

Eastoun Farm, Bathgate

Development Framework

October 2014





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fig. 01: Indicative Development Framework

Scale: 1:2,500

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› Executive Summary

The proposed site at Eastoun Farm is effective, with capacity for around 140 new homes within an attractive location and offering good landscape fit. It forms a natural extension to the existing urban edge; whilst residential development has incrementally spread westwards, the land here does not have a wholly rural history having seen a significant level of industry come and go within the immediate vicinity.

There are opportunities to improve on the existing asset of the burn through enhanced biodiversity, and to create a defensible edge to the west which clearly defines the transition from rural to urban. This will necessitate a re-drawing of the Countryside Belt boundary, as currently defined within the adopted Local Plan.

The site is accessible by a range of transport modes and benefits from being located within walking distance of local services. Vehicular access can be taken from Easton Road. The development proposal will contain opportunities to link the internal network of the site to existing pedestrian, cycle and public transport networks. Preliminary investigation finds no constraint to development through groundworks, drainage or utility provision.

There are therefore no masterplanning or technical reasons why this site can't be allocated for development. Should this be developed, this site has the potential to become a highly desirable place in which to live offering good access to the town centre and strategic network, and easy access to attractive landscapes and leisure facilities.



BATHGATE
BIRTHPLACE OF
SIR JAMES YOUNG SIMPSON
DISCOVERER OF
ANAESTHETIC PROPERTIES
OF CHLOROFORM

40

1 Introduction

overview

The purpose of this document is to demonstrate the effectiveness of land at Easton Farm on the north-western edge of Bathgate as an attractive site for residential development.

The site extends to 15 acres, just over 6 hectares, and is bounded by Race Road to the east, and divided by Easton Road. It has capacity for up to 140 new homes, dependant on the final housing mix.

Taylor Wimpey is promoting this site and has appointed an experienced team to prepare a comprehensive site review and development proposals which would maximise the opportunity given by this attractive piece of landscape.

Robin Holder Planning has provided planning expertise, Transport Planning consultants have prepared the access strategy, and TLawrie and Partners has reviewed ground conditions and drainage and prepared an appropriate strategy for development.

Optimised Environments Ltd (OPEN) are acting as landscape architects and masterplanners for this site and have been responsible for the production of this document.

this submission

This document starts by reviewing the planning position as it relates to this site. The physical context for releasing land at Easton is then examined, and how Easton relates to Bathgate as a whole.

There then follows a section focussed on site appraisal, summarising the technical studies, the opportunity that this site offers in terms of establishing development principles and finally some indicative proposals for how the site might be developed out in order to offer best advantage to the site features and to living in north-west Bathgate.

2 Planning Context

2.1 SESplan

Scottish Ministers approved SESplan with modifications on the 23rd June 2013. As a result, SESplan (as modified) constitutes the strategic development plan for the South East Scotland Strategic Development Plan Area and sets the context for the emerging West Lothian Local Development Plan.

SESplan allocates West Lothian, in its entirety, as a Strategic Development Area. Strategic Development Areas are identified by SESplan's Spatial Strategy as the primary locations for growth and investment and the key focus and priority for new housing development.

SESplan Policy 5 (Housing Land) explains that for the period from 2009 up to 2024, there is a requirement for sufficient housing land to be allocated so as to enable 107,545 houses to be built across the SESplan area. Of that total, the requirement for the period 2009 to 2019 is for 74,835 houses. It then goes on to stipulate:

“Supplementary Guidance will be prepared to provide detailed further information for Local Development Plans as to how much of that requirement should be met in each of those six areas, both in the period 2009-2019 and in the period 2019-2024”

The SG preparation process is now complete. Following public consultation in late 2013, the SESplan Joint Committee approved the SG for submission to Scottish Ministers on 10 March 2014. Scottish Ministers subsequently directed SESplan to modify the document.

In this regard it was notable that the SESplan Authority's Proposed SG contained the following sentence in paragraph 3.13:

“Member authorities will base their calculation of the five year land supply on the period 2009 - 2024, taking into consideration housing completions.”

On the 18th June, the Scottish Ministers issued a direction requiring this sentence to be deleted.

The SESplan Joint Committee considered the matter at its meeting on 30 June 2014 and recommend to the member authorities that the guidance be adopted with this modification.

Table 3.1 of the SG identifies West Lothian Housing Requirement as 11,420 for 2009 - 2019 and 6,590 for 2019 - 2024. In accordance with the SG, sufficient land needs to be allocated within the West Lothian LDP to enable these numbers of houses to be built in each period.

SESplan Policy 6 (Housing Land Flexibility) requires West Lothian Council to maintain a five year effective housing land supply at all times, and that the scale of this supply shall derive from the housing requirement identified through the SG.

SESplan Policy 7 (Maintaining a Five Year Housing Land Supply) indicates that sites for greenfield housing development proposals either within or outwith the identified SDAs may be allocated in Local Development Plans to maintain a five years' effective housing land supply subject to satisfying the following criteria:

- a) The development will be in keeping with the character of the settlement and local area
- b) The development will not undermine green belt objective
- c) Any additional infrastructure required as a result of the development is either committed or to be funded by the developer

Thus, the combination of SESplan policies referred to above requires land to be allocated in the West Lothian Local Development Plan sufficient to allow enough houses to be built to meet the housing requirements identified in Table 3.1 of the Supplementary Guidance and to maintain a five years effective housing land supply at all times.

2.2 main issues report

Paragraphs 3.37 - 3.47 of the Main Issues Report (MIR) identify the above noted SESplan policies and their terms, before presenting the housing requirements of the SESplan Supplementary Guidance within Figure 11. Figure 11 correctly identifies West Lothian's partitioned housing requirements i.e. 11,420 homes in the period 2009-2019 and 6,590 homes in the period 2019-2024. Paragraph 3.48 then states:

“The housing land requirement set out in Figure 11 will require to be translated into site allocations in the LDP”

