. Potential issues at the lift shaft and footpath require further consideration.

Forward Planning: No objection. Policy IS4 confirms that the adopted LDP supports the construction of a new station at Reston. The majority of the proposal is located within allocated LDP site RS3: Reston Station. Forward Planning consider that the principle of the development complies with the land use allocation and the existing planning brief for the allocation (Reston Auction Mart 2008 planning brief).

The proposed development includes areas out with the development boundary for Reston. Therefore, the proposal must also be assessed against Policy PMD4: Development out with Development Boundaries. The proposed development meets the exceptions criteria of PMD4 in that the provision of a railway station within Reston would offer significant community benefits.

Further information was required to confirm the use of the triangular area located within LDP housing allocation AREST004: Reston Long Term 2. Network Rail has since confirmed they do not propose any development within the housing allocation (AREST004). Therefore, Forward Planning have no further comments to make.

Landscape: No objection, but further revisions sought to landscaping scheme via condition. There is general agreement with the conclusion of the Landscape and Visual Impact Assessment (LVIA). The station is likely to give rise to moderate adverse effects on the Reston village character and visual receptors within close proximity to the site. The complicated structure of the proposed lift shafts stairs and bridges, will be clearly seen breaching the skyline, and against the agricultural landscape which is in contrast to the current simple linear perspective of the railway track running through the landscape. At night there is the potential for further significant impacts arising from the quantity of lighting required for such a development. The LVIA does not consider the impacts of lighting on the viewpoints assessed. Due to the nature of the elevated position of the railway line at Reston, the open character of the landscape and the station design with tall lift shafts it is clear that this proposal will be visually prominent locally in views during the day and at night. With careful selection of materials and well considered tree planting the station proposals may become a distinctive feature of Reston in contrast to the linear village form and have value as a landmark for people approaching from further afield. In addition to careful tree selection, key to the success will be the colour and nature of the cladding material chosen so that the lift shafts don't 'jump out' in views across the landscape but relate to the colours of buildings and the agricultural landscape in which they are set. Provision of a number of options and of cladding will be required to be tested to ensure the colour and materials proposed are sympathetic to the rural setting and character of village buildings. In addition to the brick options sandstone cladding should be considered as an option.

Following revisions, noted disappointment that many of the recommendations had not been taken on board with a site specific approach, taking into account the small rural village setting. Accepted however that there are some practical issues. Further planting proposals welcomed, but further minor revisions sought to the landscaping plan. Concerned with regard to the proposals for swale and cable trenching for the proposed lighting and the potential impact on the existing hedge and note that no Tree and Hedge Protection Plan has been provided.

Roads Planning Service (RPS): No objection, subject to conditions. Fully supportive of the principle of this proposal. Generally happy with the proposed layout of the site, including re-routing the access to The Orchard and allowing access into the allocated housing land to the East. Land to the West is included as potential future development land and access to this land should be allowed for. 70 parking spaces are proposed within the initial proposal with potential to extend this to 110 spaces then again onto 195 spaces. RPS raised concern during pre-application discussions with regards to the number of spaces in the initial proposal given the very high parking demand due to the success of the Borders Railway at Tweedbank. RPS generally content that the overall number of spaces will be sufficient. A redetermination order is required for the closure of the vehicular access from the Main Street to The Orchard.

Statutory Consultees

Scottish Environment Protection Agency (SEPA): Sought clarity on why the Flood Risk Assessment was only undertaken to a 1 in 100 year event with blockage and climate change. SEPA expect the 1 in 200 year to be assessed as this is how they define functional floodplain.

Network Rail: No comments/ objections.

Reston and Auchencrow Community Council: Fully support the application. The CC has worked with and supported the Rail Action Group East of Scotland throughout the years. The CC response included comments provided by residents, including the following:

- Road access was a primary concern. Reston Main Street has a bottleneck outside the village shop, primarily caused by the narrowness of the street and parked vehicles. The CC appreciate that ingress/egress points are limited to the site and welcome the temporary 20 mph speed limit presently imposed. The introduction of the roundabout is a welcomed means of traffic calming as well as the closure of 'The Orchard' road, this has been commended by the residents.
- The CC do not envisage any further or exacerbated damage to the surrounding infrastructure and reassurance has been expressed that no works/ alterations will be carried out on the existing path network.
- A restraining barrier at the end of the footpath to the Riverside is requested at the new roundabout to prevent children running out onto a busy road.
- The junction with the A1 is of concern following incidents that have taken place there. The CC note disappointment at the use of what would appear to be outdated or incomplete/ inaccurate information in the transport assessment. The CC are disappointed to note the response by Transport Scotland on this application in failure to address historic concerns from the community council.
- It is hoped that an expansion to the existing proposed 11 cycle stands and shelter that this can also be expandable if required.
- Lack of residents input into the design of the station.
- No toilet. It is an aspiration of the community to have such a facility due to the distance to travel to the nearest hospitality services.
- Whilst it has been stipulated the land purchased will give leeway for expansion of the car park, reassurance has to be given to the proposed maintenance of the grasses and hedges that will be in situ prior to any expansion, i.e. will SBC adopt the maintenance of these?
- A taxi rank would encourage potential employment.
- The application proposes the fitment of 101 new lighting columns, whilst appreciation of the need to illuminate the car park it is noted that the lighting assessment has identified "viewpoints 1-8 post curfew do not satisfy GN01". Therefore, should these be problematic and create light nuisance then a condition that the lighting columns have dimmers fitted or cowls as per the recommendations in the 'Lighting Impact Assessment'
- The area historically has been prone to flooding. There is mention of attenuation and SUDS. It is unclear the depth of the swale and whether this will be maintained by Network Rail or a third party, concern is therefore raised on a safety aspect on both of the above, depth and maintenance. The car park will take up a large amount of surface area and with it, it will also collect a large amount of pluvial water.
- Continued maintenance of all culverts needs to be addressed in this application.
- East of the proposed site is 'Briefields Cottage' alongside the dwelling is a culvert which periodically gets blocked and creates flooding both to the road B6437 'Chirnside Road' and surroundings. This appears to have gone unidentified in the report.

Transport Scotland: No objection.

Other Consultees

Architectural Heritage Society of Scotland (AHSS): No objection.

Berwickshire Civic Society: The proposed station is welcomed. It will be the first station encountered by travellers entering Scotland by train. The Society accept that the lift towers

and footbridge are required for operational and statutory reasons. The vertical aspects of the lift towers are in materials in contravention of the vernacular in Berwickshire and will do little to hide or ameliorate the vertical and intrusive nature of the construction. BCS recommends this is reviewed. The shelter facilities on the platforms are inadequate. This is a raised platform area, in open country, not far from the North Sea. There are no public conveniences proposed. With the exception of a ticketing machine, it would seem that the station is to be regarded as an unstaffed halt, with passengers sheltering in their cars during inclement weather. The footbridge could provide a raised enclosed horizontal shelter and waiting area above track.

