Local Review Body Appeal

REVIEW STATEMENT

APPLICATION – 23/00081/P

Erection of car wash facilities and associated works at land at Former Oaktree Services, Haddington, East Lothian.

May 2023.

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Whitekirk
EH42 1XA
T – 07747 780 852
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www.apt-plandevelop.co.uk

This is an opportunity to support a small local company with a proven track record. Gleam Machine is an established, well run business that has made a significant contribution to East Lothian over the years. Established in 2014 they now employ over 10 people including.

They are seeking to invest almost £200,000 and create up to 15 new jobs to open a second car wash facility to complement their existing outlet in Dunbar. What Gleam Machine realised was that many of their regular customers were travelling from the Haddington area…not a very sustainable solution.

This proposal is to be applauded - a local business wanting to expand and offer more employment opportunities in the county and a high quality service to local customers.

It is an ideal site adjacent to the recently completed Haddington Retail Park which accommodates a petrol filling station which does not offer a car wash facility.

This is a brownfield site, left vacant, derelict and unsightly for many years and is now in a state of disrepair. It is and eyesore offering views through to the rear of the modern petrol filling station and the uninspiring architecture of the retail park beyond.

By dint of the width of a line on a map, it has been deemed to be a site located in the East Lothian Countryside. No reasonable assessment of the site would conclude it is in a countryside location. It is sandwiched between the A199 and the retail park.

This is an entirely appropriate site for the proposed use and independent transportation consultants have confirmed that the site will operate safely with no impacts on nearby road capacity or safety.

The strength of the reaction from local residents to the planning application being refused has merely confirmed our opinion that this is an ideal site for a use that is very much needed in the area.

This is exactly the sort of economic development that East Lothian Council should be promoting, embracing, supporting.

Executive Summary

a. Each planning application must be determined on its own merits. Surely the balance of an application's merits is not tied to the overly simplistic and restrictive interpretation of planning policies. The merits of an application are more far reaching. Investment, employment, demand and the use of an ugly brownfield site that is currently used as an informal truck stop to provide a much needed service to the people of Haddington.

b. The Local Review Panel has the advantage of looking at an application with a fresh perspective. It is neither bound by the original decision nor by a strict interpretation of planning policy which provides only a framework for decision making not a black and white barrier to development.

c. **The Gleam Machine** is a well-established, well run East Lothian business, currently employing over 10 people based from its operation at Spott Road, Dunbar.

d. This is an ideal location for such a use – a dilapidated brownfield site on the fringe of the recently completed Haddington Retail Park. This area of Haddington is now recognised and established as an area of commercial development and activity.

e. This use is particularly suited to this location. The neighbouring petrol filing station does not offer a car wash facility, whilst the recent substantial growth of this part of Haddington ensures that the proposal will not conflict with any surrounding land use, nor are there any neighbouring residential properties. The proposed business will benefit from the customers to the retail park, nearby hospital and other businesses as well as the existing and many new residents in the area.

f. The fact that many of Gleam Machine's existing customers (in Dunbar) travel from Haddington told them all they needed to know…that Haddington was badly in need of a good car wash. This has been borne out with the reaction to this decision with an East Lothian Courier article receiving over 150 responses disappointed with the decision and in support of the proposals.

g. As this Review Statement will address, the three reasons for refusal do not reflect the characteristics of the site or the proposals.

h. No reasonable person would ever conclude that this is a site located in the East Lothian countryside whilst the applicant sought the advice of a nationally renowned transportation consultancy to ensure the site could be accessed safely. Finally to state that this is attractive green gateway site into Haddington simply ignores the site characteristics and surroundings.

i. Planning policy does not exist to restrict development. In this instance the arbitrary application of planning policy is unnecessary and is being used to prevent a local firm investing in East Lothian creating up to 15 new jobs whilst delivering a service not provided elsewhere in or around Haddington.

j. We should all be working together to ensure that the planning system delivers positive outcomes. In this instance the overly simplistic application of planning policies has been used to stymie a positive outcome, utilising a brownfield site, seeing investment and growth by a local firm and creation of new jobs.

Planning Application 23/0081/P

Erection of car wash facilities and associated works at land at former Oaktree services, Haddington.

Local Review Body Support Statement – May 2023.

INTRODUCTION

1. **apt planning & development** has prepared this Review Statement on behalf of **Gleam Machine** with regards to application **23/0081/P** seeking planning permission to form a car wash facility at the former Oaktree Service Station, Haddington.

2. Gleam machine are a reputable East Lothian business, already operating a successful car wash business from a site at Spott Road Industrial Estate in Dunbar where they currently employ over 10 members of staff.

3. The appeal site is adjacent to the Haddington Retail Park, a large new commercial development at the western entrance to Haddington. The retail park is seen as a '*local centre*' for the west of the town which has undergone a transformation as new housing developments have been built. It also now includes a Shell petrol filling station.

4. In addition to the 48,000 sq ft retail park housing a host of national retailers and a petrol station, Gleam Machine's car wash would provide an entirely complimentary service at an ideal location. A brownfield site, formerly accommodating a garage use.

The original Oaktree Services

5. Whilst Haddington Retail Park is the home to a number of major national retailers, Aldi, Home Bargains, Costa Coffee, Starbucks and Shell, **this application represents the efforts of a local, East Lothian business to expand its operation and open Gleam Machine Haddington, a significant investment of almost £200,000 by the owner whilst also creating up to 15 new jobs.**

6. This appeal statement tries not to repeat much of what has been submitted in support of the application already, but will concentrate on the reasons given when the application was refused via delegated powers on the 14th April, 2023.

SITE CHARACTERISTICS, BACKGROUND AND PLANNING HISTORY

7. The petrol station at Oaktree ceased operating many years ago and the site has been vacant ever since. The site has a history of commercial use and is bordered by a modern commercial development. It is an ugly, scrappy, brownfield site, roughly triangular in shape and flat. It widens as it approaches the Oaktree roundabout and benefits from a well-established copse of trees at the roundabout. **These trees will remain and will be unaffected by the proposals.**

8. The only surrounding use is the retail park to the south with the rear elevation of the Shell Petrol Filling Station facing the site. The bland uninspiring architecture of the retail park lies beyond. This is a brownfield site adjacent to a modern retail/commercial development on the edge of Haddington.

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APPLICATION 23/00081/P

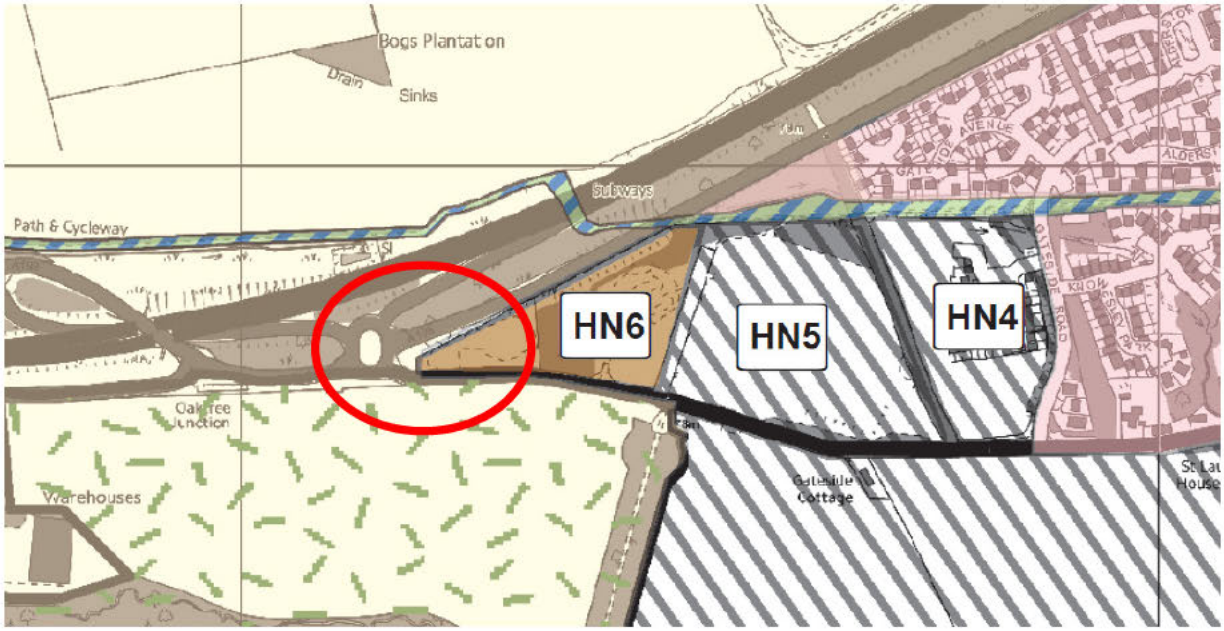
9. **Application 23/00081/P** was validated on 21st February 2023 and was refused via delegated powers on the 14th April, 2023.

   Three reasons for this refusal were given and we address each one in turn below.

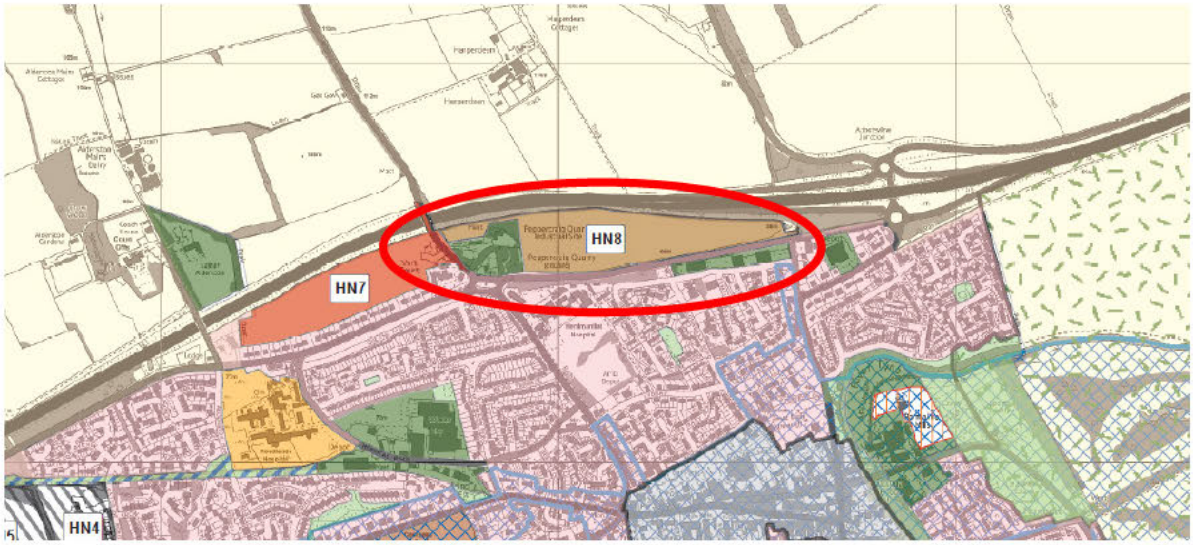
> **Reason 1**
> The proposed car wash facility is a business use that is not directly related to agriculture, horticulture, forestry, infrastructure or countryside recreation. It is therefore a business use that does not have an operational requirement for this countryside location. Neither is it located on an area identified for business use in the LDP and is not a site that is an area identified as employment land. Therefore the proposal conflicts with Policy 26 of NPF4 and Policy DC1 of the adopted East Lothian Local Development Plan 2018.

10. The key to this reason for refusal lies in the phrase '***for this countryside location***'. Throughout the planning system there are tests of reasonableness, perhaps in the imposition of a planning condition for instance. There is an inherent need to reasonably assess an application against planning policy.

11. It simply **is not reasonable to conclude that this site is in the East Lothian Countryside** by dint of the thickness of where a settlement boundary line has been drawn (which seems to simply follow the land ownership of the Haddington Retail Park and not the logical boundary which would be the line of West Road (B6471) to where it meets the A199.



12. This illogical stance is amplified when you look further along the A199 towards the eastern edge of Haddington where farmland on the opposite side of the A199 has been identified for development and therefore is within the settlement boundary.



13. Just for contrast we have shown what HN8 looks like, and bearing in mind, in the last 5 years since the adoption of the LDP, not a single application has been made for site HN8. It is a farmer's field, with crops growing. To the right is an aerial view of our ***'countryside site'.*** **<u>This demonstrably shows the problem with trying to implement planning policy as a one size fits all solution to decision making. It simply cannot work.</u>**

14. In assessing this application, a reasonable judgement would have been that this is not a countryside site and Policy DC1 and Policy 26 of NPF4 should be acknowledged but put to one side whilst other questions are asked;

    i. Do the proposals make a contribution to the economy;

    ii. Do they promote sustainable growth of an appropriate business type in this locality;

iii. Do they encourage the reuse of an unsightly, depilated site adjacent to a modern retail park and

iv. Can we support a local business to achieve their aspirations of growth, investment and employment.

15. The application seeks to re-use an existing site that essentially forms part of a wider commercial site with a business purpose that is in keeping with its previous incumbent.

16. This proposal is entirely appropriate and is an acceptable form of development making excellent use of a derelict commercial site for additional employment generating purposes.

17. Part (b) of Policy 26 of the NPF states that

> ***"Development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. They should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location".***

18. Even if we stick literally and rigorously to the unreasonable conclusion that this is a site in a countryside location, Policy 26 (b) supports the development. There can be little doubt, given the context of the site that the proposals are in keeping with the character of the area…it actually backs onto a petrol filling station, possibly the most compatible use imaginable for a car wash.

19. What's more, in generating employment and investing in a dilapidated brownfield site, the proposals will contribute to local living in providing employment. In assessing the transport needs of the development then locating the car wash close to a whole series of road using uses and providing a service to customers currently travelling to Dunbar to use Gleam Machine Haddington, it would appear that the application ticks all the NPF4 Policy 26 boxes.