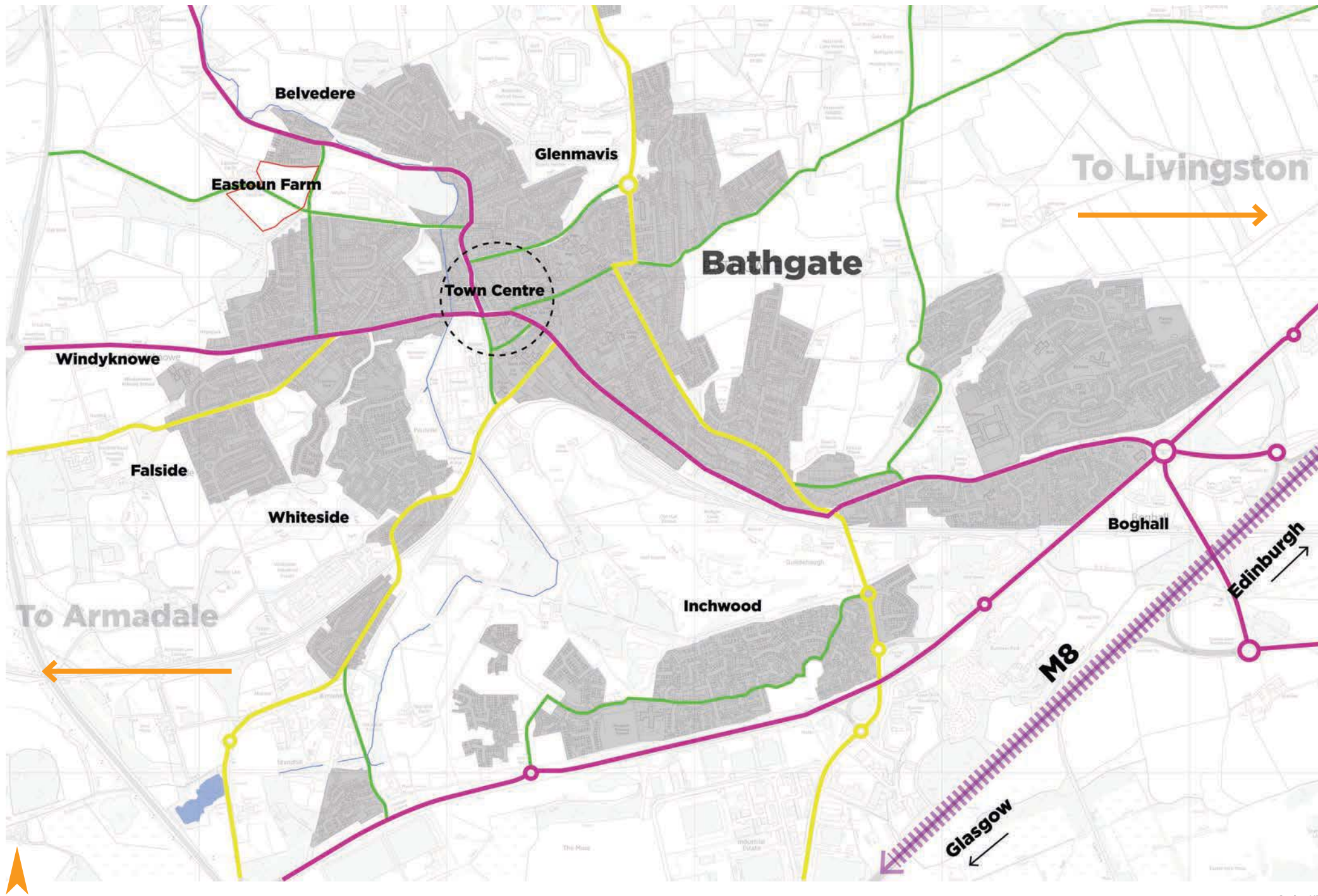
Contrary to this, analysis of the MIR and supporting background paper on Housing indicates that West Lothian Council has effectively brought together the requirements for 2009-2019 and 2019 - 2024 into a single requirement of 18,010 for 2009 - 2024. There is no basis to combine the two periods in this manner and, on this basis alone, the MIR is not consistent with SESplan Policy 5.

The MIR's strategy for meeting housing land requirements relies primarily on existing land allocations made in the West Lothian Local Plan being augmented by a number of new sites. In this respect, the MIR's preferred Housing Land Option for the LDP is to “plan for a total of 26,347 houses which represents 3,500 houses above the base supply”. However, it is notable that the Council's 'base supply' figure of 22,847 units contains 8,566 units which are identified as being 'constrained' - equating to 37% of base supply.

This position is reflected by the terms of the MIR affecting Bathgate, which indicate that a large number of housing sites have simply been carried forward from the West Lothian Local Plan despite, in some cases, being identified as constrained. Only 3 additional small sites have been identified as 'Preferred New' housing sites, offering a combined total of 37 units during the period 2009-2019. Our detailed submission on Housing Land and Supply matters has demonstrated that the MIR's preferred strategy will result in significant shortfalls in the number of houses that are required to be delivered both in the periods 2009-19 and 2019-2024, and that the plan will fail to maintain a five years' effective land supply at any time.

Accordingly, the MIR is not consistent with SESplan and its Supplementary Guidance, or Scottish Planning Policy in respect to meeting housing land requirements. Therefore, a substantial number of additional effective housing sites need to be allocated to reflect the terms and requirements of SESplan and SPP.

As demonstrated by the remainder of this document, Eastoun Farm represents an 'effective' site that is both immediately available for development and in the control of a housebuilder. Development of the site would be in keeping with the character of the settlement and local area and will not undermine green belt objectives. Eastoun Farm is therefore ideally suited for identification as a 'Preferred New' housing site within the emerging West Lothian Local Development Plan.



Scale: NTS

fig. 02: Overview Diagram

3 Setting: Bathgate



Ballencrief Mill - Adjacent Development



Swedish timber housing - Adjacent to site

3.1 overview

West Lothian, once known as the County of Linlithgowshire, has Linlithgow as its county town and comprises three distinct areas based around Livingston, Broxburn and Bathgate. Bathgate lies within the west of the council area. It is framed to the north by the Bathgate hills which are a locally dominant landscape feature, and defined to the south by the M8. The western and eastern edges of Bathgate are pastoral landscape.



Development on Eastoun Farm Edge



Town centre architecture

Bathgate has developed in response to changing shifts in industry and is now comprised of several neighbourhood areas: The form of the settlement is slightly disjointed and is a result of growth responding to industry needs and to the constraint of the Bathgate Hills to the north; hence Bathgate has not grown radially from its town centre but takes a broadly linear form with long distances between many of its key facilities (see adjacent diagram: "Overview", Figure O2.)

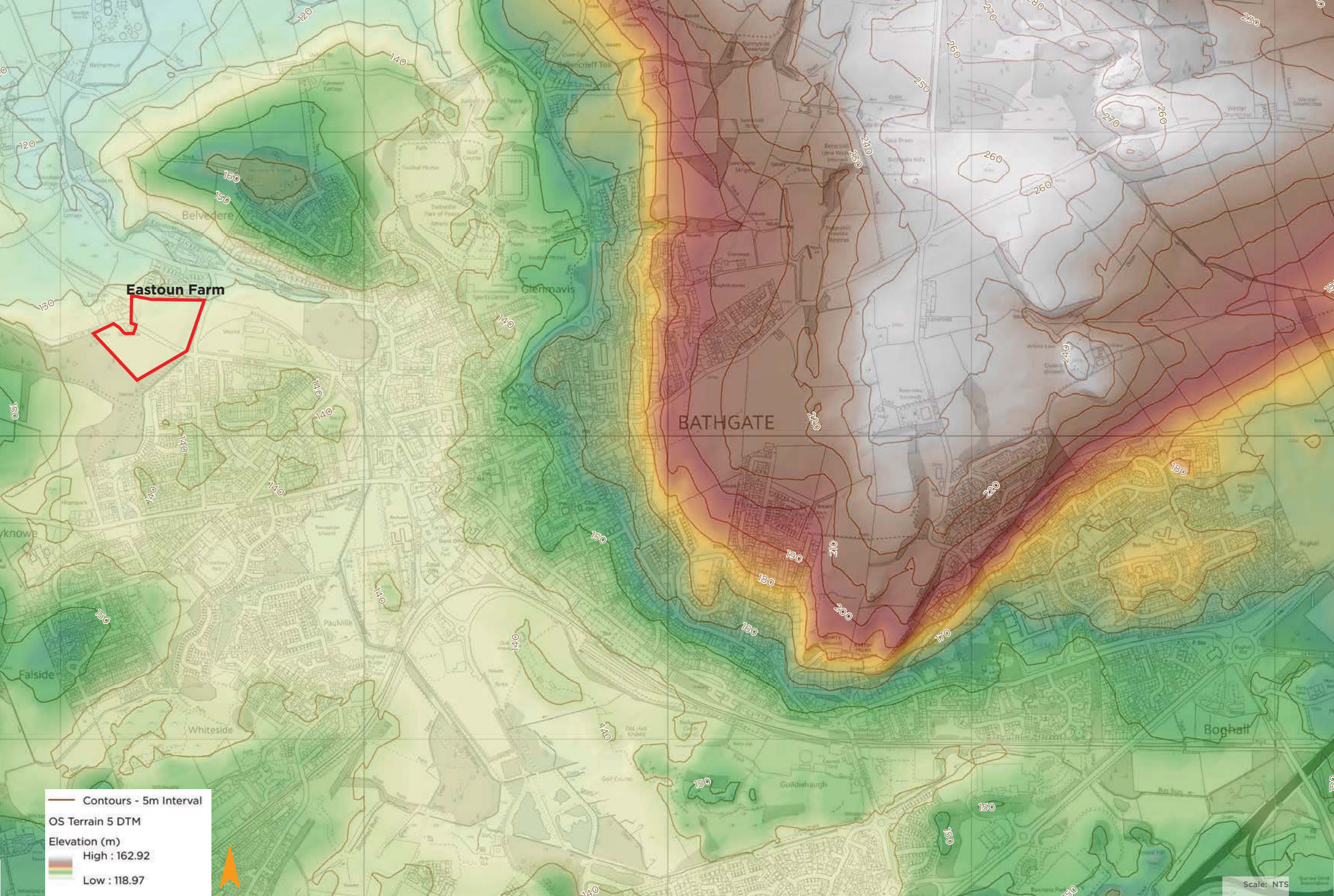
The site being promoted within this submission is located within the north-west of Bathgate, within the Belvedere area and to the north of Windyknowe.