KEY PLANNING ISSUES:

The key planning considerations are:

- Whether the proposed development meets the terms of the LDP allocation and associated planning brief;
- Achieving a low carbon place that contributes towards sustainable economic growth;
- Landscape, street scene and visual impacts;
- Road safety, vehicular access and traffic;
- Residential amenity impacts including light obstruction and noise.

ASSESSMENT OF APPLICATION:

Policy Principle

The development plan firmly supports the principle of the proposed development. At a strategic level, SESplan's Strategic Development Plan 2013 remains the extant strategic plan for South East Scotland. It states that the Eastern Borders area has long-term potential for improved local rail commuter services including a new station at Reston. At a local level, Local Development Plan Policy IS4 states that the Council will support Reston Station on the East Coast Main Line railway.

The proposed site boundary extends across a number of allocated and non-allocated sites within and out with Reston's development boundary. This requires assessment against several further Local Development Plan (LDP) policies.

A large part of the proposed site would sit within LDP site zRS3 (Reston Station) which has been allocated specifically for the siting of a new station. Self-evidently, there is no policy principle conflict with this. The allocation reflects a previous iteration of the station design so there are notable variances between the boundaries of the proposed site and the LDP allocation for the station, but this does not give rise to any inherent policy principle conflicts.

The proposed site includes a triangular area of land between the terrace of houses at the Orchard and the existing railway embankment. This area of land forms a small portion of a wider field which is allocated for housing via the Housing Supplementary Guidance 2017 (AREST004: Reston Long Term 2). There are limited opportunities for vehicular access to this site. Network Rail have confirmed that this area of land will not be developed as part of this development, which should ensure the allocated site remains accessible and developable for its allocated use. A planning condition is recommended to secure control over this point and to satisfy LDP Policy PMD3 (Land Use Allocations).

The proposed site also encroaches into land which the LDP identifies for potential longer term housing use. This is an area to the east of the site, north of the embankment. Policy HD4 aims to safeguard this land for potential housing development. The Forward Planning Section

have accepted that the community benefits of this development would outweigh this aim and accept the loss of this portion of land.

Where the proposed site extends to land to the south of the embankment, out with the settlement boundary, the proposed development would satisfy Policy PMD4 by meeting the exceptions criteria for such developments. Exceptional approvals may be granted provided strong reasons can be given which demonstrate development would offer significant community benefits that outweigh the need to protect the Development Boundary. This is the case.

A planning brief for the development of the allocated housing, railway station, and longer term housing sites was produced in 2008 ('Reston Auction Mart – Development Brief 2008'). The brief also covers the mixed use site to the north and north-east of the proposed site (MREST001: Auction Mart). The brief provides a framework for the redevelopment of these sites. There is not considered to be any significant conflict between the proposed development and the aims and objectives of the brief. Nor is there any conflict in principle with the allocated mixed use site (MREST001: Auction Mart) or the housing development (08/01531/FUL) referred to in the planning history section above. The proposed site layout also caters for potential direct vehicular access to this site from the new road, which is welcomed.

A Low Carbon Place

Scottish Planning Policy aims to achieve low carbon places by supporting the transformational changes required to meet emission reduction targets, thereby influencing climate change. Improving connectivity and promoting more sustainable patterns of transport and travel can support the transition to a low carbon economy. Local Development Plan Policy PMD1 (Sustainability) seeks to encourage walking, cycling and public transport in preference to the private car.

The new station would be expected to shift a significant volume of vehicle trips from private car to more sustainable rail travel. A new transportation node would be created at the station bringing together train, bus, private car, pedestrian and cycle transportation modes. The station car park will incorporate electric vehicle charging facilities for private cars. Network Rail have also agreed to futureproof the development to enable potential electric vehicle charging at the bus stance.

The new facility would represent a key piece of sustainable transport infrastructure that will deliver a significant opportunity for journeys to be by more sustainable public transport. This is a material consideration.

Sustainable Economic Growth

Scottish Planning Policy seeks to support sustainable economic growth and the creation of well-designed, sustainable places by strengthening economic capacity and resilience within communities. Local Development Plan Policy PMD1 identifies support for the local economy as a sustainability principle underpinning all LDP policies.

The potential economic benefits of the proposed development would be considerable, both for Reston and the wider Berwickshire area. The nearest existing railway stations are at Dunbar and Berwick. The development would improve access to employment markets and create new opportunities for people to live, work and start their own businesses in Berwickshire. The new station would be well placed to provide improved access to popular tourist attraction along the Berwickshire Coast. The delivery of the new station would also be expected to encourage development particularly within Reston, which has the potential to support local services. In

doing so, the development would help support rural communities in and around Reston.

The potential economic benefits are a further material consideration of significant weight.

Landscape, Street scene and Visual Impacts

Policy Context

The proposed site is not located within or near to any area designated for landscape quality or special natural landscape protection. Landscape impacts must therefore be assessed against the LDP's standard policies for landscape protection, including PMD1 and PMD2. Policy PMD1 states that landscape protection is a fundamental principle which underpins all the LDP's policies. Policy PMD2 requires all new development to integrate with its landscape surroundings and encourages the incorporation of appropriate landscape works, to help integration with surroundings and the wider environment.

Assessment of Landscape Impacts

In the wider landscape, the key consideration is the introduction of the new footbridge crossing, and in particular the two lift shafts. The infrastructure along the full length of the two new elevated platforms and the lighting scheme for the development will also impact the surrounding landscape. A Landscape and Visual Impact Assessment (LVIA) was submitted with the application.

There were no objections to the principle of a new footbridge crossing and the Landscape Section also accept the applicant's reasoned justification for the crossing provided by Network Rail. Use of the existing underpass was judged to be unsuitable on safety grounds due conflicts between farm vehicles and the significant numbers of additional pedestrians who expected to use the station. Use of the underpass would have required lengthy ramps up to the two platforms to achieve suitable gradients. This would have been unsuitable in accessibility terms and therefore in conflict with Policy PMD2 criterion (p) which requires the incorporation of access for those with mobility difficulties. Furthermore, long ramps may have been no less impactful in landscape and visual terms.

The proposed lift shafts would be significant additions to the surrounding landscape. There are few tall buildings or structures within Reston. Further afield significant vertical visual intrusions in the wider landscape include agricultural silo buildings and wind turbines. The electrification of the East Coast Main Line has also introduced the existing overhead line equipment along the length of the railway, which in Reston are elevated above natural ground levels due to the railway sitting atop the existing embankment. The embankment itself will provide a visual backdrop to the proposed lift shafts on either side of the railway, but will also raise the height of the infrastructure associated with the railway platforms.