20. In summary, it is clear that the site should form the edge of the Haddington settlement boundary where the two roads meet. The car wash is compatible with the surrounding uses and will see the reuse of an unsightly brownfield site. If forced to assess the application against rural policies, then the application also meets the provisions of NPF4 Policy 26 part (b).

Reason 2

The proposed car wash facility with office and pump house would not be a form of development that would complement this important gateway location into Haddington. Consequently the car wash facility with office and pump house would not be an appropriate form of development for this prominent roadside location in terms of its positioning and would not complement, but instead would detract from the character of its surrounding, including the adjacent Haddington Retail Development. It would therefore be contrary to Policy 29 of NPF4 and Policies DP1 and DP2 of the adopted East Lothian Local Development Plan 2018.

15. It is not reasonable to conclude that this thin sliver of disused brownfield land, formerly the site of the Oaktree Services is an "***important gateway location into Haddington"***. It is fair to say that the wider Gateside site (now the Haddington Retail Park) is an important gateway site to Haddington that has now been completely compromised in terms of providing an attractive setting for the north-western edge of the town and creating a sense of arrival. The only sense of arrival is of arriving at a retail park that could be anywhere, in any town in Britain.

16. This is what the north-western approach to Haddington now looks like along West Road.

17. It is difficult to understand why the application site, a tiny brownfield site, is now being held up as an ***'important gateway location'*** when the horse has surely bolted.

18. The proposals will tidy up the existing site, provide a beneficial use, the result of almost £200,000 of investment by a local business owner, generate jobs and provide a more attractive buffer to the views of the retail park beyond. We have proposed landscaping along the northern edge of the site which would help compliment and not detract from the retail park.

19. This reason for refusal does not pass the reasonableness test and appears as a sledgehammer being used to crack the local nut whilst the multinational occupiers of the retail park are safely in-situ behind the bland building elevations and garish advertising poles and banners.

20. The proposed development would not harm the existing character and appearance of the area. It is compatible with the adjoining uses whilst tidying up a problem site currently used as an unofficial truck stop.

Reason 3
The siting of the proposed car wash facility in this location would have a negative impact on road safety in the vicinity of the application site and would compromise the capacity of the road network to deal with traffic contrary to Policy T2 of the adopted East Lothian Local Development Plan 2018.

21. Policy T2 seeks to ensure that new development must not have a **significant impact** on road safety. This covers the capacity of the road network as well as customer/users being able to access and exit a site safely.

22. From the very outset and including pre-application feedback from the Council's planning team, we were aware that there were concerns about the access and egress into the site.

23. The applicant therefore adopted a step-by-step approach to preparing this application starting with the instruction to SWECO (a renowned transport engineering consultancy) to assess the site and advise if this was a legitimate concern or something that could be addressed through the application process. We would not have progressed with the application had there been a genuine concern over the safety of the site for car drivers. **SWECO's Transport Statement was lodged with the application and forms part of this appeal submission**.

24. Given the nature of the use as a car wash, there will not be a steady stream of cars exiting the site. There are two car wash bays, and each wash takes approximately 10 minutes (full valets much longer) so we are talking about a very small volume of additional traffic on an hourly/daily basis (negligible and well within daily fluctuations). **The Transport Assessment assumes up to 8 vehicles an hour leaving the premises.**

25. Any change would be imperceptible coupled with the fact that many customers will be combining trips with visits to the retail park, hospital, places of work and on the way to and from their nearby home. **In other words, these journeys are already happening and the car wash will not necessarily create additional trips on the network**.

26. Consequently SWECO advised that first and foremost, **there is not a road capacity issue** on the A199 at and around the Oaktree site. The road is not at capacity, does not suffer any congestion and can handle any additional traffic being generated by a car wash use.

27. To state that the proposed use ***'would compromise the capacity of the road network'*** is palpably incorrect and misleading. **You literally would not notice any increase in road usage**.

28. There are no concerns over the sight-lines for vehicles leaving the site. There is good visibility looking east and west. The image below shows the view looking east (and taking account of the left-in, left-out arrangement as proposed).

29. It is clear well beyond the statutory sight-line distances on what is not a particularly busy road and where traffic is slowing anyway as they approach the Oaktree Roundabout.

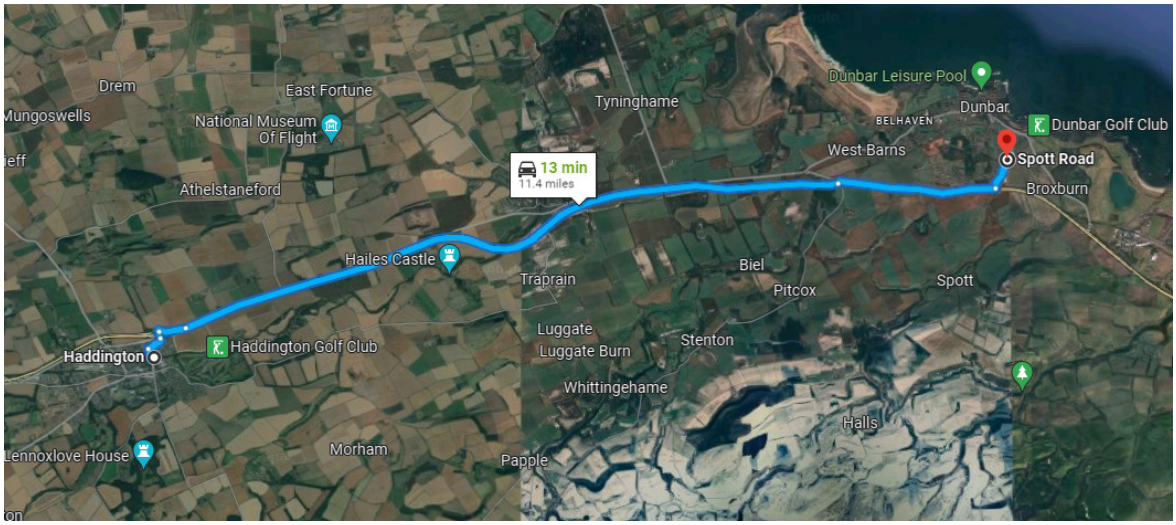
30. We do appreciate that the site is close to the Oaktree roundabout. SWECO was asked to advise if vehicles could access and egress the site safely. In reality this is not a problem (traffic is naturally travelling at slow speeds on approach to and leaving a roundabout), but to allay concerns raised, it was agreed that the sensible option was to ensure **only left-in and left-out access and egress** was permitted. The applicant would also commit to producing a road safety audit (a common condition of planning permission) to further allay safety concerns and install any necessary mitigation.

31. **Signage and lane arrangements/geometry** can easily be implemented to ensure this is enforced and we are happy to accept a planning condition to agree these arrangements with the Roads department. This would have been done but such was the rush to determine this application that the discussion/agreement did not happen. This is easily achieved and does not prevent development taking place.

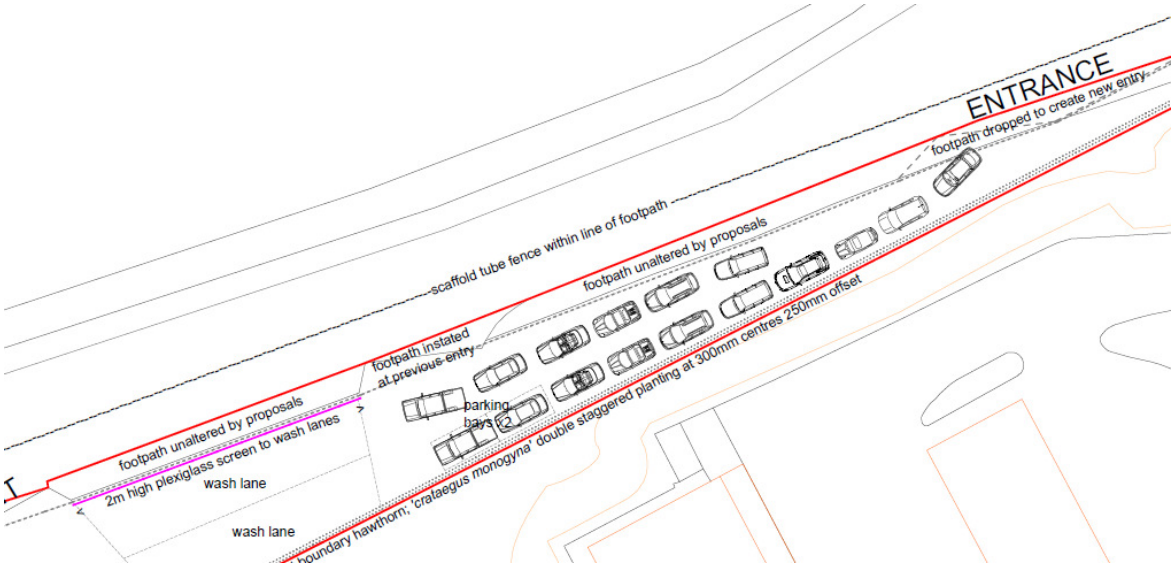
32. It is also worth noting that in response to Policy 13 of the National Planning Framework and as mentioned above, **the location of the proposed car wash will encourage combined trips promoting sustainable journeys**.

33. **Conversely, at present many Gleam Machine Dunbar customers are from the Haddington area**, seeking a more personal and high quality car wash coupled with the lack of more local options. They have no choice but to travel to Dunbar, 13 miles away an unsatisfactory and unsustainable solution. There is no car wash at East Linton either highlighting that there is a significant proportion of the local population with no easy access to a car wash.

34. Haddington's only car wash is the jet wash at the Jet garage further along the A199 and for many people they are unable or unwilling to wash their own cars and simply want the job done properly.



35. Although not in the reason for refusal, comment was made with regards to a concern over queuing traffic protruding onto the carriageway. This is highly unlikely as the site is long and narrow allowing ample space for customers to park on the site whilst waiting for their turn. As the accompanying drawing demonstrates, **15 cars can be on site without causing any concerns over spilling out onto the roadway.**



36. We should also consider driver behaviour. It is not in our nature to wait for unnecessary periods of time. How many times have you driven past the car wash (perhaps at the Tesco stores at North Berwick or Musselburgh) and seen a car wash queue of four or five cars and not wanted to wait…you'll be back around soon enough.

37. **In response to the third reason for refusal therefore**, there are no road capacity concerns with regards to the A199 in the vicinity of the Oaktree roundabout, or reasonable concerns over waiting vehicles spilling onto the roadway. Traffic controls can be put in place to ensure left-in and left-out access and egress and we are happy to accept a condition ensuring these arrangements are agreed with Roads Services. **The proposals therefore comply with Policy T2 of the Local Development Plan.**

SUMMARY

38. **Gleam Machine Haddington** was disappointed with the recent decision to refuse planning permission for the establishment of a car wash at the unsightly disused brownfield site at Oaktree, the site of the former Oaktree Services and adjacent to Haddington Retail Park.

39. **Gleam Machine** is a well-established local business and they wanted to invest up to £200,000 in creating a second operation at Haddington to complement the existing centre at Dunbar. This development would also create up to 15 additional jobs.

40. Many of their existing customers are from the Haddington area, generating unnecessary and unsustainable trips to the existing Gleam Machine.

41. The three reasons for refusal seem very heavy-handed and we have addressed these each in turn above:

    - No reasonable assessment of the site would conclude that this is a countryside location. Policy DC1, whilst an important check and balance for preventing inappropriate development in the countryside, should have been considered and an acknowledgement made that this site does not have the characteristics of a countryside location. It is on the edge of the settlement, adjacent to the modern retail park next door and actually backs onto the Shell petrol filling station.

    - This site is not an important gateway site into Haddington. It is an unsightly brownfield site that is frequently used as an unofficial lay-by/truck-stop ! This stance lacks credibility given the scale and quality of development that has been permitted at Haddington Retail Park and we would certainly contend that the investment and job creation coupled with the provision of a much-needed facility for Haddington is the more compelling argument.

- We understood from the outset that road capacity and safe access were important factors in this proposal. Accordingly SWECO was instructed to help and have confirmed that with the implementation of a left-in, left–out arrangement, there are no concerns over accessing the site and the A199 will not be impacted in terms of road capacity. This will not be a busy site, with very few movements on an hourly basis (each car washing taking 5-10 minutes at least). Moreover many trips will be combined with other journeys, to work, to and from home , to the retail park etc. The proposals will also save customers having to travel further afield to find a car wash (Dunbar, North Berwick etc.) which is an unsustainable and unsatisfactory situation.

42. In the current economic climate, can we really afford to turn away a local business willing to invest and create local jobs all the time utilising an unsightly brownfield site literally adjacent to a petrol filling station…the single most compatible use with a car wash.

43. **Gleam Machine** has gone to the commitment of employing extra staff in Dunbar training them to work at Haddington. Whilst undoubtedly premature, this is a clear sign of their commitment to the development and to local employment. Needless to say, these jobs are at risk as things stand.

44. Finally, the strength and volume of support in the area since the decision was made has been overwhelming. We have provided this as an appendix to this report purely as informal context reflecting the outcome of this application.

45. If the outcome is good, should we not be working together to make it happen not insisting on the literal and narrow interpretation of planning policies that in no way reflects the site characteristics or the benefits of the proposal ?

46. This is an opportunity for a local entrepreneur to expand their business, provide employment opportunities and a much needed service ***and*** it has widespread support from the local community;

Oaktree Services, Haddington

Response to Refusal of Planning Application 23/00081/P

Project Name: Oaktree Services	Author: Sweco
	Date: 04.05.23
	Document Reference: Oaktree Response

To support planning application 23/00081/P, SWECO prepared a Transport Statement which considered the vehicle access strategy and predicted the vehicle demands associated with the proposed car wash facility at Oaktree.

The Transport Statement confirms that vehicle is access is proposed from the A199, with a left in only access at the eastern edge and a left out only exit at the western end of the site.

The minimum visibility standards can be met with this approach to the access strategy. The entry/exit junctions will be designed with kerbing and lining to enforce this movement and prohibit the right turn manoeuvres.