Eastoun Farm buildings



The site from adjacent mature woodland



— Contours - 5m Interval
OS Terrain 5 DTM
Elevation (m)
High : 162.92
Low : 118.97



fig. 03: Landform Diagram

Scale: NTS

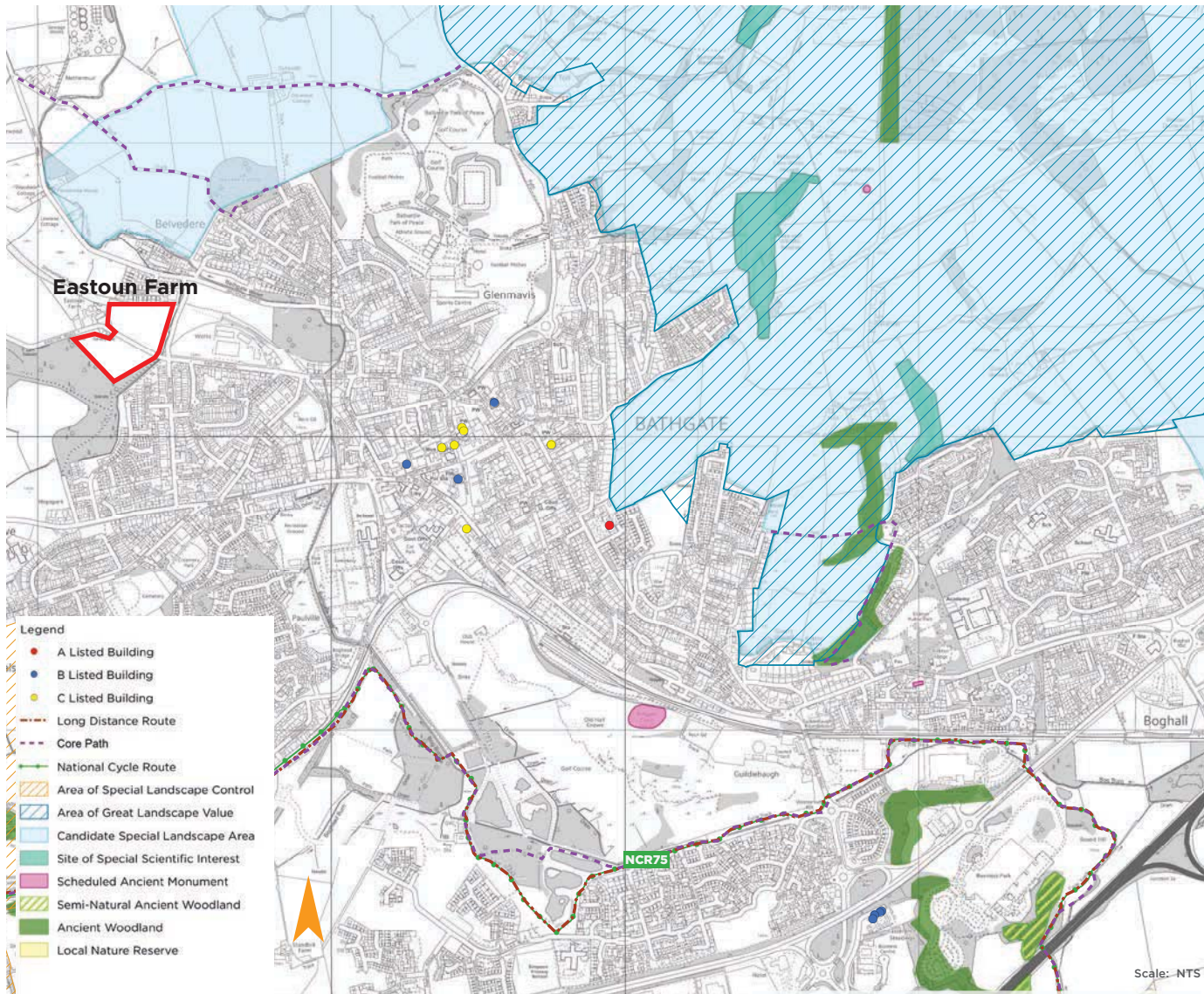


fig. 04: Designation Plan - Bathgate

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3.2 setting

The topography which has influenced the form of Bathgate is clearly illustrated on Figure 03 “Landform”. Development has largely kept clear of the higher ground and is located along the contours on the more elevated ground.

This prominence of this landscape is reflected within the designations map; the whole landscape area to the north of Bathgate is designated as an Area of Great Landscape Value. In common with all Scottish authorities this designation is currently being reviewed as part of the Local Development Plan process; the replacement Special Landscape Area (“The Bathgate Hills”: currently with candidate status) is currently proposed to extend this area further in recognition of the contribution the lowland hills make toward providing a resource not only to Bathgate but to several other West Lothian settlements. The proposed designation wraps close to the eastern settlement boundary.

Part of the landscape area to the south-west is also protected through being an area of Special Landscape Control; this encompasses the mature woodland policies of Boghead Farm and serves to provide protection against coalescence between Bathgate and nearby Armadale.



Scale: NTS

fig. 05: Place Diagram



Library and Community Business Gateway



North Bridge St. - Community Centre

3.3 place

Bathgate supports a thriving traditional town centre as well as a number of cultural and community facilities; these include a community theatre, library and business gateway centre and a museum. Sporting opportunity is provided through the extensive “excite” venue to the north alongside two golf courses and two parks at Balbirdie and Kirkton. Secondary education is provided by Bathgate Academy within the east of the town, and primary education through several Primary Schools including denominational.



Bathgate Highschool and Sports Centre



Regal Community Theatre

Bathgate also benefits from good access to the surrounding countryside via the National Cycle Route 75 to the south of the town centre, or northwards via the Bathgate Hills. The train station was expanded and relocated in recent times with improved hubs within Central Scotland.



Bathgate Xcite Sports Centre and Playing Fields



Bathgate Train Station

3.4 historic growth and cultural heritage

Bathgate's current population stands at just over 16 000; its beginnings and growth track the history of industrial Scotland and traces of its past can be seen everywhere in the town: within the names of streets and pubs and in development remnants visible on the ground.

Whilst the settlement has undergone rapid growth within the last 25 years, and influences its character, the core of Bathgate is historic and its roots can be dated back to medieval times. Originally a small market town, with weaving as its main industry, growth began with the discovery of coal and limestone in the 18th century. This led to establishment of a planned town centre with a connected sequence of streets named after the main builder and local industries in the late 1700s. During the early part of the 19th century Bathgate continued to show steady growth alongside increased mining activity which was enabled through the construction of some of Scotland's first railways connecting the emerging Central Belt industries. A passenger station was opened in Bathgate south in 1856.

Bathgate quickly then became a larger settlement sitting within a more urbanised landscape as mining, shale working and innovative paraffin production from shale got underway; these combined with the flourishing success of the Glenmavis distillery to the north east of Bathgate to instigate population growth.

The industrial changed within the mid-1900s; by then the distillery had closed, as were many of the pits, causing increasing unemployment. The railway line then closed in the late 1950s. As a response to the loss of industry Bathgate was designated a Special Development Area as a response to the

loss of industry Bathgate was designated a Special Development Area and was selected as the site for the new BMC/ British Leyland tractor and heavy commercial vehicle manufacturing plant; this opened in 1961 employing over 6000 people triggering increased housing growth at the same time. It then closed amongst high profile union protests in 1986.