Particular consideration has been given to views from the south of Reston. The existing embankment forms an effective bund across the landscape partially obscuring views of the village. Further raised railway infrastructure above the embankment, particularly the complex structures proposed, will alter views across the landscape. Skyline impacts will also arise for closer views. Equally, however, the embankment is clearly itself a significant intervention in the natural landscape, and it already hosts large scale overhead line equipment.

The proposed materials for the bridge have been the subject of extensive discussions and various options are available for consideration. At the time of writing, it has not been possible to reach agreement on the preferred means of cladding the lift towers, which is the key consideration. The application proposes a red brick slip cladding system. Red brick is generally a material that is discouraged within the Scottish Borders as it does not reflect the predominant architectural vernacular of the region. However in long views, it is considered

that a muted red brick could potentially sit acceptably within the wider landscape, mimicking the red sandstone found within the village. Close views from within the village and the development itself are more of a concern in this respect, and are considered further below.

In terms of lighting, the applicant has confirmed the lighting scheme for the development could be amended to keep within the Institute of Lighting Professionals' 'Environmental Zone 2' lighting limits. This limit is appropriate for sparsely inhabited rural areas and villages. This will be controlled by condition.

Assessment of Street scene and Visual Impacts

By nature, the new station development is functional in character and design. Successfully integrating such a large scale infrastructure development within a small rural village raises significant challenges in terms of achieving placemaking and design aspirations. It must be acknowledged in this respect that Network Rail operate to standards and guidelines that have evolved over many years with the principles of health and safety very much at the forefront. For example, Network Rail require CCTV coverage across the entire car park area, which has limited scope for tree planting within the core of the station car park. By necessity, the development therefore features an expansive open car park. Lighting columns will proliferate across the car park. Elevated platform infrastructure will also be utilitarian in appearance.

The visual impact of the proposed development would be significantly softened by tree planting around much of its perimeter. The retention of the existing hedge along The Orchard will also soften and obscure some views. From Main Street, the station should reduce in prominence over time as the trees within the landscaping scheme mature and if intervening land is developed. The Landscape Section request further revisions to the landscape scheme which can also be explored further by condition.

As noted further above, the lift shafts and footbridge crossing will be the key visual feature of the development. The application proposes a red brick cladding system for the lift shafts. Red brick is found within the village, but sandstone is considered to be the dominant material. Red brick is generally used for later walling or repair work within the village. The Placemaking and Design Supplementary Planning Guidance document discourages the use of brick within the Scottish Borders. Various alternatives have been discussed and there are considered to be acceptable cladding options available that would ensure no unacceptable impacts on longer views across the wider landscape arise. The applicant has set out reasons against the use of a sandstone cladding system, which would be preferable for close views and street scene impacts. These arguments are not entirely accepted. This will be require further consideration, but this can be addressed by condition.

A condition is recommended to secure the protection of the existing hedge.

Landscape, Street scene and Visual Impacts - Conclusion

Given the elevated position of the railway line and the height of the proposed footbridge, the proposed development will be visually prominent in what is a relatively open landscape. The principle of a new footbridge crossing is accepted on practical grounds. Impacts on the wider landscape and setting of the village will prove acceptable provided suitable materials are utilised, particularly for the lift shafts.

The character and appearance of the development is unlikely to relate well to the village's sense of place, however the appearance of the development would be softened by planting. Given some of the unavoidable practical challenges for Network Rail, the overwhelming benefits of the proposed development would be considered to outweigh any modest adverse impacts on the amenity of the street scene.

Residential Amenity

The nearest dwellinghouses are 1-12 The Orchard. Further dwellinghouses line both sides of Reston Main Street. Land adjoining the site is also allocated for housing development or identified as having longer term potential for housing development. Impacts on the dwellinghouses within the Auction Mart site development (08/01531/FUL) referred to in the planning history section have also been considered.

Policy HD3 (Residential Amenity) of the LDP states that development that is judged to have an adverse impact on the amenity of residential areas will not be permitted. A broad range of impacts can be considered and assessed against Policy HD3, including light and noise.

Light Pollution

The proposed development includes a comprehensive lighting plan for health and safety and security purposes. A Lighting Impact Assessment (LIA) was submitted with the application. This assesses the impact of light obtrusion, including light intrusion, light intensity, and sky glow effects. Light obtrusion can impact landscape and visual amenity and wildlife. It can also harm residential amenity. The former considerations are considered respectively within the landscape section above, and the ecological section below.

Reston is a small rural village and is distant from any large built up areas. The LIA classified the site as 'rural with low district brightness'. A 3D computer model was produced demonstrating site massing and surroundings. The LIA found that the lighting strategy would have exceeded industry standards during the 'post curfew' period (i.e. night-time). However, the report identified a range of potential mitigation measures which could be used to address this. These include the use of cowls and night dimming.

In terms of residential amenity implications, the implications of light obtrusion have been assessed by Environmental Health who would expect at least one of the mitigation methods to be put in place. The applicant has since confirmed that they would be able to meet the required standard and will adopt a range of measures to achieve this, including those mentioned above. Further information is required, but it is clear that this matter is capable of being addressed in a satisfactory way. The final details could be controlled adequately by planning condition.

Operational Noise

Unwanted noise can have a significant impact upon environmental quality, public health and amenity. Noise impacts can be assessed against Local Development Plan policies HD3 (Residential Amenity) and IS4 (Transport Development and Infrastructure). Policy HD3 lists noise as a general residential amenity consideration; Policy IS4 requires that developments have no unacceptable adverse impacts of adjacent occupiers by virtue of noise. Planning Advice Note 1/2011 Planning and Noise provides detailed advice on the assessment and mitigation of noise impacts associated with development.

The existing railway at Reston already serves East Coast Main Line traffic and freight traffic. Additional effects arising from the proposed development would include additional operational railway noise, the public address systems, noise from the motor and lift mechanism within the lift shafts, and traffic/ car park noise. The public address system would involve the siting of 2.5W speakers every 15m across the length of the new railway platforms.

Sensitive existing public receptors of operational noise would include the occupants of 1-12 The Orchard. Impacts for residents along Main Street are also considered within an

Operational Noise Impact Assessment (ONIA) provided with this application in accordance with Planning Advice Note 1/2011.

The ONIA concludes that the proposed railway station would meet national planning policy and international standards and recommendation as regards noise impacts, which it concludes would be minor to negligible.

The Environmental Health team have considered the report and require further information in relation to operational plant noise, particularly noise during the hours of 11pm to 7am. This mainly relates to the siting and operation of the public address systems. This matter has been the subject of discussions with Network Rail and further information is due to be received shortly although this was not available at the time of writing. It is considered that this matter can however be addressed by planning condition.

Construction noise

Planning Advice Note 1/2011 states that construction noise is most effectively controlled through the Control of Pollution Act 1974 and the Pollution and Prevention Control Act 1999. Planning Circular 4/1998: The Use of Conditions in Planning further states that planning conditions should not be used to duplicate controls available under other legislation. It would not therefore be appropriate to control construction noise directly through the planning process.