Supporting the access strategy will be the introduction of signage and the promotion of a 40mph speed limit on the A199 from the roundabout stretching further to the east of the site.

The detailed access strategy design will be agreed with the Council and will be subject to a Road Safety Audit (RSA), with any design requirements dealt with in response to the RSA.

The access arrangements can be conditioned with the final access strategy and designs agreed with East Lothian Council prior to implementation.

The Transport Statement indicates that there are likely to be up to 8 vehicles visiting the car wash facility in any one hour period. It has been confirmed that development layout is designed to provide space for c. 15 vehicles to wait/queue without encroaching onto the external road network. All vehicles can therefore be accommodated with the site.

It is considered that the road safety and capacity concerns of East Lothian Council can be dealt with through appropriate design, developed in conjunction with officers at the Council. Therefore the development proposal is compliant with Policy T2 of the adopted East Lothian Local Development Plan 2018.

NORTH

to scale@A1

N

ENTRANCE

EXIT

scaffold tube fence within line of footpath

scaffold tube fence

footpath dropped to create new entry

footpath unaltered by proposals

footpath instated at previous entry

footpath unaltered by proposals

2m high plexiglass screen to wash lanes

wash lane

wash lane

parking bays x2

new hedge to south east boundary hawthorn; *'crataegus monogyna'* double staggered planting at 300mm centres 250mm offset

office
wc
staff

pump house

parking bays x2

scaffold tube fence

New pole mounted Electric Vehicle charge points x2

existing grass unaltered by proposals

existing trees unaltered by proposals

Haddington Services

B 6471

10 0 10 20 30 40 50m

date	description	revision
Mar 23 - plexiglass screen added		Rev C
Feb 23 - EV chargers shown		Rev B
Feb 23 - red line boundary amended to include footpath in applicant ownership		Rev A

architecturejfltd
Gullane Business Centre
12a Lammerview Terrace, Gullane, East Lothian EH31 2HB
t: 01620 84 5555 f: 01620 84 5559
e: architecturejf@btconnect.com

project
Proposed Car Valet facility at
Oak Tree Junction, Haddington

drawing
Block Plan

scale	date	drawn	approved
1:200@A1	Jan 23	jf	

project no.	drawing no.	revision
22:32	AL(0)100	C

Planning officials deemed the car wash... - East Lothian Courier | Facebook

East Lothian Courier
14 April at 18:00 ·

Planning officials deemed the car wash business would not “complement this important gateway location into Haddington”.

EASTLOTHIANCOURIER.COM
Planned car wash at 'important gateway' to town turned down
A PROPOSED car wash on the outskirts of Haddington has been turned down after planning officials deemed it would not “com…

Like Comment Share

You, Gleam Machine Mobile Car Valeting and 101 others

27 shares

[redacted]
Crazy ! But the planning officials are happy to approve fast food / coffee drive by outlets ! 13
on Fri **Like** **Reply** **More**

[redacted]
[redacted] I can't answer for Costa but I know Starbucks is owned by EG Who have the garage so it was probably part of the original planning deal 2
on Fri **Like** **Reply** **More**

[redacted]
[redacted] yes! A car wash would actually be useful!
Ironically, earlier today I was trying to think of where in East Lothian I could go and find a car wash…where you just sit in your car and drive through it. I couldn’t think of anywhere?!
Where do people go to get their cars washed? 2
on Fri **Like** **Reply** **More**

[redacted] gleam machine, the company in this article, have an existing base in Dunbar at the moment. It's not a drive through machine but hand wash. The only drive through car washes are at Tesco in north Berwick and Musselburgh but they're awful for scratching your car so hand wash is best.

on Fri **Like** **Reply** **More**

Write a reply...

[redacted]

on Fri **Like** **Reply** **More**

Top fan

[redacted]

Shocking small business don't have a chance 3

on Fri **Like** **Reply** **More**

Top fan

[redacted]

Can't have a handy business getting in the way of yet more coffee shops can we?! 6

on Fri **Like** **Reply** **More**

[redacted]

Typical East Lothian Council but let's have 2 coffee shops .. 6

on Fri **Like** **Reply** **More**

[redacted] replied · 1 reply

[redacted]

What a shame. This would have been well used. The council should be encouraging local businesses to open in areas like this 8

on Fri **Like** **Reply** **More**

[redacted]

[redacted]ut a kfc,mcds and Starbucks is given the go ahead 10 mins along the road! The mind boggles 3

on Fri **Like** **Reply** **More**

Write a reply... Reply

Top fan

[redacted]

Really. I thought it would be perfect. 3

on Fri **Like** **Reply** **More**

Top fan

[redacted]:

Wrong decision totally! 4

on Fri **Like** **Reply** **More**

[redacted]

Would have been ideal 3

on Fri **Like** **Reply** **More**

[redacted]

That's madness, unless it's a drive through coffee corporation then they can do what they want. 3

on Fri **Like** **Reply** **More**

[redacted]

Oh for gods sake. I was really looking forward to a car wash. 8

on Fri **Like** **Reply** **More**

[redacted]

We need a knew COUNCIL fast 5

on Fri **Like** **Reply** **More**

Top fan

[redacted] 10

on Fri **Like** **Reply** **More**

[redacted]

on Fri **Like** **Reply** **More**

Top fan

[redacted] 1

on Fri **Like** **Reply** **More**

[redacted]

on Fri **Like** **Reply** **More**

[redacted] 2

on Fri **Like** **Reply** **More**

Write a reply... Reply

David Connarty

Ridiculous 4

on Fri **Like** **Reply** **More**

[redacted]

Watch this space people this isn't over yet we are working on it

[redacted] 53

on Fri **Like** **Reply** **More**

[redacted]

[redacted] I hope u get it sorted it's just what we need 3

on Fri **Like** **Reply** **More**

Top fan

[redacted]

[redacted] good mate as you read it it's all about money for them for your bringing work to the area and customers in to Haddington town 2

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]

[redacted]

on Fri **Like** **Reply** **More**

[redacted]

[redacted]' but two drive through coffee places is... And more where Raceland was 3

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]

So a Business that would be good for Haddington gets turned down due to doesn't fit the image for people coming into the town ,but that mud patch just before the roundabout is acceptable, Doesn't make Sense , 10

on Fri **Like** **Reply** **More**

[redacted]

Not enough in the brown envelope 7

on Fri **Like** **Reply** **More**

[redacted]

Terrible decision 5

on Fri **Like** **Reply** **More**

[redacted]
[redacted]smart decision would be sticking a truck park their

on Fri **Like** **Reply** **More**

[redacted]
[redacted]not big enough Dale 1

on Fri **Like** **Reply** **More**

[redacted]
[redacted]one in Edinburgh's so poor nothing till 40 miles over the border decent facilties and would make a killing

on Fri **Like** **Reply** **More**

[redacted]
[redacted]I its actually going to be a truck wash something badly needed the side of Scotland 😂 wouldn't you agree? 😂

on Sat **Like** **Reply** **More**

Write a reply...

[redacted]
How does keeping the County's cars clean NOT compliment this 'important gateway'??!! 7

on Fri **Like** **Reply** **More**

[redacted]
Too many Karen's in the gooncil min, this one would have been set up properly aswell unlike the make shift car washes that pop up every month with no planning atoll. You'll get there **Paul** keep going 10

on Fri **Like** **Reply** **More**

[redacted]
Gutted we need a decent car wash 2

on Fri **Like** **Reply** **More**

[redacted]
Why has this been turned down? The amount of people who actually have time for their cars and want them done properly this would benefit them as not everyone can clean there own cars due to work etc. I think this is a fantastic idea and would certainly go myself to get my car done properly 4

on Fri **Like** **Reply** **More**

[redacted]
But a mcds and Costa is ok! 5

on Fri **Like** **Reply** **More**

[redacted]
That's shocking one thing Haddington does need is a car wash!!!! 2

on Fri **Like** **Reply** **More**

[redacted]
I currently drive to a car wash in Longniddry so was really looking forward to supporting this new business. So the planners were worried about the image of the “Gateway to Haddington”. But it’s ok for residents and visitors to be greeted with the current commercial signage in the Retail Park…….ridiculous decision! 8

on Fri **Like** **Reply** **More**

[redacted]
Something that would actually be useful to us and they turn it down, if it had been another [redacted] Costa or Starbucks it would have got the go ahead no problem, shower of clowns in that council, 12

on Fri **Like** **Reply** **More**

[redacted]
[redacted] or more likely a Macdonalds Teegs?? 3

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]
I was looking forward to having a decent car wash 5

on Fri **Like** **Reply** **More**

[redacted]
[redacted]ohh my... Can't be having them car wash trash... In Haddington... What! You mean they are trying to encourage this into the town... 2

on Fri **Like** **Reply** **More**

[redacted]
[redacted]there not local!! Tubs we need to do something about this wash. . Ahhhh league of gentlemen... 1

on Fri **Like** **Reply** **More**

[redacted]
[redacted] 1

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]
Amazing that the big corporation coffee companies have no trouble getting in. 8

on Fri **Like** **Reply** **More**

[redacted]
So the overpriced garage with broken lampposts is an asset vote this crooked clowncil out

7

on Fri **Like** **Reply** **More**

[redacted] replied · 1 reply

[redacted]
No more scratch and shine then. 2

on Fri **Like** **Reply** **More**

[redacted] replied · 16 replies

[redacted]
didnt bung yer coonsilor enough notes 4

on Fri **Like** **Reply** **More**

Top fan

[redacted]
[redacted] he was away in Spain at the local builders holiday home 1

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]
I don't use them but that's ridiculous…. Shame on you ELC.
Company should appeal it and take it all the way to Scottish Government..
Used to be a petrol station there for donkeys and had no I'll effect on the Town.
Pretentious [redacted] 7

on Fri **Like** **Reply** **More**

[redacted]
Absolutely agree - it has inherent attraction as it is. Maybe an Ena Sharpals Rinse Emporium would be in keeping - providing there is a suitable hairnet style construction for a roof. 4

on Fri **Like** **Reply** **More**

[redacted]
Utter nonsense. What is this info based on?? Who was actually consulted?? 2

on Fri **Like** **Reply** **More**

[redacted]
2 coffee shops next to each other elc obviously think they are as big as Edinburgh 4

on Fri **Like** **Reply** **More**

Top fan

[redacted] [redacted] just as corrupt ,with just as many skeletons and scandals going on 2

on Fri **Like** **Reply** **More**

Write a reply...

[redacted]

In other words the car wash refused to fill the brown paper envelope for the planning department 6

on Fri **Like** **Reply** **More**

[redacted]

[redacted] nail on the head there 2

on Fri **Like** **Reply** **More**

Write a reply... Reply

Top fan

[redacted]

What a narrow minded and disgraceful decision 2

on Fri **Like** **Reply** **More**

[redacted]

[redacted] its a bad job when a man can't wash his own yoke. 2

on Fri **Like** **Reply** **More**

Write a reply... Reply

[redacted]

Are there actually any local people on our council anymore or are the all incomers with fancy houses who have lost touch with us mere mortals.
There are a few important issues going on in East Lothian just now and The dreaded brown envelope seems to be paving the way. Maybe they have taken a leaf out of our valued and upstanding
SNP party who are also all corrupt pillars of the community.
Surely it is time to make sure and vote for local stalwarts who actually have our local community in mind when dealing with local issues.
The return of Charlie and his bike would be an exemplary start in my humble opinion.
The worst he could do would be to put through a new bicycle on expenses. 5

on Fri **Like** **Reply** **More**

[redacted]

The clowncil has struck again. They have wrecked Haddington by putting up the eyesore of a shopping complex already, why would they want to have standard's now and not letting them have a carwash!!! What bribe I don't see any bribe!! 5

on Fri **Like** **Reply** **More**

[redacted] [redacted] Obviously it wasn't quite enough of a wad to launder. 3

on Fri **Like** **Reply** **More**

Write a reply...

[redacted]

It may be small but they would employ a small number of staff. 2

on Fri **Like** **Reply** **More**

[redacted]

Was really looking forward to this!! Absolute joke 6

on Fri **Like** **Reply** **More**

[redacted]

It would be far better than the fly tipping that happens on a regular basis at this location 5

on Fri **Like** **Reply** **More**

[redacted]

Ridiculous decision, the council should be backing local businesses instead of all the big companies they are allowing into all the towns of East Lothian. 6

on Fri **Like** **Reply** **More**

[redacted]

[redacted]ELC have absolutely no idea what they are doing ..... perfect wee development for local jobs and they turn it down. They'd rather have another McDonalds along the road with the ground works being done by a company and workers who travelled from Manchester!! So much for the carbon footprint as well ..[redacted] 3

on Sat **Like** **Reply** **More**

[redacted]

[redacted], with all the building going on in East Lothian, my car is filthy from all the mud, on the wheels of lorrries, on the roads. Car cleaning business is needed. 2

on Sat **Like** **Reply** **More**

Write a reply... Reply

Top fan

[redacted]

So wrong 2

on Fri **Like** **Reply** **More**

Top fan

[redacted]

A car wash would of been handy 4

on Fri **Like** **Reply** **More**

[redacted]

ridiculous 1

on Fri **Like** **Reply** **More**

[redacted]

Look at the popularity of Gateside Park, groups of motorcycles on Easter Sunday, people stopping off to fuel up and get coffee/ use facilities, never seen that before in East Lothian. Why do the planners think East Lothian is so precious a car wash will spoil it? 3

on Fri **Like** **Reply** **More**

[redacted]

...must protect that really attractive entrance to Haddington along West Road...

12

on Fri **Like** **Reply** **More**

[redacted]

[redacted]absolute joke, the only business plan ELC would consider is if he had stated he would have a neon logo, open 24 hours a day and were involved as a global franchise and I am sure there would be a firm shake of a hand $$$$$$$€€€€€£££££ 1

on Sat **Like** **Reply** **More**

Write a reply... Reply

Top fan

[redacted]

Really disappointed to hear this news ,the council should really back local businesses! 6

on Fri **Like** **Reply** **More**

[redacted]

[redacted]yes my break spot shall remain 3

on Fri **Like** **Reply** **More**

[redacted]t

[redacted] good for you! Sad for the team however! 2

on Fri **Like** **Reply** **More**

Write a reply...