By then the emerging world market was in telecommunications and the mobile phone industry; Motorola located at Bathgate in 1982 and became synonymous with Bathgate through the pyramid sculpture located on the boundary between Motorola and the M8. Motorola was closed in 2001, but the pyramids business park which occupied the Motorola premises continues to thrive'

Reinstatement of the Airdrie-Bathgate line in 2011 allowed direct links between Glasgow and Edinburgh, stopping at a relocated station in Bathgate, and opening up possibilities for Bathgate as a commuter settlement which complements some of the remaining industries within the town and within business parks built on the site of the former major industrial plant.

Eastoun Farm, on the edge of the site, appears as an established property on the William Forrest map of Linlithgowshire prepared for Lord Hopetoun in 1799. At that time there is scant evidence of the industrialisation to come and Easton is located away from the settlement area within the rural west. The alignment of the current Easton Road is visible, as is Race Road, demonstrating how historic some of these routes are.

The landscape around Eastoun Farm became increasingly industrial as Bathgate continued to grow. The Monkland railway crossed the northern edge of the proposed development site immediately to the north of Easton Farm (reference: the 1856 First Edition Ordnance Survey map) and by 1922 a station (Lower Station) had been built in addition to the Upper Station within the centre of Bathgate on the Easton Road/ Muir Road junction to service local industry. This included the Easton Pit, part of the Hopetoun Colliery which was located on the southern edge of the proposed development site and was served by a branch of the railway leading back to the lower station. This pit functioned between 1898 and 1974 and employed several hundred people. By 1990 it was being shown on maps as a tip; and in the intervening years a clay pit had been opened and closed on the land to the north of the railway line and Balmuir Road. It can be concluded that the character of this tract of landscape was heavily influenced by industry and the movement of people until relatively recent times.

Concurrently, the urban edge of Bathgate has moved increasingly westwards since the 1950s, and subsequently- and more recently- to the north, on the site of the clay pit and the former Ballencrieff Mill. The former colliery, and the railway spur leading to it, is now a maturing woodland which wraps around the southern edge of the site. Remnants of the past still remain, however, in route alignments as mentioned above and in the railway bridge over Race Road.