Privacy

The proposed development is sufficiently separate from 1-12 The Orchard or the houses within the Auction Mart development (08/01531/FUL) to preclude significant privacy issues arising. Significant overlooking effects, to the detriment of residential amenity, from the elevated features of the development should not arise.

Loss of light/ sunlight

The proposed development will not result in any significant loss of light or sunlight issues for neighbouring residential properties, including potential future residents of the Auction Mart development.

Visual Impact

The key visual intrusion for private receptors would be the footbridge and lift shafts, which have been sited at the far end of the site to reduce their visual dominance for the nearest local private receptors at The Orchard. The access to The Orchard has also been placed opposite an electrical substation to avoid direct glare effects from headlights, and the hedge has been retained to maintain separation. Impacts from the street lighting proposals have also been considered above. The houses within the Auction Mart development (08/01531/FUL) are also sufficiently distant from the development to ensure no significant visual impact issues arise. Policy HD3 is therefore met.

Other Impacts

It is acknowledged that there is a risk of short time impacts arising from the construction process. These effects are largely unavoidable, but should be short-lived. Network Rail have agreed to a planning condition that would secure an agreed Construction Method Statement for the proposed development. Whilst not controlling construction noise directly, this will cover various related considerations, which is considered appropriate.

Road safety and vehicular access

Local Development Plan policy PMD2 requires developments to have no adverse impact on road safety and adequate vehicular access.

The A1 Trunk Road

The A1 trunk road bypasses Reston several hundred metres to the north of the village. Reston is served by an existing junction with the A1 to the north-east of the village. It is envisaged that the development will generate relatively significant traffic demand to and from the village, and a significant volume of this traffic will use this junction.

The application was supported by a detailed Transport Assessment (TA) which has been assessed by Transport Scotland, who are the relevant consultee for trunk road considerations. The TA states that Network Rail anticipate annual patronage for the station to reach 110,000 passengers per annum by 2024, mostly comprising commuting trips. This equates to an average of around 300 passengers per day. The TA is based in part on traffic survey data recorded in 2006 for the neighbouring housing development. Due to the current coronavirus pandemic, traffic patterns have been variable and would be less reliable than historic data, although there is clearly some uncertainty as to the long term effects of the pandemic on future work and travel patterns. The 2006 data was adjusted to account for subsequent changes in traffic demand trends over the intervening period. The Community Council noted that there had been some disappointment at the use of this data, but in the unusual circumstances, this is considered to have been a reasonable approach to modelling likely changes in traffic demand.

Transport Scotland have confirmed that the existing junction can accommodate the additional level of traffic likely to be generated by this development and do not have any objections to the application. Nor do they require improvements to the junction.

The TA did not account for the additional 11 units which were previously accepted on the 111 unit housing development to the north (planning reference 08/01531/FUL). These are the units over and above the indicative capacity (100 units) envisaged when the site was allocated, which is the figure used in the TA. Transport Scotland have confirmed that the additional 11 units do not alter the conclusion of their assessment of the proposed development.

Local Road Network and Traffic

The Roads Planning Service (RPS) have assessed impacts on the existing local road network. This includes the effect of the additional traffic demand that would be generated by the development, as set out in the preceding section. The anticipated level of patronage would equate to a significant volume of additional traffic for a settlement of Reston's size, but the RPS are satisfied that the wider local road network is capable of accommodating such traffic without any significant adverse road safety implications arising.

Vehicular Access

The proposed development includes the formation of a new mini-roundabout on Main Street (the B6438) and a new road off the roundabout to serve The Orchard and the new station. This approach has been queried through the public consultation processes. Network Rail state that taking access from Chirnside Road in the east of the village would require that road to undergo significant realignment and widening and the existing underbridge in the east of the village may have needed replacing. The Roads Planning Service raise no concerns with the location of the new access or with local traffic impacts.

The Orchard would be closed to vehicles at its existing junction with Main Street. The Roads Planning Service have confirmed they are content with this proposal, and there are no objections from members of the public to this. The junction closure would be formalised by a redetermination order under the Roads Scotland Act. This is a separate legal process, distinct from a stopping up order, and does not form part of the planning process. The redetermination order will be formally advertised in due course. Network Rail propose a new hedge as a means of closing off the junction, subject to any utilities in the area. This can be controlled by planning condition, with scope for consideration of alternative proposals, if required.

A new one-way loop road would be created through the car park with separate entrance and exits off the new access road. The new road would be adopted by the Council whereas the one-way loop road within the station car park would be managed and maintained by Network Rail. The Roads Planning Service are content with the principle of these arrangements, but seek planning conditions to secure Road Safety Audits demonstrating that the detailed design of the new road infrastructure is of a satisfactory road safety standard. The requested conditions are considered appropriate and necessary.

The Community Council have suggested a pedestrian barrier may be of benefit due to the proximity of the re-configured road at the exit of the riverside walk on the north side of the mini-roundabout. This can also be considered through the Road Safety Audit process.

Discussions within the Council have confirmed that the Planning Authority retains control over the Auction Mart housing development application (planning reference 08/01531/FUL). Alterations to that scheme are likely to be required to address the proximity of the mini-roundabout to one of the vehicular accesses serving the proposed housing site. These matters can be referred back to Committee in due course.

Parking

Policy IS7 of the Local Development Plan requires that car parking should be provided in accordance with the Council's adopted standards.

The new station would serve a large catchment area. The nearest existing stations are at Dunbar to the north, Berwick to the south, and Tweedbank to the west. The station is expected to cater primarily for commuting traffic. The success of the Border Railway has resulted in very high demand for parking at Tweedbank station. To ensure the station can cater for the range of parking demand which may arise, the application includes proposals to expand and safeguard expansion of the capacity of the car park. Initially, a 70 space car park would be created, including 11 blue badge spaces directly adjacent to the platform access points. The application includes a 40 space expansion phase to the north of the first 70 spaces. The Roads Planning Service request a planning condition that would require monitoring of parking demand with the option of defining a set trigger point for expansion. A potential second expansion area is included within the application site, estimated to have capacity for a further 85 spaces. This second expansion does not form part of this application, but can be safeguarded for potential future use by planning condition. Though a separate planning application is likely to be required for this second expansion, this application has established that in principle, this is likely to be acceptable. The Roads Planning Service are content with these arrangements.

Public Transport

The new roundabout, new road, and internal interchange loop road would be of a standard capable of accommodating a range of vehicles, including busses. A bus stop would be formed within the transport interchange area, close to the rail platforms. It is envisaged that local bus services will utilise the new bus stop, further enhancing connectivity.

There would be no formally dedicated taxi rank provided within the station car park. Comments received suggested a taxi rank could have supported local employment. Network Rail have indicated that taxis could use the drop-off area. The provision of an additional area for taxi ranks would have impacted the overall number of car parking spaces.