[redacted]
Snobs if it brings business and jobs for people who are they to judge honestly 4
on Fri **Like** **Reply** **More**

[redacted]
[redacted] totally agree, obviously looking for a franchise so they can charge big ££ £££
on Sat **Like** **Reply** **More**

Write a reply... Reply

[redacted]
This is what we need!!! 2
on Fri **Like** **Reply** **More**

[redacted]
What a crazy decision 2
on Fri **Like** **Reply** **More**

[redacted]
Food beverage is the way it seems 2
on Fri **Like** **Reply** **More**

[redacted]
What because the rest of the buildings up there are very impressive and attractive pieces of architecture that it would lower the aesthetic tone? I mean that garage is just too pretty to ruin really? Not be approved until the wad in the brown envelope is passed along no doubt 3
on Fri **Like** **Reply** **More**

[redacted]
[redacted] agree, absolute snobbery but it's okay to have budget stores when entering this historic market town though!! Nothing will ever change at ELC
on Sat **Like** **Reply** **More**

Write a reply... Reply

[redacted]
[redacted]ridiculous decision.
ELC get a grip! 4
on Fri **Like** **Reply** **More**

[redacted] all because of one objection, [redacted] ridiculous decision

11 hrs **Like** **Reply** **More**

Write a reply...

[redacted]
Shocking decision from the council 4

on Sat **Like** **Reply** **More**

[redacted] it is shocking that's Daniel's security for the future clowncil at its best 1

on Sat **Like** **Reply** **More**

[redacted] hopefully the council rethink there decision, I think a lot of people in Haddington want this by the looks of it too 1

on Sat **Like** **Reply** **More**

[redacted] don't you mean yet another shocking decision from 'OUR' local council 1

on Sat **Like** **Reply** **More**

[redacted] yeah defo goin by wat everyone is saying it would be an asset to Haddington Paul has put a lot of time effort and money into it it's a shame the council ain't playing the game 1

on Sat **Like** **Reply** **More**

Write a reply... Reply

[redacted]
Absolutely ridiculous .We need a car wash down this way .!!!!!! 1

on Sat **Like** **Reply** **More**

[redacted] They prefer McDonalds and KFC ! 1

on Sun **Like** **Reply** **More**

Write a reply... Reply

[redacted]

That's an awful decision 3

on Sat **Like** **Reply** **More**

[redacted]

Let's make **Gleam Machine Mobile Car Valeting** Haddington happen I say one of the best valeting companies out there and the only one I use 3

on Sun **Like** **Reply** **More**

[redacted]

Wow! 2 letters and they Toss it out!! Planning has lost the plot in this country! Unless you're a multi National million pound company who can provide little brown envelopes to the[redacted] in charge then you don't get a look in 2

on Sun **Like** **Reply** **More**

[redacted]

I hope you get this stupid decision overturned buddy 2

on Sun **Like** **Reply** **More**

[redacted]

Shocking decision when employment in the local area isn't the best. And as for aesthetics is a car wash really going to make the blocks of shops and a garage forecourt look any worse than the classic architecture shown in the retail park!!!! 4

on Sun **Like** **Reply** **More**

[redacted]

Absolute shambles! 2

on Sun **Like** **Reply** **More**

[redacted]

put in a car wash so they can charge £12 per car wash and the drainage is not suitable in that particular area would cost a lot of money to insert the infrastructure to put a car wash in. Greedy car wash companies charging over the odds vs greedy planners

on Sun **Like** **Reply** **More**

[redacted]

Not to forget it would be absolutely carnage on a busy day. A tiny area, cars queuing on to the road / leaving onto a busy roundabout. Correct decision! Well done ELC. 1

on Sun **Like** **Reply** **More**

Top fan

[redacted] 1

on Sun **Like** **Reply** **More**

[redacted]

As I say, well done ELC.

10 hrs **Like** **Reply** **More**

Write a reply... Reply

[redacted]
The area there is not big enough, the traffic congestion would be terrible on that road, be a accident waiting to happen..

2

on Sun **Like** **Reply** **More**

[redacted]
[redacted] there would be no tailbacks onto the main road traffic management plan already completed

3

on Sun **Like** **Reply** **More**

Write a reply... Reply

[redacted]
Absolute codswallop. They'd be quick enough to approve it, if Shell put in a big automated monstrosity. I reckon they just want hideous, overrated corporate business in there. The big corporates get bigger and richer, while everything seems to be against the wee companies making a success.

2

on Sun **Like** **Reply** **More**

[redacted]
One more Business will actually help the other Business. which will help the local Economy. I have a small business and we all help each other. plant some nice trees. Build an old wall. this should go ahead.

3

on Sun **Like** **Reply** **More**

[redacted]
What a ridiculous decision, are ELC purposely trying to ruin a very successful local business?? Customers could shop whilst having their cars valeted, it's a clear win win. Hang your heads in shame ELC

4

on Sun **Like** **Reply** **More**

Top fan

[redacted]
The place is a mess looking at it going both directions, a car wash would have been ideal,would tidy the place up and create jobs, also provide a service, Councillor's you gateway to Haddington is an eye sore why turn down something that would be an improvement.

2

on Sun **Like** **Reply** **More**

[redacted]
Was so looking forward to getting my car washed there. Bad decision.

1

on Sun **Like** **Reply** **More**

[redacted]
We think it's time to show the proposed site 🆙

7

on Sun **Like** **Reply** **More**

Top fan

[redacted]
[redacted] bunch of [redacted] mate East Lothian council who is taking the pay out for housing then

1

on Sun **Like** **Reply** **More**

[redacted]
How on earth can they logically turn down this application? The area is an eyesore at present. It would have been such an excellent asset to Haddington. Please seriously reconsider.

3

on Sun **Like** **Reply** **More**

Write a reply... Reply

[redacted]
I would definitely use the car wash, I think it's a great idea and perfect position.

2

on Sun **Like** **Reply** **More**

[redacted]
Perfect. It's about time this area started moving into modern times.
For so long we have had so little in the way of close amenities.
This will be another great addition to what the plans are at the old karting racetrack.
Once again, we'll done ELC, it's about time.

2

on Sun **Like** **Reply** **More**

[redacted]
Shameful decision. A local hardworking business being turned down yet happy for 2 coffee shops in same site. Whatever happened to support your local businesses ELC?
As for not complimenting the gateway.....really? I remember being able to see the hills when you first arrived in Haddington

3

on Sun **Like** **Reply** **More**

[redacted]
Seems a perfect location close to town but not central causing hold ups, a simple entrance and exit meaning traffic isn't affected and just off the bypass so keeping traffic to a minimum through the town, seems the location and plans are great so no reason for this to be declined and this brings an affordable car wash to an area where there isn't one

3

on Sun **Like** **Reply** **More**

[redacted]

How is a carwash less suitable than fast food and drive through cafes, which will most likely (and probably do already) increase littering in this area? Surely a small independent business should be supported by ELC. Very disappointing 2

on Sun **Like** **Reply** **More**

[redacted]

That's absolutely ridiculous, can't see any logic in this decision, it's the perfect place for a car wash, just off the A1 and serving local people also, it's like they've just flipped a coin to decide, let this go ahead, people want it and it would look good . . 4

on Sun **Like** **Reply** **More**

Top fan

[redacted]

It not like your setting up in competion with Any one else ,1 local power wash outlet , surely a full valet service would be beneficial to the whole area ,as others have said travelling repeatedly 20 mile round trips to get your car washed and protected, would be defeating the purpose would love to see the factual reasoning for the refusal. 3

on Sun **Like** **Reply** **More**

Top fan

[redacted]

Absolute lunacy at its best ,must be one big high horse they cowboys are riding,at the clowncil 2

on Sun **Like** **Reply** **More**

Top fan

[redacted]

I would love it to be here I pass it everyday what a difference it would make 3

on Sun **Like** **Reply** **More**

[redacted]

I seriously don't get that totally negative decision. Haddington is crying out for a local quality car wash facility which if sited next to Gateside Retail Park would improve the proposed area. At the moment this area is being used as a dumping ground or lorry parking area. In my opinion the council have made the wrong decision and should approve the application. A car wash would bring more jobs and would improve the appearance of the area.
Let's lobby the council and get this approved. 3

on Sun **Like** **Reply** **More**

[redacted]

What is happening here? I thought we had a cost of living problem? The jobs! it's cleaning up an eyesore! Give the people of Haddington their car wash! 5

21 hrs **Like** **Reply** **More**

[redacted]

I think this plan should go ahead it would be good for the local community instead of travelling a distance also opens up jobs for people. I know gleam machine is a great company and these people take pride in there work 2

21 hrs **Like** **Reply** **More**

[redacted]

As a local business that has enjoyed support from ELC, I am totally puzzled at why they would turn down the opportunity to add value to this eyesore site. Surely a car wash would benefit the patrons of this new development? What valid objections have there been? 3

21 hrs **Like** **Reply** **More**

[redacted] I think it's a great idea! Hopefully the council will rethink the decision x 1

16 hrs **Like** **Reply** **More**

[redacted]

As far as I can see that elc have let the small business down I think they should bow there head in same as they are only interested in the big retail company's that won't spend any of-the wealth locally the money they earn will all go to fat cats over seas I think that this small company would make a great job of tidying the eye sore of a plot up and tidy the country side up 2

16 hrs **Like** **Reply** **More**

[redacted]

The car wash would be a brilliant idea there really needs one and would bring in jobs for locals 1

15 hrs **Like** **Reply** **More**

[redacted]

Where are our MSPs on this? Absolutely outrageous. Turning down an opportunity to create employment, improve an eyesore and improve amenities without it costing the council a penny - worse - they would actually earn money by having a new business there! 2

15 hrs **Like** **Reply** **More**

[redacted]

East Lothian Council how can you propose this bit of land as it is isn't an eyesore, I've driven passed here tonight to a Romanian lorry parked there, [redacted] bottles lying beside the lorry, piles of dumped tar plainings, the car wash would be a much more useful facility within the community bringing jobs and people to the ever expanding area.

2

12 hrs **Like** **Reply** **More**

[redacted] 1

12 hrs **Like** **Reply** **More**

[redacted] 1

12 hrs **Like** **Reply** **More**

[redacted]

[redacted] - have worked with Kevin all through the process - spoke to his planner today 3

10 hrs **Like** **Reply** **More**

[redacted]

[redacted] perfect, hopefully something can be resolved. 2

9 hrs **Like** **Reply** **More**

Write a reply...

[redacted]

Seriously? It's a complete eyesore currently! Gleam Machine's site at Dunbar is kept immaculate 1

3 hrs **Like** **Reply** **More**

Write a comment... Post

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w www.apt-plandevelop.co.uk

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East Lothian
EH40 3AB

Development Planning
East Lothian Council
John Muir House
Haddington
EH41 3HA

January 2022

Dear Sir/Madam,

Application for Planning Permission to Form Car Wash Facility
Former Oak Tree Service Station, Haddington

With regards to the above, **apt planning & development ltd.** is delighted to submit this application seeking planning permission for use of the Oak Tree Roadside Services site at Haddington to establish a new **Gleam Machine** car wash facility.

Gleam Machine is a successful local business already operating a car wash business from a site at the Spott Road Industrial Estate in Dunbar. They wish to expand their business to the application site, acknowledging its former use whilst also promoting an employment generating use for the currently vacant and unattractive site.

Site Characteristics

The site at Oak Tree is a relatively flat abnormally shaped area of land. It is relatively wide at the western edge where mature planting addresses the corner of the A199 and B471. The site then narrows to a point as it progresses to the east. The majority of the site is unkempt scrubland with some hardstanding, a relic of the previous petrol filling station use. The modern retail park is clearly visible to the south and east of the site.

Site History

The petrol filling station at Oak Tree ceased operating many years ago. The site has been vacant ever since. Land to the south and east has been subject to the recent development of the Gateside Retail Park (19/00145/PM) which has changed the character and appearance of this western approach to Haddington. As such the site has a history of commercial use and is now bordered by modern commercial development.

Proposals

This development would see the establishment of a drive-in manual car wash facility. The proposals represent an investment in the site of approximately £225,000 and the creation of nine full-time and four part-time positions.

Given the type of work, it is highly likely that the jobs will go to local Haddington and East Lothian residents (and this it replicated at Gleam Machine's existing facility at Dunbar).

It requires the installation of two simple temporary style buildings which will be positioned discreetly on the western part of the site, obscured by the existing boundary planting. The buildings will be clad with larch planking with powder coated corrugated roofs.

Access will be taken directly from the A199 with left-in and left-out only access. This will prevent any queuing traffic coming off the Oak Tree roundabout (traffic heading east) and will prevent conflict with traffic heading west to the roundabout.

SWECO has undertaken a transport assessment of the proposals, further reference to which is made during the assessment of planning policy below and their report forms part of the application submission.

Further landscaping is proposed to the rear (south) of the site which will provide an attractive visual barrier to the retail park beyond. This boundary treatment should be welcomes as the current view is mainly of the rear elevation of the Shell petrol filling station.The proposals also include a low post and rail metal fence which can be linked across the access points to provide an element of security and prevent vehicles entering the site when the facility is closed.

Planning Policy

The extant development plan remains the South East Scotland Strategic Development Plan 2013 (SESPlan) and the 2018 East Lothian Local Development Plan. Given the scale and location of this proposal we have assessed the application against the Local Plan policies only.

Proposal HN6 – Gateside West – this proposal compliments the development of the new retail park at Gateside, itself an important employment site (though in truth employment sites are normally business and industry and not retail), immediately to the south of the site. The application site is excluded from the proposal boundary (mainly due to the fact that it is under separate ownership and wasn't part of the Gateside proposals) but lies immediately adjacent to the north.