fig. 06: Historic map - 1799

Scale: nts

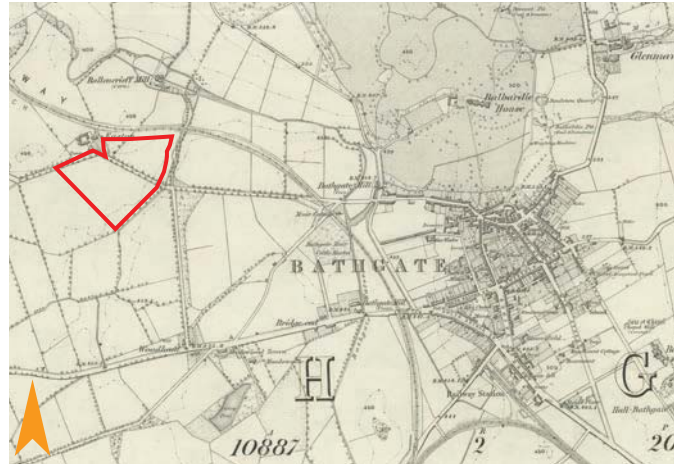


fig. 07: Historic map - 1856

Scale: nts



fig. 08: Historic map - 1922

Scale: nts

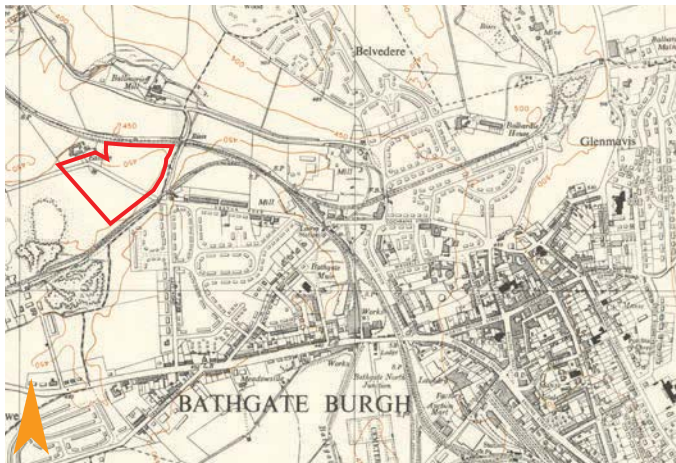


fig. 09: Historic map - 1958

Scale: nts

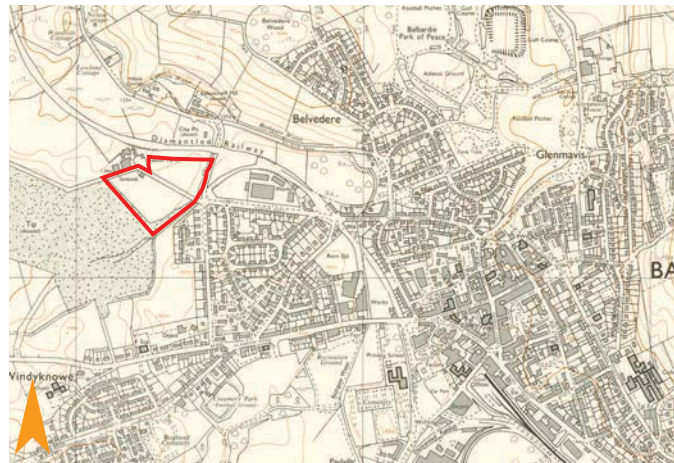


fig. 10: Historic map - 1990

Scale: nts

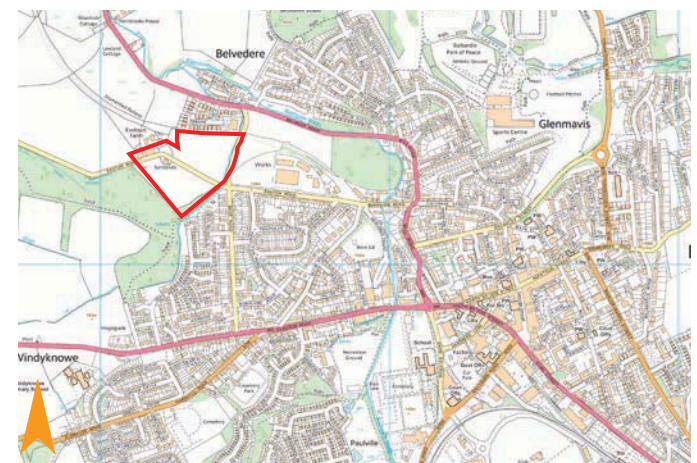
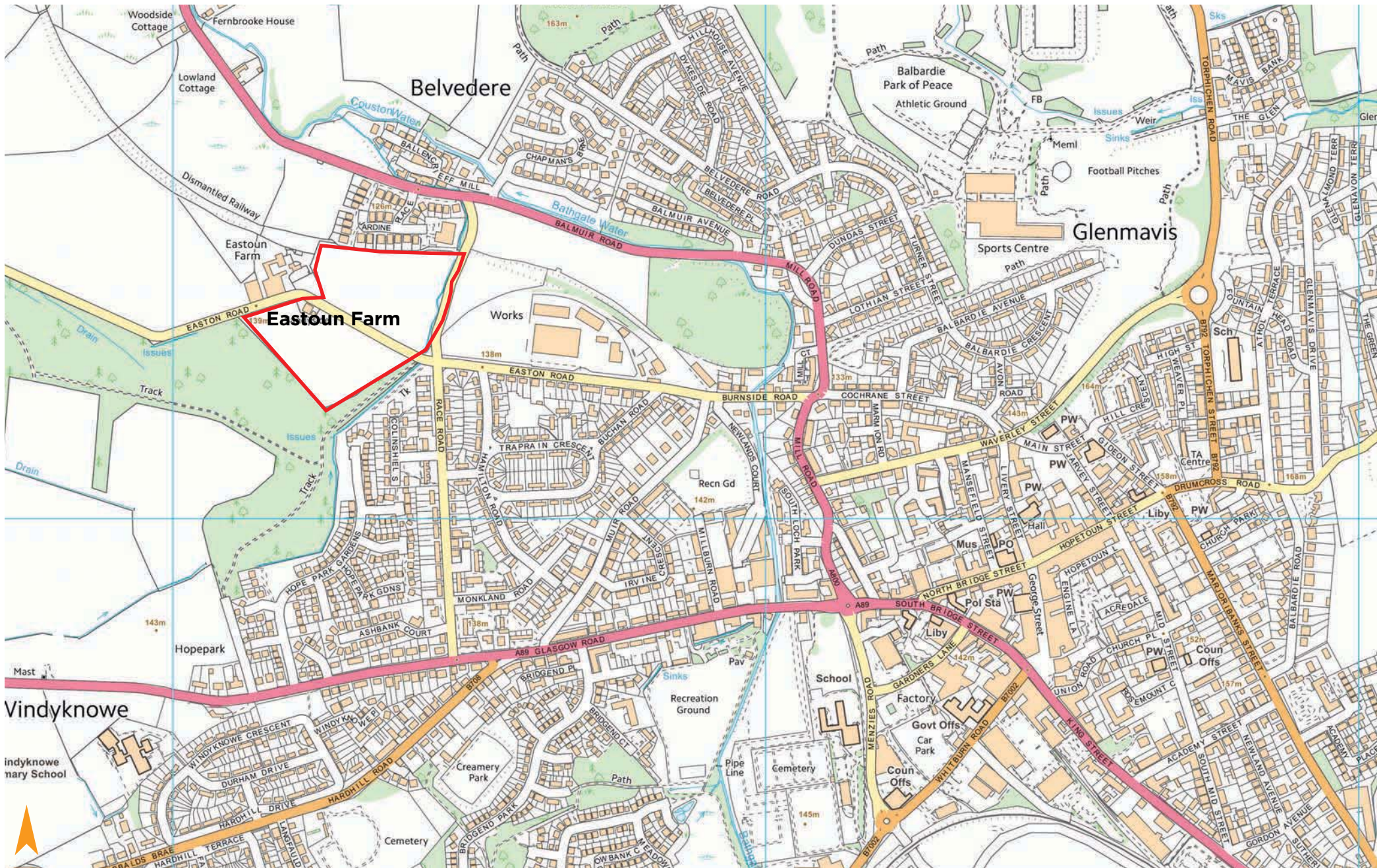


fig. 11: Current (2014)

Scale: nts



Scale: NTS

fig. 12: Ordnance survey - Bathgate

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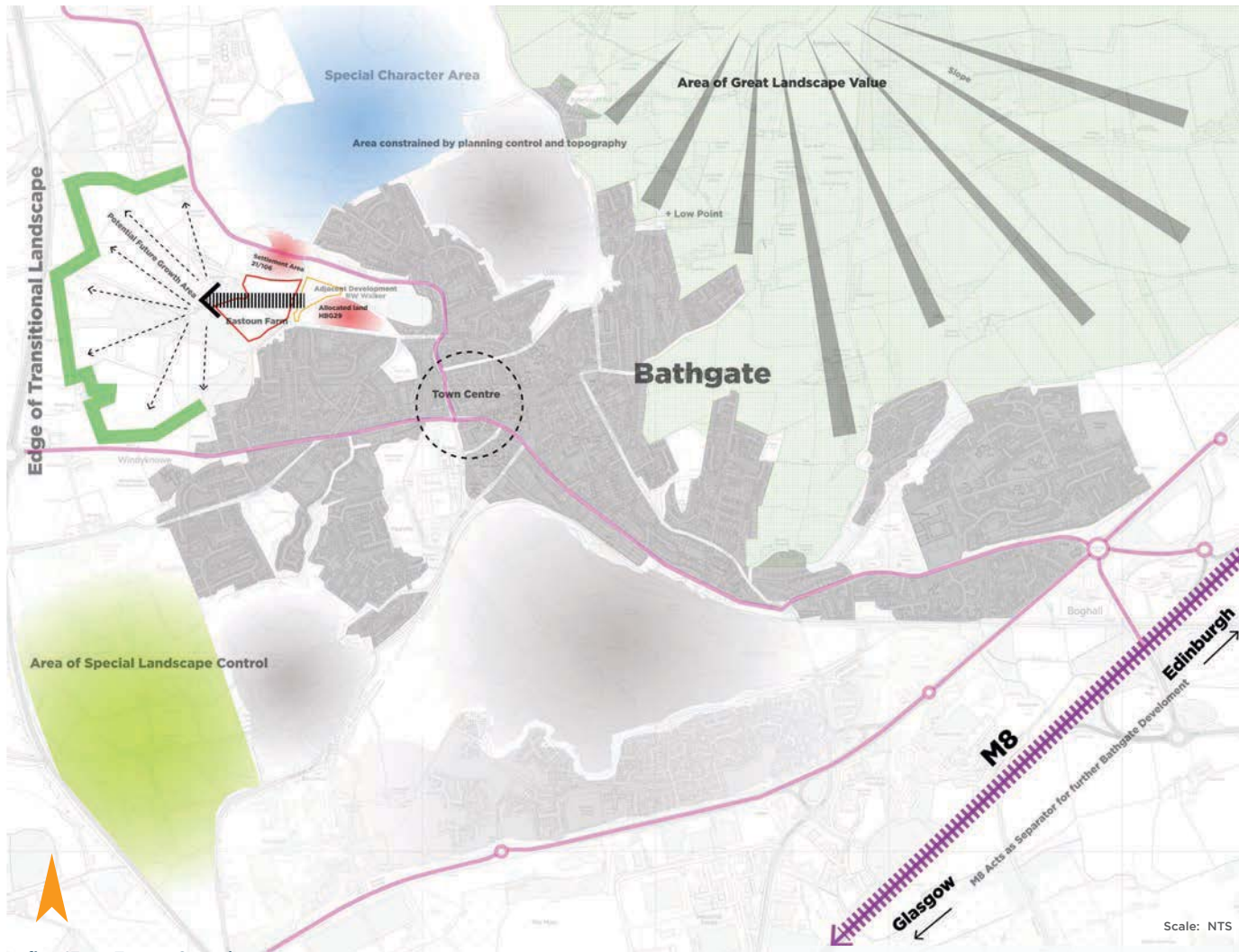


fig. 13: Future Growth

3.5 future growth

Analysis of the settlement form, and the role of the designations as discussed above, highlight that whilst the development of Bathgate has been rapid to date, future strategic growth opportunities beyond the current settlement boundary are limited. Growth is constrained by landform to the north, by the M8 to the south, and by designations designed to protect the landscape to the north, east and the south-west. Other aspects which should be considered when assessing how Bathgate should grow next will include place identity and settlement form.

These are highlighted on the accompanying diagram.



- Backs of existing houses on site edge
- 5 Storey new build fronting onto site
- Farm Property - To be retained
- Existing Watercourse - Burn
- Existing Feature Planting
- Field thoroughfare via existing bridge
- Mature woodland

fig. 14: Site Appraisal Diagram

4 The Proposed Site

4.1 the site

The proposed development site comprises 6 hectares of land (15 acres) currently used for agriculture, and forming a small part of Eastoun Farm. The site area is formed by two parcels of land, of broadly equal size, divided by Easton Road. Easton Road has the character of a rural road and links Bathgate with Armadale, passing under the A801.