Active Travel

The development includes a new cycle path and footway from Main Street to the station. Cycle parking has been catered for within the transport interchange. RPS are satisfied that there is ample room available to extend this provision if the need arises. Details of the cycle parking facilities will be required by condition.

Core Path 97 (Circular Route) connects Newmains building group and farm to Reston. The Core Path comprises a formal path/ farm track from Newmains, through the existing underpass and continues along The Orchard to Main Street. The original proposals would have directly impacted the Core Path; the internal car park loop road would have cut across it. The revised site plan addresses this issue. The existing hedge should remain in place, providing visual screening and physical separation. A condition is recommended to require the Core Path to remain open during the construction phase of the development, unless notification has been provided, and where possible, diversions have been agreed.

A new footway would also be created between the Orchard and the new station road.

Built Heritage and Archaeology

Setting of Listed Buildings

Policy EP7 (Listed Buildings) states that the Council will support development proposals that conserve, protect and enhance the setting of Listed Buildings.

A number of Listed Buildings are located within the vicinity of the site. Reston Auction Mart Sheep Ring is listed at Category B and is located to the north-east of the proposed car park area. Further listed buildings are dispersed along the north side of Main Street. March House including garden walls is C Listed and is located close to the existing junction with The Orchard. St Mary's Villa and Culblean are C Listed and located to the north of the proposed mini-roundabout. Reston House including Boundary walls, railings, gate piers and gate is C Listed and is located to east of Culblean and St Mary's Villa, further from the proposed development.

It is considered that the proposed development would have a neutral impact on the setting of these listed buildings.

Integrity of Listed Buildings

There are no listed buildings within the proposed site and therefore there are no listed buildings that would be directly affected by the proposed development.

The boundary walls of the C listed March House form part of the listing of that property and are located close to the proposed mini-roundabout. The sole objector to the application has expressed concern that the integrity of the boundary walls may be impacted by the proximity and increase of traffic at the new mini-roundabout. This concern is noted and is understood to have been the subject of discussions between Network Rail and the objector prior to the submission of the application. The pre-application consultation report indicates Network Rail

have committed to carrying out a dilapidation survey to ascertain the condition of the wall, with monitoring during the construction process and mitigation thereafter as required.

It is not considered appropriate to control this matter through the planning process. This would largely be a private matter for the objector to address, and it would be difficult for the Planning Authority to establish that the proposed development would be the cause of any degradation that may arise over time. Traffic is likely to slow at the roundabout. It would not be clear whether any damage arising had in fact arisen from the proposed development.

Setting of Designed Landscape

Policy EP10 seeks to safeguard the setting of sites listed in the Council's record of gardens and designed landscapes.

Designed Landscapes make a significant contribution to the character of East Berwickshire. These include Houndwood, Press Castle and Ayton Castle Designed Landscapes. All are a considerable distance from the proposed site, and the proposed development would not affect their setting.

Setting of Scheduled Monuments

Policy EP8 (Archaeology) states that development proposals which will adversely affect local archaeological assets will only be permitted if it can be demonstrated that the benefits of the proposal outweigh the heritage value of the asset. All proposals that adversely affect such an asset must include an acceptable mitigation strategy. Policy EP8 applies to below ground assets but also to the setting of Scheduled Monuments.

A Scheduled Monument is located in a field to the south of the railway embankment around 100m from the proposed site. This comprises crop marks of a pre-historic domestic and defensive settlement known as Brierfield. There would be no direct impact on the Scheduled Monument, but its setting would be affected by the development. The Archaeology Officer notes that interpretation of the asset by the public may be enhanced by the views down to it that may be possible from the railway platforms. Overall, the effects on the asset would be considered to be neutral.

Archaeology

In terms of below ground interests, an archaeological assessment was submitted with the application. This found moderate to high potential for prehistoric or medieval remains to be present within the development site. The main known potential interest was a medieval chapel which is thought to have stood somewhere in the west of the village. Its exact location is however unknown. A Written Scheme of Investigation (WSI) was agreed with the Archaeology Section last year and the evaluation of the proposed site – in the form of trial trenching and monitored strips across the site - was carried out in the first weeks of the year. No significant archaeological interests were found. It is unusual for archaeological evaluation to precede the determination of an application. However, the evaluation work followed an agreed WSI and provides greater certainty that there are no archaeological interests within the site. A condition is recommended to secure the reporting of the evaluation work.

A further consideration identified was the potential interest associated with the embankment, though the Archaeology Section have confirmed this was less significant an interest. Subject to the provision of evaluation reporting, the proposed development has satisfied Policy EP8.

Ecology and Natural Heritage

Environmental Impact Assessment

A screening request was submitted prior to the submission of this planning application as the proposed development is considered to qualify as Schedule 2 development under The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. The proposed development was screened and is not considered to constitute environmental impact assessment development. No Environmental Statement was therefore required.

Designated Sites

There are no designated sites within 5km of the proposed site. There would be no significant effects on designated sites.

Habitats

Ecological surveys found the site to be of generally low biodiversity value. It comprises mainly arable fields with a single well established hedge, few trees and the aforementioned drainage ditch and burn.

Protected Species

Ecological surveys were carried out within and around the site. No evidence of bat roosts were found within the site. A brick building associated with the original Reston Station was also surveyed, but this was well beyond the proposed site, would not be impacted by the proposed development and is not a matter for this application. No evidence of badger was found but suitable habitats were identified. Evidence of nesting was also found. There is therefore potential for impacts on badgers and breeding birds during the construction process of the development, and a Species Protection Plan will be required by condition.

The Ecology Officer has also identified opportunities for proportionate enhancements for biodiversity by including native species of tree and shrub within a landscape scheme and provision of wildflower areas and a bat box and bird box scheme. This can also be secured by condition.

Finally, the Ecology Officer also sought lighting for the development to be amended to achieve Environmental Zone 2 (Rural). This is also required for residential amenity and landscape reasons, and will also be secured by planning condition.

Ecology and Nature Heritage - Conclusion

Subject to compliance with the recommended conditions, the proposed development would satisfy policies EP1 (International Nature Conservation Sites and Protected Species), EP2 (National Nature Conservation and Protected Species), EP3 (Local Biodiversity) and EP15 (Development Affecting the Water Environment).

Flooding

Policy IS8 of the Local Development Plan advises that as a general principle, new development should be located in areas free from significant flood risk and development will not be permitted if at significant risk of flooding or if it would materially increase the probability of flooding elsewhere. The ability of flood plains to convey and store flood water should be protected.

The Reston area has a history of flooding, most notably the Great Berwickshire Flood of 1948, but also more recent flood events. The site is generally flat, the embankment aside, and forms part of a large catchment area which drains to the Eye Water around 500m east of the village. An unnamed watercourse crosses the site via a drainage ditch which crosses the site from west to east, roughly parallel with the embankment, partly culverted. This is thought to drain agricultural fields to the south. The ditch discharges into a larger burn, also unnamed, which crosses the east of the site in a south to north direction. Both watercourses are culverted through the embankment. The burn continues north towards the Auction Mart before turning at roughly a right angle towards the dwellinghouse known as Brierfield, at the south-east edge of the village, and continuing east to the Eye Water.