The proposed car-wash facility is compatible with the employment use (creating 13 jobs and significant investment), complementing the retail and food and drink uses at Gateside. Furthermore the site is well located for convenient access for customers entering/leaving Haddington along West Road or the A199.

Policy T1 and T2 – Development Location and Accessibility and ***General Transport Impact*** – the site benefits from an existing dropped kerb access off the A199. It is proposed to move the eastern-most of these access points further east to enable cars to enter the site (left turn only) at a smoother angle as they head west along the A199. The western access remains the same. Concern had been raised with regards to the safety and operation of these access points given that the A199 is a major distributor road along the northern edge of Haddington.

Gleam Machine instructed SWECO to undertake a transport assessment to confirm or otherwise whether safe access could be achieved. Their report forms part of the application submission. Their recommendations include the following:

- A reduction in the speed limit from 60mph to 40mph on the A199 on approach to the Oaktree roundabout;
- A left turn only into and exiting from the facility;
- Car wash bays at least 15metres in length plus an appointment system for the valeting facility to ensure there is no queuing onto the A199.

There is ample space on the site for an element of staff and customer parking, and there will be a negligible impact on the capacity and safety of the surrounding road network and well within the daily fluctuations of traffic flow.

Policies DP1 - Landscape Character and DP2 – Design – the site is currently a piece of vacant land with untidy remnants of the previous petrol-filling station use. There is an element of semi-mature landscaping in the north-west corner which will be retained.

The setting is further compromised by the retail park development adjacent to the application site (to the south). The retail park development, and particularly the rear elevation of the Shell petrol filling station, is seen through the site. It is not an attractive view.

The proposals will tidy the existing site and implement a simple scheme of landscaping along the southern boundary with the retail park which will provide a visual barrier to the south, improving the current view.

Given the historic use of the site and the new retail/commercial uses to the south, the site will be well-integrated into the surrounding landscape character of the area. The site is a relatively nondescript element in the wider landscape around the Oak Tree junction.

The proposals will formalise the site boundary and landscape treatment to the west and south and generally 'smarten' the site up. The site will be clearly identifiable as a commercial operation but given the site history this is an acceptable use and appearance for the site.

We acknowledge that this is a prominent site in terms of its positioning close to the Oak Tree junction and adjacent to the A199. This is a positive in terms of the commercial viability of a proposal the will see significant investment in the site and the creation of new full and part-time employment opportunities.

Through sympathetic signage proposals (to follow), the positioning of the buildings to the west of the site (behind the existing boundary planting) and the new boundary treatments proposed, this will be an overall improvement to the current appearance of the Oak Tree site, a site that has been vacant and untidy for many years. It currently detracts from western approach to Haddington.

Policy DP2 also seeks to ensure that the site can be accessed and serviced. We have dealt with transportation matters above. With regards to the provision of water and the ability to appropriately drain the site, the applicant engaged Gondolin to undertake a flood risk and drainage appraisal work.

Gondolin's report accompanies this application and confirms that the proposed use does not create an additional flood risk, that the proposed run-off can be accommodated in existing drains and that the waste water strategy will mimic the successful operation at Dunbar. Foul water will be stored on site and emptied regularly to be disposed of at the nearest waste water facility.

Summary

This application represents an opportunity for **Gleam Machine**, a local business to improve and increase the service it offers by opening a second outlet to complement their original facility at Spott Road Industrial Estate.

This further investment of over £200,000 and the creation of nine full-time and four part-time jobs should be welcomed and supported by East Lothian Council. It is likely that the positions would be filled by East Lothian residents and the proposals will bring a redundant and unattractive site back into a viable, beneficial use.

There are no practical or technical reasons that could prevent development with transportation and water/drainage solutions in place to deal with any concerns already expressed by the Council.

The site is currently an unkempt brownfield site with a mix of scrub and hardstanding relating to the former use as a petrol filling station. The proposals will significantly improve this situation whilst also providing a better outlook than the current view through the site to the rear elevation of the recently opened Shell garage. New planting is proposed along the southern boundary of the site.

Having reviewed relevant planning policy, the proposals will not lead to any significant amenity, design or transport related impacts and will operate comfortably alongside the other nearby uses from what is a former commercial site.

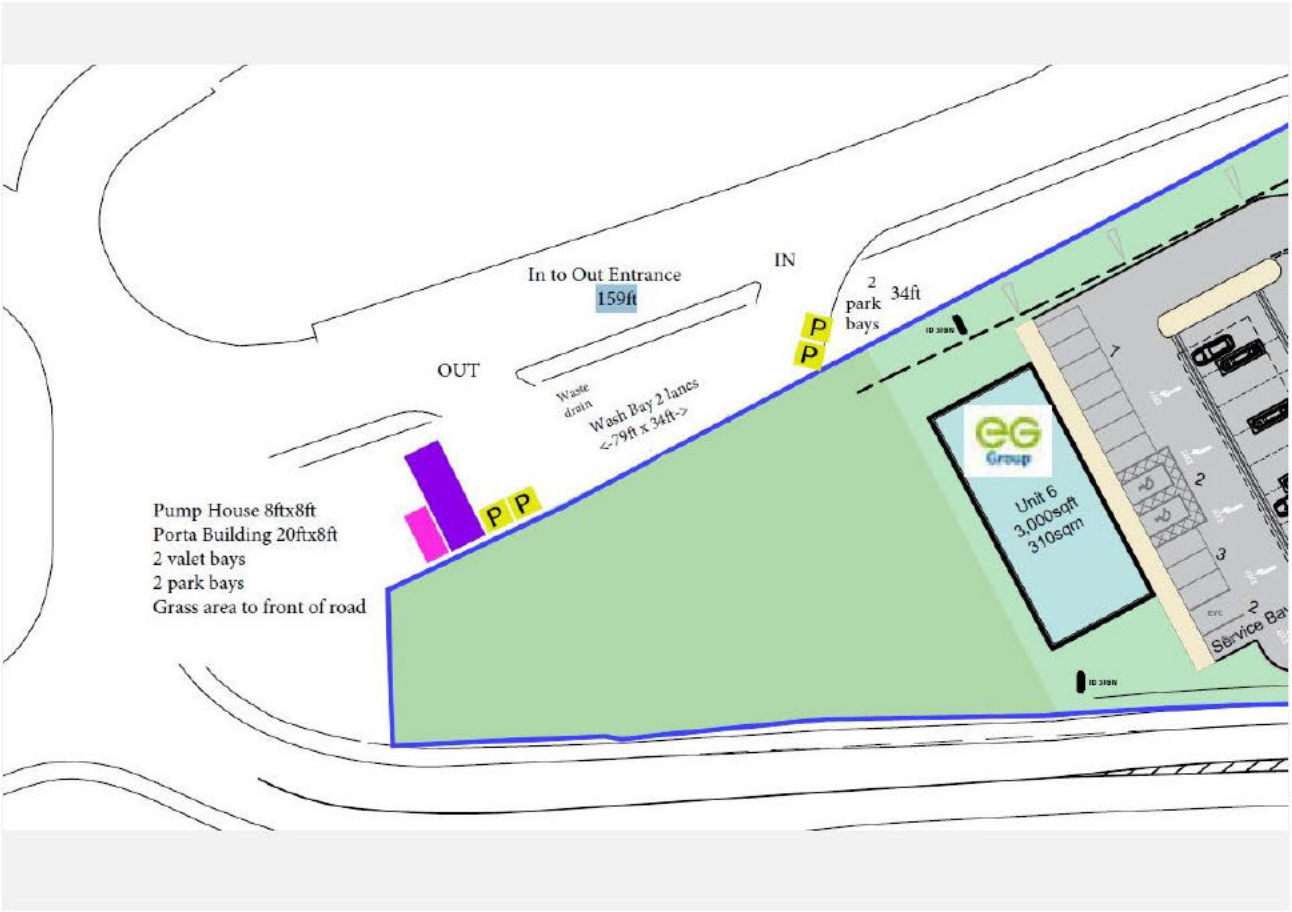
We would be delighted to discuss the application with Council officials as appropriate and look forward to receiving confirmation that this application has been received and validated and please do not hesitate to contact me should you have any further questions.

Kind regards

Tony Thomas
Director

Oak Tree Junction Car Wash

Transport Statement



SWECO

Change list

Ver	Date	Description of the change	Reviewed	Approved by
01	14.10.22	Draft for Review	RM	RM
02	21.10.22	Final	RM	RM

Sweco UK Limited	Reg. No. 2888385		
Project Name	Car Wash, Oak Tree, Haddington		
Project Number	65207931		
		Controlled by	RM
Client	Gleam washing		
		Approved by	RM
Date	21.10.22		
Author	KM		
Document Reference	p:\6535\65207931_car_wash_oak_tree_haddington\000\t-z-0000_reports\car wash - transport statement 19.10.22.docx		

1. Introduction

Sweco have been commissioned to prepare a Transport Statement in support of a planning application for a car wash facility adjacent to the A1 Oaktree junction, Haddington, East Lothian. The proposed facility sits to the immediate west of the Haddington Retail Park and will be accessed from the A199. **Figure 1.1** provides a site location in relation to the surrounding area.

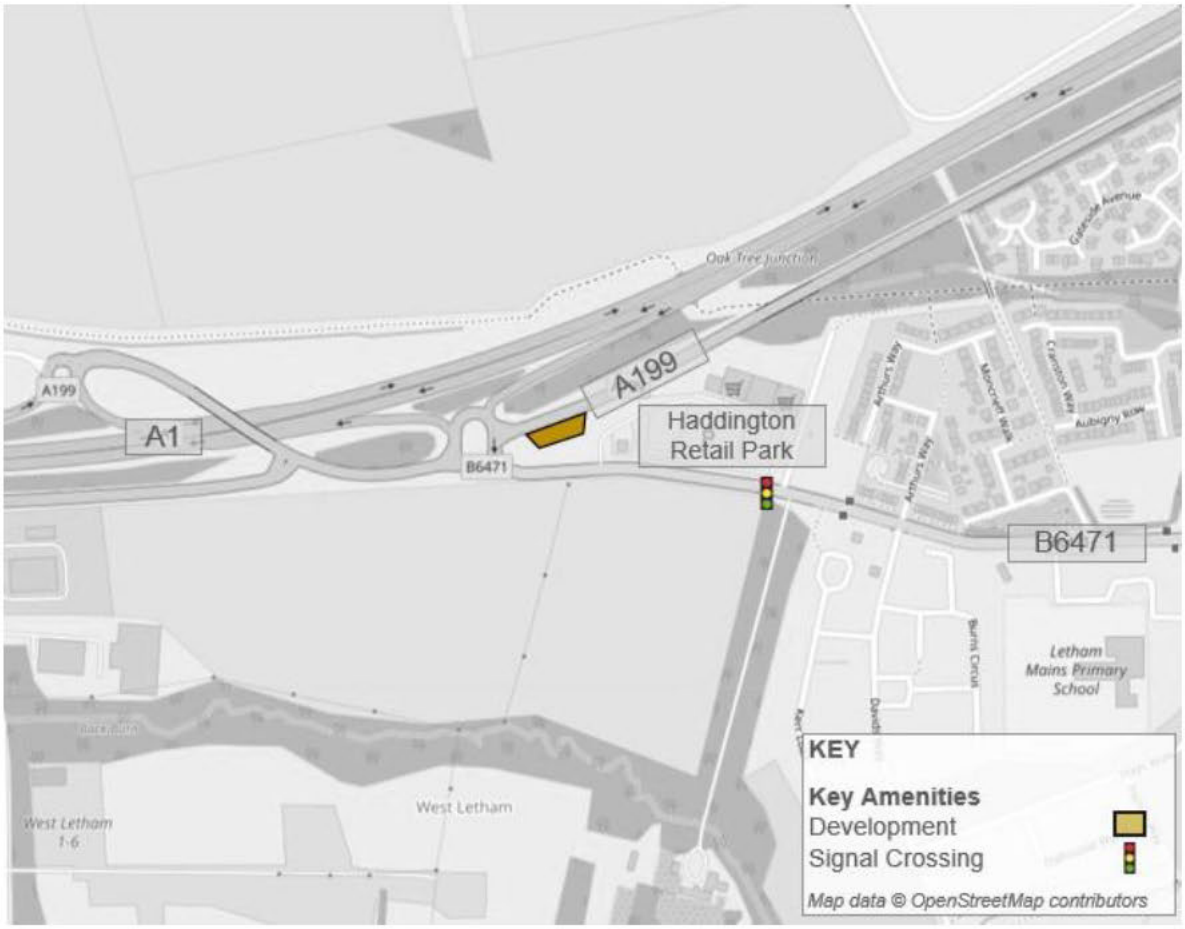


Figure 1.1 – Site Location Plan

2. Development Proposal

The site is currently vacant, sitting adjacent to the A199 and the development proposal will see a car wash facility approximately 36m long, comprising two wash bays and two car parking bays. The site will also include a pump house, porta building and a grass area to front the site from the road. The car wash will be used for manual vehicle washing and valeting. Each car wash bay/lane will be c.15m long. This will allow up 3 vehicles to be accommodated in each lane. **Figure 2.1** provides the development layout.