The southern parcel of land is bounded by woodland on the south-west and south-eastern edges. This has been established on the site of the former colliery and associated uses. Easton Road forms the other boundaries, including a single property on the road edge which is owned by the Eastoun Farm family. Refer to the accompanying appraisal diagram.

The northern parcel is bounded to the north by existing development, relatively recent but well-established, on the site of a former clay pit. Race Road forms the eastern boundary together with a small watercourse, a tributary of the Couston Water, which runs under Race Road, and through the woodland to the south. Eastoun Farm itself lies on the western edge and Easton Road to the south.

The southern parcel falls into the “Countryside Belt” policy within the adopted Midlothian Local Plan and the northern part is “white” land.

4.2 topography

i) landform

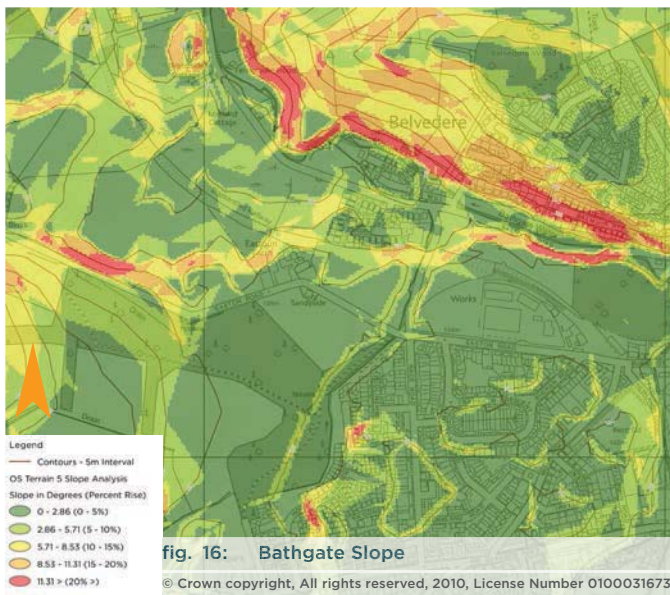
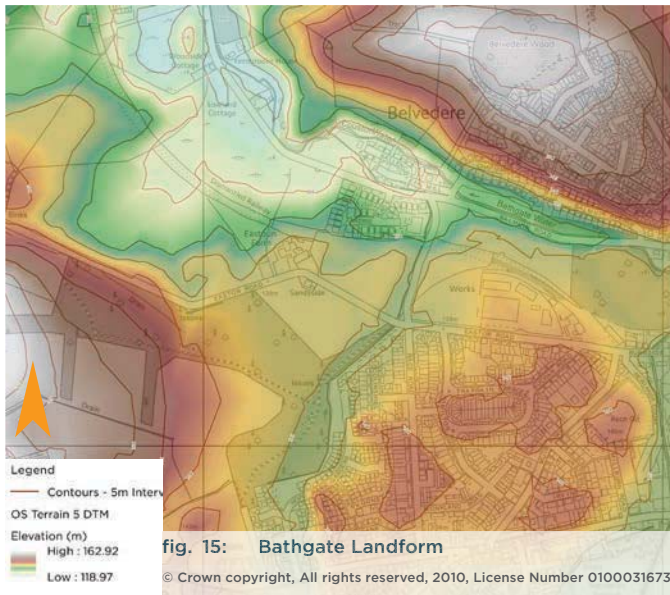
Most of the site has a relatively even landform of elevation around 135m AOD. The north and eastern parts of the site undulate, dropping in elevation toward the northern and eastern boundaries. To the east this is around the watercourse which is incised; to the north this is toward the recent housing at Jardine Place.

Topography across the site is contiguous with that of adjacent development around Race Road; beyond, to the south-west and the north-east the landform rises significantly to an elevation of between 163 and 165m AOD.

The site therefore offers good fit with the surrounding area in landform terms.

ii) slope analysis

Slope analysis, based on Ordnance Survey data, demonstrates that whilst some of the northern part of the site would require re-profiling, the land area overall is suitable for development.





To Falkirk

A800

To Bathgate town centre

Massing of farm buildings contains edge

Views into site from rear of properties

Tree edge filtering views north

Views to Belvedere woodland and hillside

Mature woodland restricting views

Character influenced by adjacent woodland

Glimpses of countryside filtered by farm buildings and existing trees

Limited views into site from adjacent timber properties

-  Key settlements surrounding site
-  Hedgerow and topography restrictions
-  Visual containment of woodland
-  Mature woodland edge
-  A800



fig. 17: Views and Physical Features Diagram

4.3 physical features

The proposed development area has few physical features, typical of its long history as farmland - albeit fringed by industry.

The burn is mentioned in previous sections; it is incised, and with a very limited riparian edge, and so is not readily apparent. There are some attractive trees and hedgerow sections along Easton Road and in particular a large beech tree toward the boundary with the farmhouse that will be worth retaining.

The disused railway bridge over Race Road is a notable relic of the past, but planning permission has been granted which will remove this as part of the approved plans for development to the east of the road.

4.4 context

i) landscape

The woodland which fringes the southern part of the site acts as an effective screen to the landscape beyond. The massing of the Eastoun Farm buildings to the immediate north contains the site further.

The farm buildings also serve to partially occlude the northern part of the site in views from Easton Road further west, looking toward Bathgate. The character of the northern part of the site is heavily influenced by the development at Jardine Place which forms an abrupt edge to the landscape; this is compounded by short rear gardens, and the location of the block of flats which extends to five storeys.

The site as a whole is remarkably well-contained. The parcel of land which is most visible within the landscape is the northern one, which is the area that is most urbanised in character. The most historic elements of the area which remain are the farm, and the alignment of Race Road and Easton Road which pre-date 1799.

This is an area of land once industrialised and now with an increased residential character; the emerging character is that of edge of settlement and the defined boundaries lend themselves to this site forming an obvious next phase of development that would sit well within the landscape with the use of planting to further define an appropriate edge between urban and rural.