A Flood Risk Assessment (FRA) was submitted with the application. The FRA identifies the main sources of flood risk to be from rainfall and surface water flooding. SEPA required the FRA be revised to consider the 1 in 200 year plus climate change (35%) flood event scenario as per the latest SEPA guidance. The updated FRA confirms this would be met.

The proposed development will increase the areas of impermeable land within the site as the development. Network Rail propose to address this by use of various sustainable drainage systems including a dry swale, permeable paving and a SUDS pond. The detailed design of the SUDS pond, including its depth, is still to be finalised. A condition is recommended to secure control over the design of the SUDS pond and any necessary means of enclosure. The SUDS pond would be maintained by Network Rail.

Whilst out with the floodplain, the most recent revised drawings have confirmed that the base of the north lift shaft would be fixed at a slightly higher level to further reduce flood risk. The south lift shaft serves the elevated southern platform only, so would not be at risk of flooding.

Footpaths serving the emergency escape stairs to the east end of the southern railway platform cross the floodplain of the burn and are at risk of flooding. Any floodwater would be shallow and static, but may prove impassible. There would be few circumstances where there were no alternatives to using the escape stairs at this end of the platform, so this is likely to be low risk. The Flood Risk Section recommends this be considered further. A condition is attached.

Otherwise, the FRA states that the proposed development would not be located within the 1 in 200 year plus climate change (35%) floodplain. The FRA concludes it would not impact flood risk for existing properties downstream. The Council's Flood Risk Team are satisfied with the FRA and have no objections to the proposed development. At the time of writing, a further response from SEPA is awaited. A verbal update will be provided to Members on the day of the meeting.

Finally, concerns regarding the management of watercourses, culverts and burns are noted. This is the responsibility of relevant landowners and is not a matter for this application.

Services

The development does not require a water supply or foul drainage arrangements.

Prime Quality Agricultural Land

Local Development Plan policy ED10 (Protection of Prime Quality Agricultural Land and Carbon Rich Soils) seeks to ensure our finite agricultural land resource is retained for farming and food production. The main body of the proposed site is identified by the James Hutton Institute as prime agricultural land. Policy ED10 states that development which results in the permanent loss of such land will not be permitted unless the land is allocated for development;

the development meets an established need and no other site is available; the development is small scale and directly related to a rural business. A substantial portion of the prime agricultural land within the site is allocated within the LDP for use as a railway station. While the development would result in the permanent loss of this small area of prime quality agricultural land, there is an established need for the railway station and the application sets out why no other site is available. The proposals therefore meet the terms of Policy ED10.

Other Matters

Those commenting on the application have expressed disappointment at the facilities that would be provided for users of the railway station, particularly the lack of a public toilet and the limited cover provided on the platforms. Network Rail are aware of these concerns. These are not matters that can be addressed by the planning system.

The Community Council also advise that they received comment regarding opportunities for local residents to contribute to the design of the station. Designing new railway infrastructure is a technically complex and standards based process. Network Rail have satisfied statutory planning consultation processes.

CONCLUSION

Subject to compliance with the schedule of conditions, the development will accord with the relevant provisions of the Local Development Plan 2016 and there are no material considerations that would justify a departure from these provisions.

RECOMMENDATION BY CHIEF PLANNING AND HOUSING OFFICER:

I recommend the application is approved subject to the following conditions:

Conditions

1. The development hereby approved shall not be carried out other than in complete accordance with the plans and specifications approved by the Planning Authority, unless otherwise agreed in writing by the Planning Authority.
Reason: To ensure that the development is carried out in accordance with the approved details.
2. No development shall commence until a Construction Method Statement has first been submitted to and approved in writing by the Planning Authority. Once approved this document will form the operational parameters under which the development will be operated and managed, unless otherwise agreed in writing by the Planning Authority. The plan must address the following:
 - Hours of operation
 - Noise mitigation/ equipment maintenance
 - Dust – mitigation and management
 - Lighting – prevention of nuisance
 - Complaints procedure/ communication of noisy works to receptorsReason: To protect the amenity of nearby residential properties.
3. Prior to the commencement of development, a Species Protection Plan (SPP) for badger and breeding birds shall be submitted to and approved in writing by the Planning Authority. The SPP shall incorporate provision for a pre-development supplementary survey and a mitigation plan. No development shall be undertaken except in accordance with the approved SPP.

Reason: To protect the ecological interest in accordance with Local Development Plan policies EP2 and EP3.

4. Prior to the commencement of development, a hedge protection plan shall be submitted to and approved in writing by the Planning Authority. Thereafter, hedge protection barriers shall be erected in accordance with the agreed hedge protection plan before development commences and no works or storage shall be carried out within the protected areas unless otherwise agreed in writing with the Planning Authority.

Reason: To protect the existing hedge on The Orchard which contributes to the amenity of the surrounding area.

5. Within six weeks of the date of this consent, A Data Structure Report (DSR) shall be submitted to the Planning Authority in strict accordance with the details set out within Sections 5.1 to 5.5 of the Written Scheme of Investigation (WSI) produced by CFA Archaeology (dated 27 November 2020). All further measures detailed within Sections 5.1 to 5.5 of the WSI shall be carried out as required by the Planning Authority to a timescale first agreed in writing with the Planning Authority.

Reason: The site is within an area where archaeological evaluation was required to satisfy LDP policy EP8 (Archaeology). The reporting sought under this condition is required to formally confirm the results of the evaluation work carried out.

6. Within four months of the date of this consent, a proportionate Biodiversity Enhancement Plan (BEP) shall be submitted to and approved in writing by the Planning Authority. The BEP shall include a timetable for delivery of enhancement measures. Thereafter, no development shall be undertaken except in accordance with the approved in writing BEP, the provisions of which shall be delivered in strict accordance with the agreed timetable for delivery.

Reason: To protect the ecological interest in accordance with Local Development Plan policies EP2 and EP3.

7. Within four months of the date of this consent, details of the design of the proposed SUDS pond, any landscaping of the SUDS pond and any means of enclosure thereto shall be submitted to and approved in writing by the Planning Authority. The SUDS pond shall be designed to ensure pre-development run-off levels are maintained or reduced. Thereafter, the agreed scheme shall be delivered in full in accordance with a timetable first agreed in writing with the Planning Authority.

Reason: to control the design, functionality and appearance of the SUDS scheme in the interests of visual impact and flood risk.

8. Within four months of the date of this consent, a site plan and scheme of details showing final proposed site levels shall be submitted to and approved in writing by the Planning Authority. This shall include levels and design information for the stairs/ footpaths to demonstrate they will be not be at risk of flooding. Thereafter the development shall be completed in strict accordance with the agreed details.