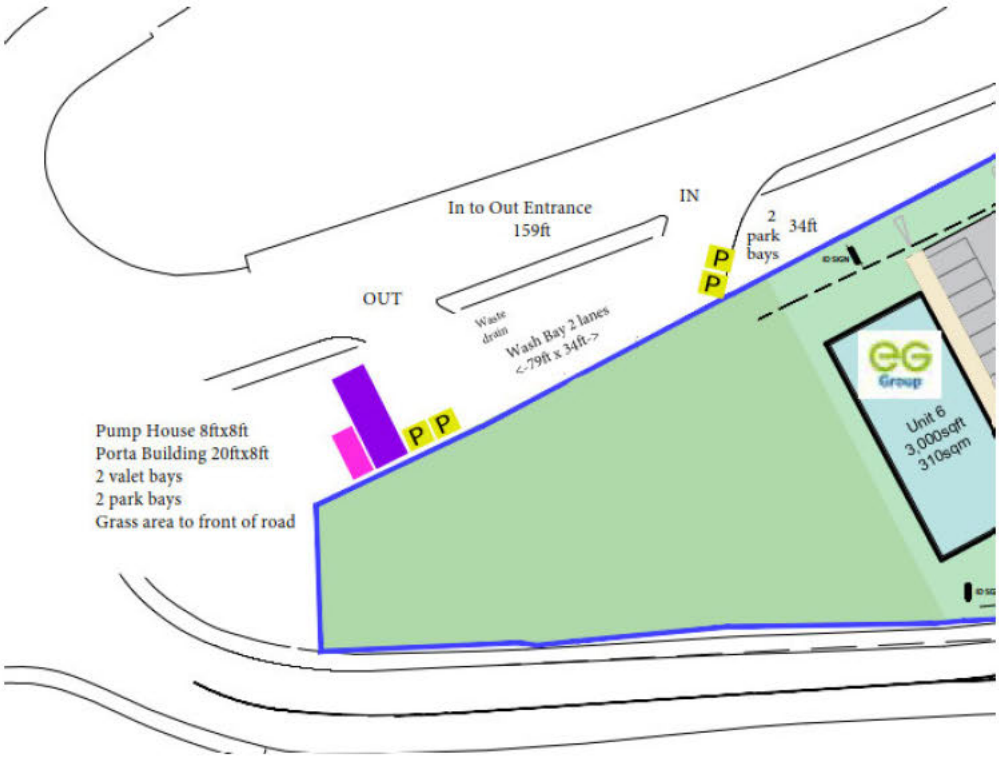


Figure 2.1 – Site Layout

2.1.1 Site Access Strategy

A one-way system will be in operation, with entry at the eastern boundary of the site and exit to the west, as shown in **Figure 2.1**. Priority junctions will be retained on the A199, with the entry 18.8m in width, and the exit 10.7m wide. Given the proximity of the exit to the A199 / B6471 roundabout, it will operate as a left out only.

To support the vehicle access strategy, it is proposed to introduce a 40mph speed limit on the A199 in the vicinity of the site. The extent of the speed limit reduction will be agreed with East Lothian Council.

Figure 2.2 illustrates the site entrance location and the view looking west along the A199 and **Figure 2.3** illustrates the site exit location and the view looking east along the A199.

Figure 2.2: Westbound on the A199

Figure 2.3: Eastbound on the A199

2.1.2 Review of Access Strategy

Referring to East Lothian Standards, the minimum required visibility splays are set out in **Table 2.1**.

Major Road Type	Minor Road Type	Minimum Spacing on Major Road	Visibility Splay	
		(Metres)	X (metres)	Y (metres)
Local Distributor	Non-Residential Access Street	100 (40+)	9	90

Table 2.1. East Lothian Council junction standards

With the proposed reduction in speed limit, there is the potential to reduce the visibility splay to an 'x' distance of 4.5metres and a 'y' distance of 90metres (as per advice in the DMRB).

To the right of the exit (east), the visibility is c.160metres and to the left (west), the junction is approximately 35metres from the Oaktree roundabout.

With the introduction of a left turn only exit from the development, there are no anticipated visibility/junction spacing issues to the left (west).

With respect to the visibility to the right, the visibility meets with the relevant standards within a 40mph zone.

3. Travel Demands

3.1 TRICs Trip Analysis

By using TRICs database, a vehicle trip generation estimate for the car wash.

The sites available within TRICs are within a suburban area. With the surrounding residential developments, this facility will sit on the edge of a suburban area. **Table 3.1** illustrates the TRICs database outputs.

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	5	0.286	3	5	0.071	3	5	0.357
08:00 - 09:00	3	5	0.929	3	5	0.571	3	5	1.500
09:00 - 10:00	3	5	2.000	3	5	2.071	3	5	4.071
10:00 - 11:00	3	5	3.000	3	5	2.786	3	5	5.786
11:00 - 12:00	3	5	3.143	3	5	3.143	3	5	6.286
12:00 - 13:00	**3**	**5**	**4.357**	**3**	**5**	**4.143**	**3**	**5**	**8.500**
13:00 - 14:00	3	5	3.643	3	5	3.571	3	5	7.214
14:00 - 15:00	3	5	3.714	3	5	4.000	3	5	7.714
15:00 - 16:00	3	5	3.000	3	5	3.000	3	5	6.000
16:00 - 17:00	3	5	3.071	3	5	2.714	3	5	5.785
17:00 - 18:00	3	5	1.071	3	5	1.643	3	5	2.714
18:00 - 19:00	3	5	0.429	3	5	0.857	3	5	1.286
19:00 - 20:00	1	2	0.000	1	2	0.500	1	2	0.500
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.643			29.070			57.713

Table 3.1. TRICS database summary

Based on the trip rates within the TRICs database and a facility with 2 wash bays, it is estimated that up to 8 cars will visit the car wash facility in any one hour. Based on the size of the wash bays/lanes (c.15metres), it is considered that there is sufficient space to accommodate the maximum hourly demand, without queuing onto the A199. In addition, valeting will be undertaken on an appointment basis, ensuring there is no queue for this element of the development proposal.

4. Conclusion

It is predicted that the introduction of a car wash facility in the vicinity of the Oaktree junction will not have an impact on the operation of the surrounding road network.

The following will be introduced as part of the development proposal:

- A reduction in the speed limit on the A199 on approach to the Oaktree roundabout.
- A left turn only on exit from the facility.
- Car wash bays at least 15metres in length plus an appointment system for the valeting facility to ensure there is no queuing onto the A199.

GONDOLIN
Land & Water
Civil Engineering & Environmental Solutions

Oak Tree Junction, Car Wash

Flood Risk and Drainage Assessment Report

Client:	APT Planning
Project/Proposal No:	GON.0104.0065
Version:	1
Date:	24/01/2023

Document Information

Project Name:	Oak Tree Junction, Car Wash
Site Address:	Land south of A199, Haddington, East Lothian
Document Title:	Flood Risk and Drainage Assessment
Client Name:	APT Planning
Document Status:	Final for Issue
Author:	Stephen Donnan
Reviewed:	Zak Ritchie
Approved:	Zak Ritchie
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Revision History

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1	24/01/2023	Stephen Donnan	Zak Ritchie	For Issue

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1. Introduction

1.1 Preamble

Gondolin Land and Water Ltd (Gondolin) has been appointed by APT Planning on behalf of Gleam Machine (the client) to prepare a Flood Risk and Drainage Assessment (FRDA) Report in support of a planning application for a proposed car wash located adjacent to the A199, Haddington, East Lothian, known as Oak Tree Junction Car Wash.

This report addresses any potential flood risk to the proposed developments from all possible sources in accordance with best practice and Scottish Planning Policy (SPP).

This report provides the relevant design information for the proposed site surface water drainage / SuDS scheme taking due cognisance of local / national drainage design guidance (CIRIA Report C753) and East Lothian Council specific guidance[1].

Finally, this report provides an overview of the proposed drainage / discharge strategy for the wash water from the car wash operations and foul drainage from the onsite welfare facilities.

1.2 Site Context

The development site is currently vacant, located adjacent to the A199 road, at an approximate National Grid Reference (NGR): NT 49217 73814 and currently utilised as a layby to the A199. The site is considered 'Brownfield' status.

A site location plan is included as Drawing FRDA-001.

1.3 Development Details

The development proposal is for a car wash facility, comprising two wash bay lanes and additional parking bays. The site will also include a pump house, welfare cabin and associated landscaping area to front of the site adjacent to the A199. The facility will be used for manual vehicle washing and valeting, with each car wash bay/lane will be c.15m long allowing for 3 vehicles to be accommodated in each lane. The site will be accessed and exited via the A199 using a one-way system. Vehicles will enter the site at the eastern boundary and exit to the west. The proposed development plan is shown in Figure 1 below.

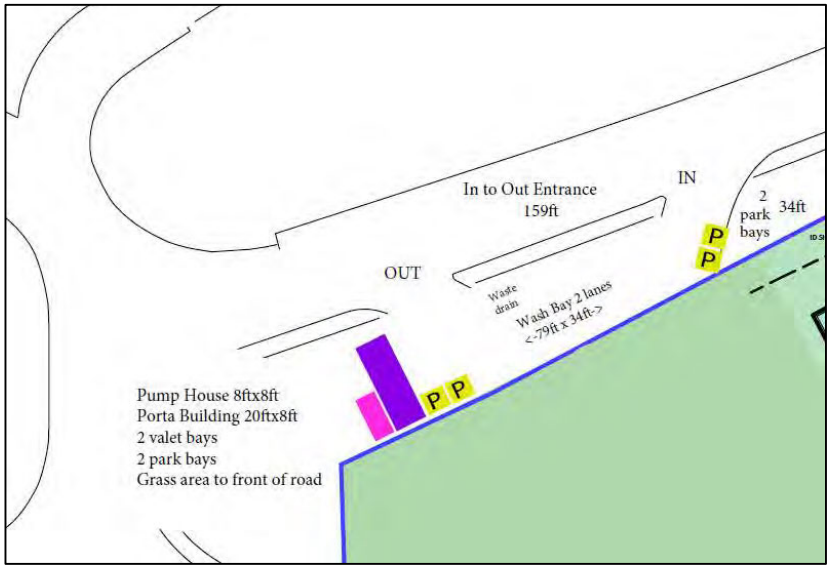

Figure 1 Proposed Development Plan

[1] East Lothian Council (2018) Sustainable Drainage (SuDS) Supplementary Planning Guidance

1.4 Topography

Review of freely available DTM data from the Scottish Remote Sensing Portal[2] indicates the site is at an elevation of approximately 84mAOD with a gentle slope northwards towards the A199.

1.5 Geology and Hydrogeology

1.5.1 Geology

1.5.1.1 Superficial

Review of the British Geological Survey (BGS) online geology maps[3] indicates that the underlying superficial deposits at the site area are Devensian Till (Diamicton). Review of local BGS borehole records to the site indicate the superficial deposits are predominantly clay based and exhibit a thickness in excess of 3m.

1.5.1.2 Bedrock

Review of the BGS online geology maps shows that the bedrock geology at site is the Aberlady Formation comprising sandstones interbedded with siltstones and mudstones.

1.5.2 Hydrogeology

Review of the Scotland Environment online map viewer[4] (references BGS data) indicates the site is underlain by a moderately productive bedrock aquifer with flows being virtually all through fractures and other discontinuities.

1.6 Local Hydrology and Existing Drainage Scheme

There are no watercourses present within the site extents or within the immediate vicinity. The closest watercourse is the Cotty Burn, whose headwaters are located on the opposite side of the A199 and A1 road network.

The site is currently drained via the existing East Lothian Council (ELC) highway drainage network. Consultation with the ELC Roads and Transport Team confirmed the presence of a highway drain running through the site, parallel with the A199. Gullies are located along the A199, draining the A199 and the site and eventually discharging to the main highway drain.

An overview of the existing drainage scheme is presented in Drawing FRDA-002.

2. Planning & Policy Context

2.1 Overview

This assessment has been completed in accordance with guidance presented within Scottish Planning Policy (SSP), the current National Planning Framework for Scotland 4 (NPF4) and taking cognisance of the Flood Risk Management (Scotland) Act 2009.

The assessment also references and takes due consideration of the following principal guidance and policy documents:

- East Lothian Council (2018) Local Development Plan;
- East Lothian Council (2018) Sustainable Drainage Systems (SuDS) Supplementary Planning Guidance;

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[2] Scottish Government (2022) Scottish Remote Sensing Portal available at: https://remotesensingdata.gov.scot/ (accessed on 8th December 2022)
[3] British Geological Survey (2022) Natural Environment Research Council – online Geology of Britain Viewer available at: https://mapapps.bgs.ac.uk/geologyofbritain/home.html (accessed on 8th December 2022)
[4] Scottish Government (2022) Scotland's Environment Web hub available at: https://map.environment.gov scot/sewebmap/ (accessed on 8th December 2022)

- East Lothian Council (2018) Strategic Flood Risk Assessment;
- British Standards Institution (2017) Assessing and Managing Flood Risk in Development – Code of Practice, Report BS-8533:2017;
- Scottish Environment Protection Agency (2018) Technical Flood Risk Guidance for Stakeholders (Reference: SS-NFR-P-002) July 2018;
- Scottish Environment Protection Agency (2018) Flood Risk and Land Use Vulnerability Guidance (Reference: LUPS-GU24), Version 4, July 2018;
- Scottish Environment Protection Agency (2018) SEPA Development Plan Guidance Note 2a: Development Management Guidance: Flood Risk (Reference: LUPS-DM-GU2a), July 2018;
- Scottish Environment Protection Agency (2019) Climate Change Allowances for Flood Risk Assessment in Land Use Planning (Reference: LUPS-CC1) April 2019.

2.2 SEPA Flood Risk and Land Use Vulnerability Guidance

With reference to Table 1 (SEPA Land Use Vulnerability Classifications) of SEPA's Flood Risk and Land Use Vulnerability guidance document, the proposed car wash development is classified as a *Least Vulnerable Use* category.

With reference to Table 2 (SEPA Matrix of Flood Risk) of the guidance, the proposed *Least Vulnerable* development is considered generally suitable for development, though an FRA may be required at upper end of the probability range (i.e. close to 0.5% AP). Anything that is medium to high risk is classified as generally not suitable unless mitigating / exceptional circumstances apply.

The proposed flood design criteria for the development is that the Site is to be free from flood risk (from all sources) for up to and including the design 0.5% AEP event plus climate change event.