ii) countryside belt

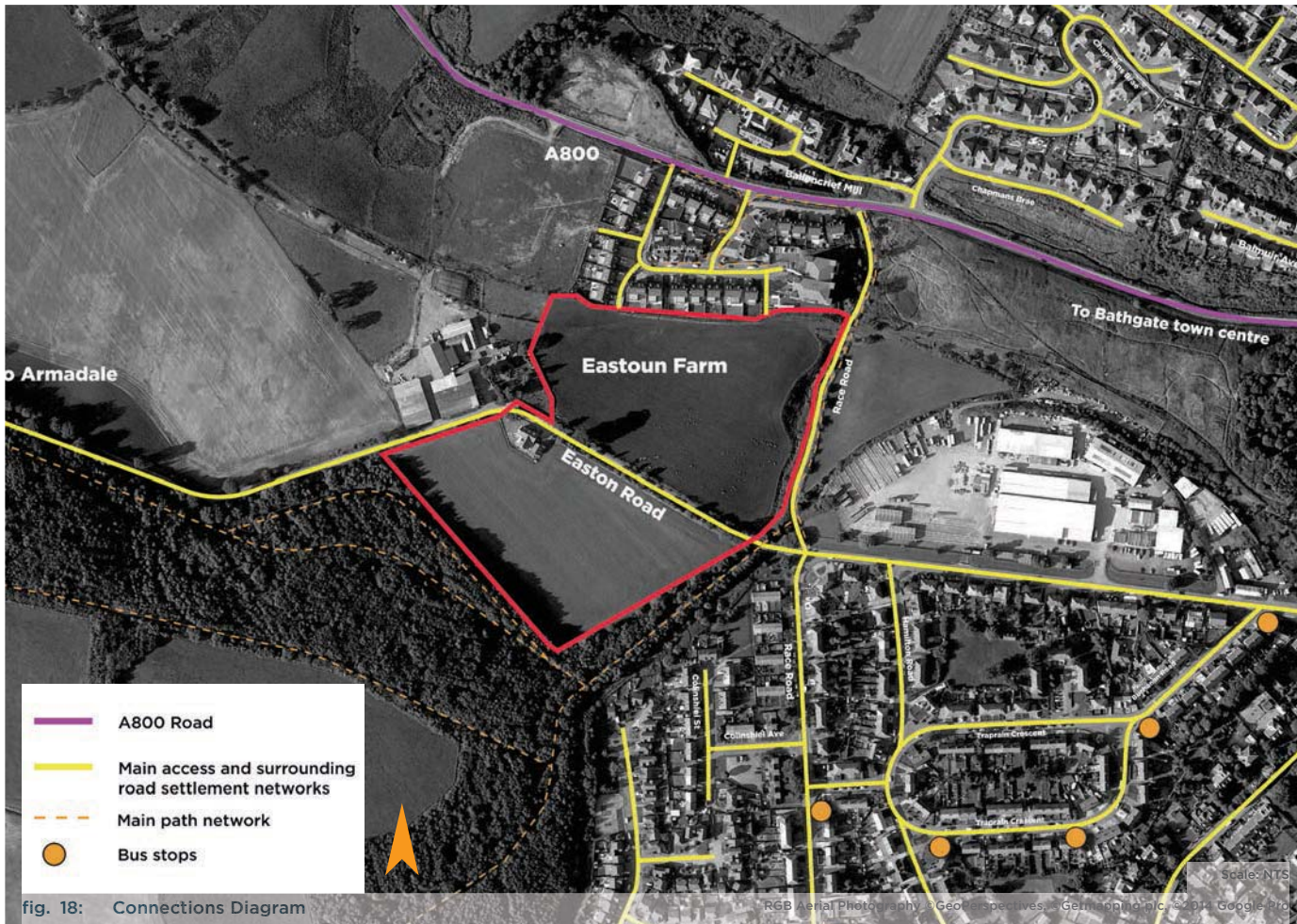
The Countryside Belt policy currently applies to the southern parcel of land; this appears to have been drawn along the alignment of Easton Road as a convenient northern edge i.e. the line is plan-based rather than considering the landscape character and inter-relationships of landscape elements as they appear on the ground.

The two parcels of land have a visual relationship with each other, linked through Easton Road, topography and the sense of containment. There is therefore logic in removing the land within the south from the Countryside Belt policy and redrawing the boundary within the woodland edge to the south of the site which is a defensible edge.

iii) urban

There has been increased urbanisation of this area over a number of years. This is evidenced by the various housing styles; to the south is a Radburn style development around Colinshiel Street; east of that, and on Race Road are post-war Swedish timber houses set within a connected street network round Hamilton Road and Traprain Crescent. Development around Jardine Place reflects current thinking in increased densities, and development north of Balmuir Road is typical of late 20th century layouts.

Change will continue with the land to the immediate east having planning permission for self-build plots, and a change of use allocated for the SIBCAS industrial land from industry to housing (housing allocation HBg29).



4.5 connectivity

Introduction

This section of the report discusses the existing transport network surrounding the potential allocation area. It summarises the transport appraisal work undertaken by Transport Planning Ltd; their full appraisal is included with this submission. In line with current best practice, the accessibility of the site has been considered using the following hierarchical approach:

- pedestrians;
- cyclists;
- public transport; and
- private car.

pedestrians and cyclists

There are not currently any formal pedestrian routes within the site area although there are pedestrian routes close to the east of the site within the Race Road / Traprain area. These paths are typical of those found in an urban area and provide a network of connections offering onward connections towards Glasgow Road and the town centre.

A signed informal route lying to the southeast of the site also exists. This link provides connections into the Hope Park Gardens area and continues southwards to emerge on Glasgow Road.

Whilst this link is not a designated core path, core path 20 can be reached by using the northern part of Race Road and the Belvedere area.

The area around the site is home to a wide network of advisory cycle routes as contained on the Bathgate cycle map and illustrated in the extract below. Other routes in the town are lightly trafficked and suitable for shared use with cyclists.

public transport

bus services

Bus stops are located on Race Road some 5 minutes (400m) walk from the site. Service 5 calls at Race Road and this half hourly service affords connections throughout the town for shopping, employment etc.

Glasgow Road, some 8 minutes' walk to the south of the site, carries a multitude of through services connecting with inter alia Armadale and Livingston. These include services 12, 19, 20, 21, 21A, 29, 50, 150, X6, X14 and X20.

rail services

Located some 5 - 8 minutes' drive east of the site (approx. 2.3Km from the site), Bathgate railway station allows park and ride access to Edinburgh to Helensburgh via Glasgow Queen Street lower level services.

existing road network

Easton Road bisects the site area. Easton Road, west of Race Road, is essentially a country road in character subject to a 60mph speed limit. However, its existing alignment, and the proximity of farm buildings close to the edge of the road, indicates that vehicle speeds are well within this and observations in the area of the site bear this out.

East of the site, Easton Road continues as a residential road towards Bathgate town centre.

Glasgow Road, south of the site, can be reached via Race Road. Glasgow Road (A89) affords onwards connections westwards to Armadale and eastwards to Bathgate centre. The A89 also links with a wider network of strategic routes that allow connections with the central Scotland motorway network.

summary

The site is well-situated in relation to the existing transport network. Foot / cycle paths are accessible in the locality and provide onward linkages to the facilities in the town.

Existing public transport services operate close to the site and these services combine to offer regular, frequent services to key local destinations including Armadale, Bathgate and Livingston. Rail services also lie within Bathgate.

Finally, the site lies within a short travel distance of the main road network, notably the M8 which provides access to the wider network of central and southern Scotland.



Race Road forms informal pedestrian route



Existing Network



Jardine Place development and edge of site



Existing bridge to be removed



Informal route (Link Path)

4.6 ground conditions

engineering

TLawrie and Partners has been appointed to undertake a desk top study of ground conditions, drainage and utilities in order to determine site effectiveness. Whilst the site sits within an area which has changed dramatically even within recent times due to industry, as set out within the previous section, the site itself has had no known previous land use except agricultural. The desk top study accompanies this representation but the key findings are summarised below:

mining/geology

The site is located in an area of known previous mining activity, with no current mining within influencing distance of the site, albeit reserves of coal and related minerals may exist below the site. Records of abandoned mineworkings within the area of the site have been identified, but it is noted that it did not become a statutory requirement to maintain and preserve plans of abandoned mines until 1872, by which date much unrecorded mining had taken place. As such, further workings could exist which are not recorded. Mining in the area is recorded in coal seams, ironstone and fireclay, including operations from the Easton Colliery to the south-west and Balloncrief Fireclay Mine to the north of the site. These can be seen on the historic maps and would appear not to impinge on this land area. No evidence of mineshafts or adits within the site have been identified to date.

superficial deposits

Initial researches indicate the site should be underlain by natural superficial deposits comprising glacial till of unspecified thickness, gravel and alluvium are all anticipated to be present in the area. It is considered unlikely there will be significant made ground within the site, although the previously located mineral railway along the northern edge of the site could introduce some made ground.

potential contamination & gas emissions

Research has indicated the site has been occupied by agricultural land through known history, and it is therefore unlikely that any significant chemical contamination will be present, albeit routine testing for pesticide residues etc., will be required, together with consideration of potential made ground as noted earlier. Any investigation would include for testing for routine gas emissions.

flooding

Examination of available SEPA flood maps, indicates the potential for local flooding from the watercourse to the eastern boundary of the site however a review of SEPA maps and observation on site would suggest that the majority of the site would not be at risk of flooding.

Ongoing survey work will be undertaken to further investigate this.

public utilities

Existing apparatus is located close by and there is no constraint to development afforded by the ability to connect to utilities.