Reason: to provide satisfactory control over the development hereby approved, and in the interests of reducing flood risk for the development.

9. Within four months of the date of this consent, details and, where requested, samples, of the external materials to be used in the footbridge and lift-shaft structures hereby approved shall be submitted to and approved in writing by the Planning Authority, and thereafter no development shall take place except in strict accordance with the agreed details, unless otherwise agreed in writing by the Planning Authority.

Reason: The materials require further consideration to ensure a satisfactory form of development, which contributes appropriately to its setting.

10. Within six months of the date of this consent, a revised scheme of details for hard and soft landscaping, boundary treatments and means of enclosure shall be submitted to and approved in writing by the Planning Authority. The scheme of details shall include:
- a) A site plan showing details of proposed soft and hard landscaping and boundary planting/ fencing/ walling;
 - b) A detailed design drawing for the layout at the north end of The Orchard, including details of the measures to close off the end of The Orchard to vehicular traffic;
 - c) A detailed design drawing for the layout for the area from the south end of The Orchard to the underpass;
 - d) Details of materials for hard surfaces;
 - e) Details of boundary planting/ fencing/ walling design.
 - f) Details of species numbers and plant sizes for planting;
 - g) Commitment to replacement of the existing hedge where damaged or removed;
 - h) A timetable for planting and replacement of planting over the first 3 years from the completion of the development;
 - i) Details of on-going maintenance.

Thereafter, the development shall be carried out wholly in accordance with the agreed scheme of details and any boundary planting shall be carried out by the end of the first planting season following the commencement of operations, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure satisfactory form, layout and assimilation of the development.

11. No works shall commence on the roundabout hereby approved until such time as Stages 1 and 2 of a Road Safety Audit have been submitted to, and approved in writing by the Planning Authority in relation to the proposed roundabout on the B6438. All design amendments and remedial works identified through these stages of the audit shall thereafter be carried out within a timescale first agreed in writing with the Planning Authority.

Reason: To ensure the new access is formed to a satisfactory standard in regards to road safety.

12. Stage 3 of the Road Safety Audit required by Condition 11 shall be submitted to the Planning Authority for consideration within 1 month of completion of the construction works associated with the proposed roundabout on the B6438. All remedial works identified through this stage of the audit to be carried out within a timescale agreed with the Planning Authority.

Reason: To ensure the new access is formed to a satisfactory standard in relation to road safety.

13. Stage 4 of the Road Safety Audit required by Condition 11 to be submitted one year after completion of the roundabout on the B6438. All design amendments and remedial works identified through this stages of the audit to be carried out within a timescale agreed with the Planning Authority.

Reason: To ensure the new access is formed to a satisfactory standard in relation to road safety.

14. Prior to the closure of the existing vehicular access to The Orchard, the new access road and access to the B6438 shall be completed to a specification first agreed by the Planning Authority, including the new vehicular link to The Orchard. Thereafter, the existing access to The Orchard shall be closed to vehicular traffic within 5 days of the new access becoming operational.

Reason: To ensure vehicular access to The Orchard is maintained at all times and to prevent a proliferation of accesses onto the B6438 in the interests of road safety.

15. Prior to the development hereby approved becoming operational, a revised lighting assessment and lighting plan (including the locations of all proposed lighting columns) shall be submitted to and agreed in writing by the Planning Authority. The lighting plan shall meet the Environmental Zone 02 standard, shall incorporate warm lighting and shall incorporate the latest good practice guidelines (as outlined: Guidance Note 8/18 (2018): Bats and artificial lighting in the UK) to protect bats. Thereafter, the development shall operate in strict accordance with the agreed lighting plan and the development shall use no additional external lighting without the prior written approval of the Planning Authority.
Reason: To protect residential amenity, landscape quality, and the ecological interest in accordance with Local Development Plan policies PMD2, HD3, EP1, EP2 and EP3.
16. Prior to the development hereby approved becoming operational, a revised noise impact assessment and noise plan (incorporating details of the siting and specification of public address system proposals and their hours of operation) shall be submitted to and agreed in writing by the Planning Authority. Thereafter, the development shall operate in strict accordance with an agreed noise plan and the development shall use no additional external public address systems without the prior written approval of the Planning Authority.
Reason: To protect residential amenity in accordance with Local Development Plan policies HD3.
17. Prior to the development hereby approved becoming operational, the car parking and access road shall be completed as per drawing 161778-BNU-DRG-ECV-000100 Rev B01.01, unless otherwise agreed in writing by the Planning Authority.
Reason: To ensure the development is served by adequate parking provision.
18. Prior to the development hereby approved becoming operational, a scheme of details for cycle parking facilities shall be submitted to, and approved by the Planning Authority. Thereafter the agreed cycle parking facilities shall be installed in accordance with the approved details before the development becomes operational.
Reason: To ensure adequate cycle parking facilities are provided in the interests of sustainable transport.
19. Prior to the development hereby approved becoming operational, a scheme for the monitoring and expansion of car parking within the approved development shall be submitted to and approved by the Council. The scheme shall include proposals to extend the car park once the usage reaches an agreed level. Thereafter, monitoring of car parking within the development shall be carried out and reported to the Planning Authority in accordance with the agreed scheme and the car park shall be extended when usage reaches an agreed level.
Reason: To ensure the development is served by adequate parking at all times.
20. Throughout the construction period of the approved development, Core Path 97 shall remain open and unobstructed, unless where prior notification has been provided to the Planning Authority or Countryside and Access Team at least five days in advance and subject to any temporary rerouting that has received the prior written approval of the Planning Authority.
Reason: to maintain access across Core Path 97 during construction as far as is practicable.
21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (or any subsequent provisions amending or re-enacting that Order), no development shall be carried out within either (a) the triangular portion of land to the far west of the site as shown on Location Plan 161778-BNU-DRG-ECV-000005 REV P1 or (b) the area within the site to the north of the internal car park road labelled OPEN GROUND TO PLANTED WITH WILDFLOWER MIX on site plan drawing

161778-BNU-DRG-EAR-000101 REV B01.01, unless an application for planning permission in that regards is first submitted to and approved in writing by the Planning Authority.

Reason: to safeguard (a) vehicular and pedestrian connectivity to the neighbouring allocated Local Development Plan housing site AREST004 and (b) further opportunities for future car parking expansion within the site.