2.3 Scottish Planning Policy

This report has been prepared in accordance with Scottish Planning Policy (SPP) relating to Managing Flood Risk and Drainage, which states that the planning system should promote:

- *"a precautionary approach to flood risk from all sources, including coastal, water course (fluvial), surface water (pluvial), groundwater, reservoirs and drainage systems (sewers and culverts), taking account of the predicted effects of climate change;*
- *flood avoidance: by safeguarding flood storage and conveying capacity, and locating development away from functional flood plains and medium to high risk areas;*
- *flood reduction: assessing flood risk and, where appropriate, undertaking natural and structural flood management measures, including flood protection, restoring natural features and characteristics, enhancing flood storage capacity, avoiding the construction of new culverts and opening existing culverts where possible;*
- *avoidance of increased surface water flooding through requirements for Sustainable Drainage Systems (SuDS) and minimising the area of impermeable surface; and,*
- *To achieve this, the planning system should prevent development which would have a significant probability of being affected by flooding or would increase the probability of flooding elsewhere."*

SPP presents a risk framework for planning decision making relating to flood risk. A summary of this risk framework is provided below:

SPP Flood Risk Framework
Little or No Risk – annual probability of coastal or watercourse flooding is less than 0.1% (1:1000 years): ➢ No constraints due to watercourse, tidal or coastal flooding.
Low to Medium Risk – annual probability of coastal or watercourse flooding is between 0.1% - 0.5% (1:1,000 – 1:200 years):

SPP Flood Risk Framework

- Suitable for most development. A flood risk assessment may be required at the upper end of the probability range (i.e. close to 0.5%), and for essential infrastructure and the most vulnerable uses. Water resistant materials and construction may be required.
- Generally not suitable for civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events.

Medium to High Risk – annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years):

- May be suitable for:
  - residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
  - essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
  - some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
  - job-related accommodation, e.g. for caretakers or operational staff.
- Generally not suitable for:
  - civil infrastructure and the most vulnerable uses;
  - additional development in undeveloped and sparsely developed areas, unless a location is essential for operational reasons, e.g. for navigation and water-based recreation, agriculture, transport or utilities infrastructure (which should be designed and constructed to be operational during floods and not impede water flow), and an alternative, lower risk location is not available; and
  - new caravan and camping sites.
- Where built development is permitted, measures to protect against or manage flood risk will be required and any loss of flood storage capacity mitigated to achieve a neutral or better outcome.
- Water-resistant materials and construction should be used where appropriate. Elevated buildings on structures such as stilts are unlikely to be acceptable.

Surface Water Flooding

- Infrastructure and buildings should generally be designed to be free from surface water flooding in rainfall events where the annual probability of occurrence is greater than 0.5% (1:200 years).
- Surface water drainage measures should have a neutral or better effect on the risk of flooding both on and off the site, taking account of rain falling on the site and runoff from adjacent areas.

The SPP Flood Risk Framework above uses the designations from SEPAs online indicative Flood Map to categorise the fluvial (and coastal) flood risk and these are defined as follows:

- **High Likelihood**: A flood event is likely to occur in the defined area on average once in every ten years (1:10) or a 10% AEP chance of happening in any one year;
- **Medium likelihood**: A flood event is likely to occur in the defined area on average once in every two hundred years (1:200) or a 0.5% AEP chance of happening in any one year; and
- **Low likelihood**: A flood event is likely to occur in the defined area on average once in every thousand years (1:1000) or a 0.1% AEP chance of happening in any one year.

3. Flood Risk Assessment

3.1 Screening Assessment of Potential Source of Flood Risk

3.1.1 Overview

There are a number of potential sources of flooding which should be evaluated in accordance with best practice and SPP such as:

- Flooding from rivers or fluvial flooding;
- Flooding from the sea or tidal / coastal flooding;
- Flooding from land;
- Flooding from groundwater;
- Flooding from sewers; and
- Flooding from reservoirs, canals, and other artificial sources.

The flood risk from each of these potential sources is discussed in the following sections and a 'screening assessment' is presented in Section 3.1.8 which confirms any potential flood risk sources requiring a more detailed analysis and specification of bespoke mitigation measures.

Flood 'risk' definitions within the screening exercise are based on a qualitative technical assessment taking into account the information reviewed, risk to site users and the Proposed Development itself.

3.1.2 Fluvial Flooding

Review of SEPA's Fluvial Flood Map indicates that the development site is not located within an area at risk of flooding from fluvial sources. The nearest watercourse, the Cotty Burn is located on the opposite side of the A199 and A1 road network and is not considered within SEPA's Fluvial Flood Mapping due to its small catchment size.

Taking the above into account it is considered that there is '**No Risk**' of fluvial flooding to the site and is therefore not considered further.

As such, with reference to Section 2.2 previously the proposed development as *Least Vulnerable Use* is suitable at the proposed site location in flood risk planning policy terms.

3.1.3 Tidal/Coastal Flooding

The site is located sufficiently inland from tidally influenced waters and the coast, thus is not subject to tidal or coastal flood risk and is designated as **'No Risk'** to the site.

Flooding from this source is therefore not considered further in the assessment.

3.1.4 Flooding from Land (Pluvial or Surface Water Flooding)

Review of SEPA's Surface Water Flood Map shows no areas of flooding from surface water within the site boundary. The closest areas of identified surface water flooding are located on the opposite side of the local road network and attributed to the Cotty Burn.

Taking the above into account it is considered that there is '**Low Risk**' of surface water flooding to the site and is therefore not considered further.

3.1.5 Groundwater Flooding

Review of SEPA's Groundwater Flood Map indicates the site and the surrounding local area is not located within a groundwater flood risk area.

Taking the above into account it is considered that the site is at **'Low Risk'** of groundwater flooding and therefore flooding from this source is not considered further.

3.1.6 Flooding from Sewers / Drainage Systems

ELC highway drainage is located near to the site and the main drain line is known to cross through the site from south to north. ELC confirmed the manhole within the site extents is approximately 1.8m deep. In the unlikely event of water surcharging from the manhole, flood waters would shed towards the A199, following the existing topography and re-enter the highway drainage system further downgradient. No Scottish water sewers are located within the vicinity of the site.

Taking the above into account it is considered that there is '**Low Risk**' of flooding to the development site from sewers and drainage systems and therefore this source is not considered further in the assessment.

3.1.7 Flooding from Infrastructure Failure / Blockage

Review of SEPA's Reservoir Flood Mapping indicates that there are no significant impoundments of water immediately upgradient and in hydraulic continuity with the site which would pose a flood risk in the event of failure.

There are no other known water infrastructure features at / in proximity to the site which would pose a material flood risk in the event of failure.

As such it is considered that the development site is at '**No Risk**' of flooding from this source.

3.1.8 Flood Risk Screening Assessment Review

A summary of the potential flood risk to the site from the sources reviewed in presented in Table 1 below.

This 'Screening Assessment' is used to identify if any sources of flood risk are required to be investigated in more detail i.e., a 'Technical' more detailed assessment which would include consideration / specification of bespoke flood mitigation measures for the site development.

Table 1 Flood Risk Screening Assessment

Potential Flood Source	Screening Assessment of Flood Risk at Site[1]	Requiring Further Consideration i.e. Technical Assessment?
Fluvial flooding	No Risk	No
Tidal flooding	No Risk	No
Flooding from land	Low Risk	No
Groundwater flooding	Low Risk	No
Flooding from sewers / artificial drains	Low Risk	No
Flooding due to infrastructure failure / blockage	No Risk	No

Notes: [1]only Flood Risks designated as being 'medium' or 'high' warrant further investigation

All potential sources of flooding are not applicable or insignificant and therefore not considered further.

3.2 Climate Change

3.2.1 Context

The most recent Climate Change (CC) projections published by The UK Climate Impacts Programme are presented in report 'UKCP18'. Central estimates published in UKCP18 indicate marked increases in winter rainfall and decrease in summer rainfall but with more intense storms under all CO2 emissions scenarios across the majority of the country.

SEPA's most recent climate change allowances were published in April 2019[5] and are based on UKCP18 findings in conjunction with The Centre for Ecology and Hydrology's (CEH) 2011 study[6] that is based on UKCP09 projections.

A climate change allowance in drainage and flood risk assessment terms is a prediction of anticipated change in peak river flow, peak rainfall intensity and sea level rise caused by future climate change.

The allowances applied for sea level rise and/or peak river flow are determined by river basin regions across Scotland. Peak rainfall intensity allowances are categorised into two regions of Scotland, east and west. SEPA have developed a web map[7] to allow any location in Scotland to be identified for its applicable climate change uplift allowances.

3.2.2 Peak River flow

Peak river flow allowances are not applicable within this assessment as they are only considered for catchments greater than 30km^2 and there are no catchments of this size considered to pose a risk to the proposed development.

3.2.3 Peak rainfall intensity

Using SEPA's online map service, the site is located within the Forth river basin region. The peak rainfall intensity allowance until 2100 for this region is a 39% uplift. This uplift has been included within the proposed surface water drainage design.

3.2.4 Sea Level Rise

The site is not located on the coast or in an area affected by tidally driven waters and thus consideration of sea level rises influenced by climate change is not required.

4. Surface Water Drainage Strategy

4.1 Design Overview

The management of surface water drainage from the development has been developed taking due cognisance of national and local guidance – as follows:

- CIRIA, Report C753 – the SuDS Manual, 2015
- CIRIA, Report C635 – Designing for Exceedance in Urban Drainage, Good Practice (2006)
- East Lothian Council (2018) Sustainable Drainage Systems (SuDS) Supplementary Planning Guidance;
- SEPA, WAT-RM-08 – Sustainable Urban Drainage Systems (SuDS), 2014
- Scottish Water – Sewers for Scotland v4, 2018
- Scottish Government – Building Standards Technical Handbook (non-domestic), 2022

All positively drained infrastructure (impermeable surfaces and cabin roofs) are to discharge to a proposed SuDS swale located along the southern edge of the site boundary. Discharge from the swale will be controlled by a HydroBrake Optimum (or similar) to the required pre-development runoff rates and discharge to the adjacent highway drainage.

The dedicated wash bays will be constructed as to ensure any wash water is contained within the bays (graded towards central collection gullies) and does not freely discharge into the surrounding surface water drainage system (see Section 5 for further details). Similarly, the surrounding development area will be graded as such to ensure no additional surface water flows enter the wash

[5] Scottish Environment Protection Agency (2019) Climate change allowances for flood risk assessment in land use planning
[6] Centre for Ecology & Hydrology (2011) An assessment of the vulnerability of Scotland's river catchments and coasts to the impacts of climate change
[7] SEPA Climate Change Allowances for Flood Risk Assessment in Land Use Planning: https://sepaweb.maps.arcgis.com/apps/webappviewer/index.html?id=a01f82dbc66145f4a4b558d7b840f51a&extent=-2086266.4068%2C6926044.231%2C1044594.2717%2C9056497.0833%2C102100

bays area with the entrance and exit points fitted with linear drainage to convey runoff away from the wash bay area.

An overview of the proposed surface water drainage design is provided in Drawing FRDA-003.

4.2 Design Criteria

4.2.1 Drainage Discharge Locations

In accordance with the aforementioned guidance documents, the hierarchy of favoured disposal options for surface water runoff from development sites is as follows:

1. Infiltration to Ground;
2. Discharge to Surface Waters; or
3. Discharge to Sewer.

Table 2 below discusses the disposal method suitability in the context of the site and proposed development.

Table 2 Suitability of Surface Water Disposal Methods

Surface Water Disposal Method	Suitability Description	Method Suitable? (Y/N)
Infiltration to Ground	Review of the online geology mapping indicates superficial deposits across the site are Till Diamicton (predominantly clay). Review of freely available adjacent BGS Borehole Logs confirms this, thus indicating poor infiltration potential of the underlying geology.	N
Surface Water Discharge	The closest watercourse is located on the opposite side of the A199 and A1 therefore no discharge route to this watercourse is viable.	N
Sewer Discharge	The site currently drains to the A199 highway drainage and as such the proposed development is able to connect to this drainage (as agreed with ELC Flood Protection Team) albeit in a more formalised manner.	Y

Taking the above into account it is proposed that controlled surface water runoff from the developed site is positively discharged to the adjacent highway drainage. This mimics the existing hydrological regime at site, albeit in a more formalised and controlled manner.

4.2.2 Discharge Rate

Consultation with ELC Flood Protection Team (see Appendix A) indicated that the discharge from the site should be no greater than the lesser of:

- 5 l/s/ha
- Existing runoff rates

Given that the existing site is mostly impermeable, the existing discharge rates will be greater 5 l/s/ha for large storm events and thus it is proposed to limit the discharge from the proposed development to 5 l/s/ha for all design storm events. With the total impermeable area of the site being approximately 0.055ha, the limiting discharge rate for the site is calculated to be 0.3 l/s.

4.2.3 Water Quality Review (Simple Index Approach)

In accordance with CIRIA Report C753 and Fife Council's Guidelines it is necessary to undertake a 'Water Quality Risk Management' assessment to determine the suitability of SuDS methods from a water quality perspective. The approach outlined below is based on the 'Simple Index Approach' for discharge to surface waters as detailed in the SuDS Manual (Section 26.7, Tables 26.2 and 26.3).

Table 3 below compares the *SuDS Mitigation Indices* (MI) against the maximum Pollution Hazard Index (PI) for the proposed development. This is based on the application of a SuDS swale.

Table 3 SuDS Water Quality Design Criteria: Index Approach Review

Land Use	Pollution Hazard and SuDS Mitigation Indices Comparison					
	Total Suspended Solids (TSS)		*Metals*		*Hydro-Carbons*	
	Pollution Index	Mitigation Index	Pollution Index	Mitigation Index	Pollution Index	Mitigation Index
Low Traffic Roads	0.5	0.5	0.4	0.6	0.4	0.6

The *SuDS Mitigation Index* offered by the proposed SuDS is ≥ *Pollution Hazard Index* therefore the water quality assessment criteria is satisfied.

4.3 SuDS Performance Review

4.3.1 Key Design Details

The SuDS swale has been sized to accommodate the 1:200yr plus 39% climate change event, and details are presented in Drawing FRDA-003. The key design parameters / geometry are summarised in Table 4 below.