-  Primary Access
-  Possible Additional Access
-  20m planting strip protecting visual amenity
-  Connections to proposed path
-  Suds location and connection
-  Contain development behind screen
-  Edge of property
-  Adjacent development on Race Road deters integration - create wildlife corridor for separation
-  Retain Trees - Subject to survey
-  Bridge to be removed as part of consented scheme
-  Proposed new edge for countryside belt

fig. 19: Design Principles Diagram

5 Opportunity

5.1 strategy for development

The site provides a logical expansion opportunity for the north-east area of Bathgate, offering a good landscape fit which will integrate well within the existing urban edge of the town.

The site has few constraints; the review of historic maps would suggest that whilst various industries have come and gone within the immediate vicinity of the site the land area itself has been left intact. Further investigation through the design development process would clarify this further but no constraints are anticipated.

There are no access constraints; both sites can be accessed from Easton Road; the character of a developed edge at Easton Road should be sensitively considered to retain a sense of urban-rural transition whilst slowing traffic and indicating arrival in Bathgate. There are opportunities to access public transport with existing bus connections in place already, and there are good path connections allowing good access and leisure opportunities.

The topography within the northern parcel will necessitate some regarding but this is not considered to be a constraint to development.

Existing site features are limited; policy encourages the retention of features wherever possible and there are opportunities to enhance the burn corridor and provide ecological enrichment through increased native planting. The most valuable trees, defined by health, age and amenity should be retained where possible and significant additional tree planting appropriate to the edge of settlement location will compensate those that need removal. The existing woodland edge is a major asset to the site and protection of the edge will need careful consideration in designing along the edge of the southern land area.

The accompanying diagram shows the design principles which maximise the opportunities and which should be embedded into the detailed design process.



Attractive Beech tree retained

Properties 'back on' to rear gardens of existing housing

Larger, detached properties - Elevations must address park

Development to front of open space and SUDS

20m strip planting to protect visual amenity

Properties constrained behind planted screen

Parkland enhancing view of existing flats

Connections to existing footpath

Creation of ecological park benefits wider community

Crossing point

Footpath on Northside of Easton Road

Lower density detached housing to western edge

Create connections to existing path network

Easton Road corridor improved and defined

Frontage access

Shared surface street

Parking court

Colinshiel St

Colinshiel Ave.

Race Road

Hamilton Road

Traprain Crescent

Buchan Road

Traprain Crescent

Scale: 1:2,500

fig. 20: Development Framework

6 Proposal

6.1 strategy

The development framework reflects the design principles within the previous section in terms of the arrangement of buildings, streets and spaces across the site.

Access is taken off Easton Road; this is the only option for the area to the south; the northern area can accommodate two access points depending on the groundworks strategy. Pedestrian connections can be made, in addition to vehicular access, by providing links to the woodland path, and connections to the new footway along Race Road which is proposed as part of the adjacent application for development. In addition, a new footpath along Easton Road will improve public transport connectivity.

The location of a SUDS pond is influenced by the levels and will form a separator from the recent development to the north which lies close to the northern boundary. By linking this with open space proposals it accommodates issues of overlooking from the flats on the southern corner of Jardine Place.

The existing properties within and on the edge of the site- under the ownership of the farm- will have their amenity protected by 20m widths of new planting; this can also help form a defensible edge to the west. The perceived entry to Bathgate will then occur at that point and can be reinforced through frontage development. This will also allow speeds to be naturally reduced, and can be consolidated through frontage planting and a footpath; vehicles already have to slow down to negotiate the bend in the road at the farm. Full frontage may depend on some re-grading of Easton Road and will be investigated in more detail through the next masterplanning stages along with the land area to the north.

All streets will be addressed by development with development fronting open space around the SUDS and park space.

Existing local densities and typologies can be reflected through a layout offering a mix of semi-detached, terraces and detached properties. The indicative layout informing this development framework shows capacity for circa 140 properties.



fig. 21: Landscape Strategy Diagram

RGB Aerial Photography ©GeoPerspectives, ©Getmapping plc, ©2014 Google Pro

6.2 landscape

The landscape framework will serve to achieve the following:

- Provide a coherent edge to the expanded settlement;
- Ensure connected green space in order to encourage biodiversity and green networks;
- Protect the amenity of adjacent properties (Eastoun Farm, the house to the south and the houses and flats to the north);
- Ensure the creation of an attractive character to Easton Road and help promote slower speeds;
- Provide meaningful and publically accessible green space that can encompass SUDS, amenity, and enhanced biodiversity along the existing burn corridor;
- Promote outdoor access through sustainable means. The attached indicative development framework demonstrates how these principles can be met through a masterplanned approach to developing the site.

6.3 connectivity

pedestrians

Footway provision can be made on both sides of Easton Road along the development frontage. Internal links can connect with these footways.

Leading west, the rural nature of surrounding ground indicates that no footway provision would be made.

Leading east, footway can be extended using the existing road verge to connect with the existing footway at the junction of Race Road with Easton Road. This link would also enable connectivity with the Easton Bing / Glasgow Road path that is located around and to the south of the proposed development area.

It is noted that an existing approval for housing to the north of Easton Road / east of Easton Road is set to implement calming on the eastern section of Race Road which will contribute to making the area more pedestrian friendly. The proposals can be linked together to further improve connectivity.

cyclists

Cyclists will be able to utilise all of the new pedestrian accesses. Internally, cycle and foot links can be planned into the site layout.

Direct connectivity with the existing local cycle route on Easton Road can be made and it would be possible to provide off road cycling opportunities within the site to 'shortcut' part of Easton Road in a traffic-free manner.

public Transport

The site is located close to established bus routes. The footway connections described above would afford connectivity with Race Road and, in turn, Glasgow Road.

road access

The site is able to be accessed from Easton Road, most likely by way of simple T junction(s).

Main access will be through two simple T junction locations provided in right/left stagger format as shown on the attached development framework plan.

The location of the easternmost junction is fixed by the vertical geometry of Easton Road (the junction sits at a small crest in the road) and the westernmost junction location is a function of the eastern location. A second access to the west could be explored (as shown) dependant on proposed development levels and lowering a section of Easton road.

At present, the signed speed limit passing the site is 60mph (derestricted) but passing speeds are much lower than this owing to the bend on the road just west of the proposed access location(s) at the farm.

In any event, owing to the presence of development, provision of footway, extension of lighting etc. then the passing speed limit is likely to lower to 30mph as a simple extension to the existing urban limit.



Race Road/Easton Road Junction - This footway / footpath network can be connected with - note footpath leading left (west) towards site

6.4 engineering works

As indicated within previous sections, some re-profiling of the northern site area and grading of the southern site area will be required in order to assist with delivery of the drainage strategy and to optimise development platform levels. This is not considered to be a constraint to development and would normally be anticipated as part of a delivery strategy.

Regarding utility provision, all main service providers with the exception of Virgin/Vodafone have apparatus within or adjacent to the development area and it is therefore anticipated that supply will be available to service the development from the existing networks.

6.5 drainage strategy

Scottish Water will require the site to drain on a separate system basis (foul/surface water). Foul to connect to the existing combined system within the development's eastern boundary and it is anticipated that a gravity connection to this system would be achievable. The surface water would drain to the existing watercourse, again within the development's eastern boundary. Prior to an outfall connection, Scottish Water will also require surface water flows to be both treated (two levels) and attenuated to greenfield release standards.

Based on the above, it is likely that both foul and surface water outfall connection would be made to both the combined sewer and watercourse at the development's north-eastern corner, however, alternative connection points could be considered (if required) specifically for the foul system.

Surface water proposals should therefore consider the incorporation of a SUDS basin (or pond) located centrally over the development's northern boundary at the existing low lying area, it should be noted that the ground within this area may require to be raised locally to achieve outfall connection to the watercourse. This basin would provide both one level of treatment and the required attenuation. Roofs will be treated at source, however a second level of treatment provision will also require to be incorporated for all development roads in order to provide "at source" treatment. There are a number of masterplanning solutions available that can accommodate these requirements and will form part of the next stage of masterplanning.

It would be good practice to carry out a Flood Risk Assessment of the watercourse however no major issues are anticipated.

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