Informatives

1. To note with reference to any further adjacent planning application, the brick railway building was identified as being of moderate bat roost potential but only a single dusk emergence survey was carried out. It is unclear why two surveys (one dusk and one dawn) were not carried out in accordance with good practice guidance and the Council's bat survey guidance at:
https://www.scotborders.gov.uk/downloads/file/2960/bats_technical_advice_note
 A small, non-breeding soprano pipistrelle roost (2-3 bats) was found in the brick railway building. The survey report recommended three activity surveys should be carried out to fully assess the status of the roost and inform a licence from SNH (NatureScot).
2. The Roads Planning Service advise that Roads Construction Consent will be required for the potentially adoptable roads within the site; only contractors first approved by the Council may working within the public road boundary; Road Safety Audits to be carried out per GG 119 (formerly HD 19/15) of the Design Manual for Roads and Bridges.

DRAWING NUMBERS

Type	Reference	Received
Elevations	161778-BNU-DRG-EAR-000004	25.9.20
Location Plan	161778-BNU-DRG-ECV-000005 REV P1	25.9.20
Drainage Plan	161778-BNU-DRG-EDR-000001 REV B01.01	5.1.21
Site Plan	161778-BNU-DRG-ECV-000100 B01.01	17.12.20
Site Plan	161778-BNU-DRG-EAR-000101 REV B01.01	19.1.21
Plans and Elevations	161778-BNU-DRG-EAR-000102 REV B01.01	19.1.21
Sections	161778-BNU-DRG-ECV-000115 REV B01.01	19.1.21
Elevations	161778-BNU-DRG-EAR-000103 REV B01.01	19.1.21
Topographical Survey	161778-BNU-DRG-ECV-000110 REV B01.01	19.1.21

Approved by

Name	Designation	Signature
Ian Aikman	Chief Planning and Housing Officer	

The original version of this report has been signed by the Chief Planning and Housing Officer and the signed copy has been retained by the Council.

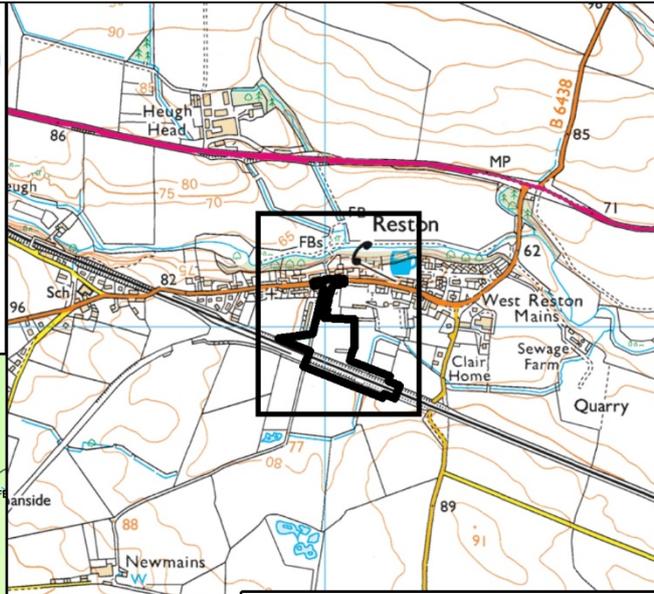
Author(s)

Name	Designation
Paul Duncan	Assistant Planning Officer

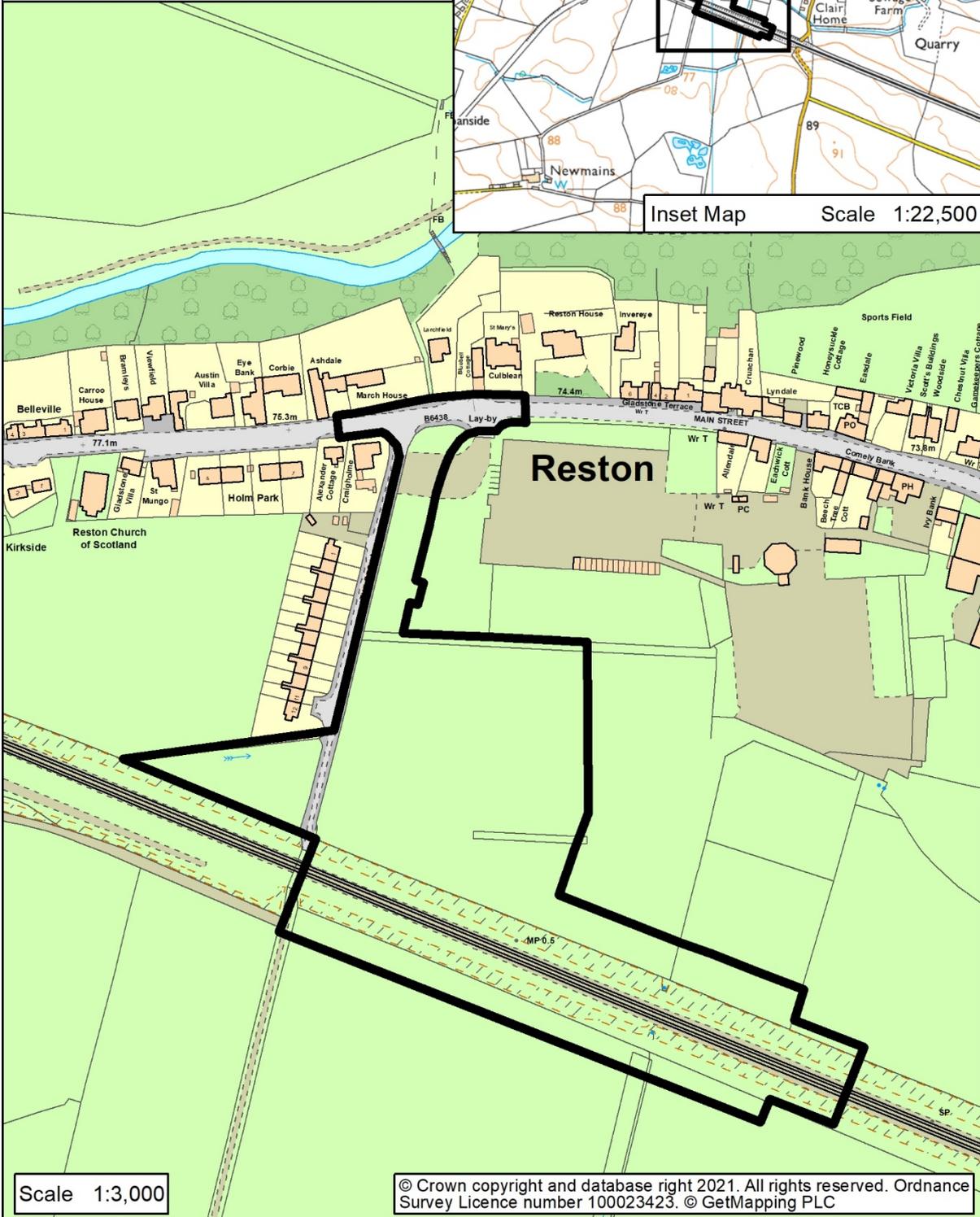


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Land South East Of
12 The Orchard
Reston



Inset Map Scale 1:22,500



Scale 1:3,000