Table 4 SuDS Swale Summary Design Details

Parameter	Unit	Value	*Notes*
Total depth	m	0.5	*Measured from AutoCad design*
Storage area	m^2	112	*Measured from AutoCad design*
Side Slopes	1 in X	1	*Measured from AutoCad design*
Design discharge rate	l/s	0.3	*To be provided by HydroBrake Optimum unit or similar approved.*
Design storage volume	m^3	41.5	*Measured from MicroDrainage*

It is noted that restricting flow rates to 0.3l/s will require a small diameter HydroBrake (29mm). Therefore, to reduce the likelihood of the outlet becoming blocked, a litter screen / grating shall be incorporated into the outlet headwall to capture litter and other debris that have the potential to block the HydroBrake outlet. A 100mm Ø overflow pipe will also be installed above the maximum design water level in the swale which bypasses the HydroBrake, this will allow the facility to safely discharge in the event blockage does occur and to safely pass any exceedance events.

4.3.2 Hydraulic Analysis

The SuDS system has been modelled using the industry standard MicroDrainage software suite and a summary of the modelling results is included as Table 5 below.

The results confirm that surface water runoff generated from the proposed development can be attenuated and discharged at rates less than or equal to 5 l/s/ha, as required by ELC following consultation, for all design events up to and including the 200yr + 39% CC event.

Table 5 SuDS Swale Hydraulic Modelling Summary

Return Period Event (1 in X)	Max. Water Depth (m)	Freeboard Allowance (mm)	Max Outflow Rate (l/s)	Storage Volume (m^3)	Critical Storm Duration (hours)
2	0.091	409	0.3	5.5	8
10	0.135	365	0.3	8.6	10
30	0.176	324	0.3	11.5	12
100	0.233	267	0.3	15.9	12
200	0.274	226	0.3	19.3	12
200 + 39% CC	0.387	113	0.3	29.6	16

As can be seen from Table 5, a suitable freeboard allowance from the design event to the swale crest has also been included which provides additional design contingency.

Full copies of the hydraulic modelling and model details are enclosed as Appendix B.

5. Car Washing Operations Drainage Strategy

5.1 Design Overview

The Client's proposed method for managing wash water arising from the site operations shall mimic the strategy already in place at Gleam Machine's existing site in Dunbar. Wash water is collected within the wash bays and drained to an underground 3-stage interception treatment system. This system passes the wash water through 3 separate tanks which removes contaminants (solids, oils, wash products) from the water prior to discharge. The Dunbar site has an agreement in place with Scottish Water to discharge the treated wash water into the existing nearby public surface water sewer. As part of the treatment method, the underground tanks are cleared out approximately every 3 years to remove the sludge and solids accumulated from the treatment process.

The final design of the 3-stage interception system will be provided at a later stage / post-planning by the client's preferred supplier of these systems.

5.2 Proposed Discharge Strategy

Similar to the existing Dunbar site, a low rate of outflow from the treatment system will require to be formally discharged. It is proposed that this treated water is discharged to the adjacent highway drainage system, similar to the proposed surface water drainage discharge strategy. ELC Flood Protection Team have been consulted on the proposed discharge strategy (see Appendix A) but have not provided comment at the time of writing.

5.3 Proposed Discharge Rate

The proposed discharge rate has been calculated using information obtained from the Transport Statement document submitted as part of the planning submission and information obtained from the client. The anticipated hourly number of cars and typical water usage per wash enables the instantaneous outflow from the treatment system to be estimated. The calculations are summarised in Table 6 below. It is noted that the calculations do not consider any attenuation provided within the treatment system and thus is considered a conservative assessment.

Table 6 Treated Wash Water Discharge Rate Calculations

Parameter	Unit	Value	Notes
Number of cars per hours	-	5	*Taken from Transport Statement*
Daily hours of operation	Hours	12	*Taken from Transport Statement*
Total expected daily cars	Hours	60	

Parameter	Unit	Value	Notes
Water usage per car	Litres	40	*Advised by Gleam Machine*
Total daily water usage	Litres	2,400	
Maximum instantaneous flow	Litres / second	0.027	

Table 6 above shows that the maximum instantaneous outflow from the treatment system (without any attenuation within the tanks) is approximately 0.027 l/s. The proposal to discharge the treated wash water to the highway drainage in conjunction with the surface water drainage would result in a total increase of less than 10% (in comparison to surface water drainage only) of flows to the highway drain. It is noted however, that during extreme design events for which the surface water discharge rate is at its maximum (0.3 l/s), it is highly unlikely that the car wash will be experiencing the expected number of hourly customers and the discharge rate of the treated wash water is likely to be much lower compared to times of dry weather.

The combination of surface water and treated wash water discharges to the existing highway drainage will nevertheless result in a significant reduction in flows from the site compared to existing uncontrolled conditions (impermeable surfaces directly draining to highway gullies without any attenuation or treatment).

6. Foul Drainage Strategy

6.1 Overview

Given the absence of foul water sewers near to the site and considering the minimal foul water risings expected from the site operation (basic welfare facilities to be provided for the small number of staff), the client proposes to collect foul water from the site and store in an above ground tank fitted beneath the welfare cabin (sit on tank or similar). The tank will be periodically emptied by a licenced waste carrier and sent to a waste water treatment works for treatment and disposal.

The final sizing and design of the waste water storage tank and information on the removal frequency will be provided at a later stage post-planning by the client's preferred supplier / contractor.

7. Closure

Gondolin Land and Water Ltd (Gondolin) has been appointed by APT Planning to prepare a Flood Risk and Drainage Assessment (FRDA) Report in support of a planning application for a proposed car wash located adjacent to the A1 Oaktree junction, Haddington, East Lothian.

In accordance with Scottish Planning Policy (SPP), all potential sources of flooding to the site have been considered. The Flood Risk Screening Assessment confirms that the site is overall at 'low risk' or lower from flooding from all sources and thus no bespoke flood mitigation measures or further assessment is required.

This report assesses the potential increase in surface water runoff attributed to the proposed development and proposes a surface water management strategy to manage this. The strategy is in accordance with sustainable drainage principles and allows the site to remain free of flooding during design storm events, whilst ensuring no increase of flood risk to offsite receptors and ensures no deterioration of the water environment. The proposed discharge to the existing ELC highways drains has been agreed with the ELC Flood Protection Team.

This report provides details on the proposed wash water treatment and discharge strategy. The proposed strategy mimics the client's existing car wash site in Dunbar, where wash water is collected, treated on-site and discharged to the Scottish Water surface water sewer located nearby. It is proposed a similar approach is taken for the proposed development, with the treated wash water discharging to the adjacent ELC highways drainage as per the surface water drainage proposals.

Finally, this report confirms that foul water arisings from the site will be conveyed and stored within a tank fitted beneath the welfare cabin and periodically removed from site via a licensed waster carrier and sent to a waste water treatment works for treatment and disposal.

Taking all of the above into account it is considered there is no impediment to the development proposals being granted planning permission on the grounds of flood risk and drainage provision.

Appendix A

ELC Flood Protection Team Consultation

Stephen Donnan

From: Stephen Donnan
Sent: 19 December 2022 17:13
To: Chalmers, Ian
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Ian,

No problem, thanks for getting back to me. And yes I had understood your initial comments but was just seeking clarification as there seemed to be a discrepancy in position between yourself and the highways team. Thanks for the clarification.

I have been speaking with the client about a similar site he has in Dunbar. I am awaiting further details / clarification but he has informed me that they have a wash water treatment system installed at the site and treated water eventually discharges to a nearby Scottish Water sewer. I need further details of the treatment system to fully understand what is currently in place and potentially being proposed for the Haddington site. If this treatment system can demonstrate that the car wash water is suitably treated, would it be viable to discharge this to the highway drain also? The discharge rates would be minimal (approx. 0.1l/s) but nevertheless considered within the total discharge rate calculations with stormwater to ensure the combined discharge rate is in accordance with your requirements.

Regards,
Stephen

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From: Chalmers, Ian <ichalmers@eastlothian.gov.uk>
Sent: 19 December 2022 17:07
To: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Stephen,

Apologies for the delay, my position is along the lines of previously; we would need to ensure there is no increased flood risk to our road network so any increase in water would need to be attenuated. Therefore, if the comments below are adhered to, I would be comfortable with attenuated discharge into the existing drain.

Previous comments;

"It is noted that the proposal would not "increase the impermeable area" on site. Given the operations, although the impermeable area has not increased, there is a risk of increased flow into the system. However, you have stated that "No runoff arising from the car washing operations would be permitted to enter the highway drainage, this would be managed on site and discharged via other means"; this is required.

The key requirements I would have are;

- Surface water runoff (excluding for carwash operations) is attenuated to at least 5/l/s/Ha or the existing runoff rates, whichever is lower.
    - SUDS attenuation and/or treatment installed for surface water runoff
- Car washing operations flow is managed on site and discharged via other means

To submit:

- Details of the surface water runoff attenuation (excluding for carwash operations)
- How the car washing operation water/flow will be managed and discharged (and flow rates for this)

Please see a link to our SUDS Supplementary Guidance for your information - SuDS SPG | East Lothian Council"

Many Thanks,

Ian Chalmers
Senior Engineer – Flood Protection

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 19 December 2022 14:42
To: Chalmers, Ian <ichalmers@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Ian,

The client is keen to get an application submitted this side of Christmas and the discharge strategy is critical to this. Would you be able to confirm ELC are happy with surface water being discharged to the highway drain (with suitable attenuation).

Regards,
Stephen

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From: Stephen Donnan
Sent: 13 December 2022 10:37
To: Chalmers, Ian <ichalmers@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Ian,

Hope you are well. Following Derek's email below do you have any further comment on the proposals?

Regards,
Stephen

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From: Flynn, Derek <dflynn@eastlothian.gov.uk>
Sent: 06 December 2022 19:44
To: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>; ichalmer@eastlothian.gov.uk
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>;

Chalmers, Ian <ichalmers@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Stephen,
I will leave this one in with the flooding team to advise.
Regards
Derek

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 06 December 2022 18:53
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>; ichalmer@eastlothian.gov.uk
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>; Chalmers, Ian <ichalmers@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Folks,

Have you had a chance to review the below?

Regards,
Stephen

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From: Stephen Donnan
Sent: 25 November 2022 14:15
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>; ichalmer@eastlothian.gov.uk
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>; ichalmers@eastlothian.gov.uk
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Apologies – Ian cc'd in correctly this time round

Stephen Donnan | Associate Director | Gondolin Land & Water Ltd
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From: Stephen Donnan
Sent: 25 November 2022 14:12
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>; ichalmer@eastlothian.gov.uk
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Derek,

Thanks for your reply. I received the attached email from Ian in the Flood Protection Team (cc'd) earlier in the week. I had read this as acceptance to discharge to the highway drainage, unless I have misinterpreted your email @Ian?

Regards,
Stephen

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From: Flynn, Derek <dflynn@eastlothian.gov.uk>
Sent: 25 November 2022 13:51
To: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Stephen,
Once I had your inquiry we had to prove who the manhole belongs to. At that point I dye tested gullies and proved this is our catchpit and the gullies are connected to that system. We do not have any more further information than that and therefore cannot agree for you to use it.
Kind regards
Derek

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 21 November 2022 10:44
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Derek,

Apologies for the delay in getting back to you, I've been off on leave. Thanks for the information below, and an additional thanks if you undertook the dye testing as a result of our conversation. Just for clarity, I was enquiring if you had any drainage plans of the wider area to aid in understanding where the drainage on the A199 goes to.

Can I Just confirm that ELC will not accept a discharge from the site to the existing highways drainage, even if we could agree on a significant reduction of flows to the system, therefore providing ELC with a benefit?

Regards,
Stephen

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From: Flynn, Derek <dflynn@eastlothian.gov.uk>
Sent: 11 November 2022 15:32
To: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Stephen,
We do not have any drawing of this pipe work. I have dye tested the road side gullies and proved they are connected to the Silt trap manhole in the photo which is about 1.8m deep and a 150mm pipe with the water running towards the roundabout, that's as much as we know.
Regards
Derek

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 10 November 2022 10:00
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Derek,

Thanks. We have a couple of options we are considering for surface water disposal but this is something we could look into and commission a cctv survey of the drainage. Is it possible to get any mapping of the local highway drainage you have knowledge of? Might help us decipher where these runs discharge to. From a quick look at the topography I would guess that the drainage on the A199 would connect into the drainage on the B6471 back towards Haddington as it is really the only route downhill.

Regards,
Stephen

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From: Flynn, Derek <dflynn@eastlothian.gov.uk>
Sent: 10 November 2022 09:41
To: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Stephen,
I think we would need a condition survey as well. We have no idea of the size of pipes or what material they are made from or how old they are. This is something we have inherited when this road was part of the A1 many years ago.
Regards
Derek

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 09 November 2022 16:04
To: Flynn, Derek <dflynn@eastlothian.gov.uk>; Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi Derek,

Thanks for the prompt response. Out of curiosity, if ELC were aware of where the outlet flows to, would the proposal be agreeable? Obviously this is not likely to happen, I would just like to know for reference.

Regards,
Stephen

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From: Flynn, Derek <dflynn@eastlothian.gov.uk>
Sent: 09 November 2022 15:36
To: Road Services <roadservices@eastlothian.gov.uk>; Road Works <roadworks@eastlothian.gov.uk>; Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: RE: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi there,
The catch pit and gullies are maintained by ELC but we do not have any information were the outlet flows. So unfortunately we cannot agree to use this system to connect your surface water to.
Kind regards
Derek Flynn
07767986345

From: Road Services <roadservices@eastlothian.gov.uk>
Sent: 09 November 2022 10:47
To: Road Works <roadworks@eastlothian.gov.uk>
Cc: Peckham, Gary <gpeckham@eastlothian.gov.uk>; Flynn, Derek <dflynn@eastlothian.gov.uk>; Boardman, Mark <mboardman@eastlothian.gov.uk>
Subject: FW: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Hi

Can Someone help this person out?

Thanks

Shirley

From: Stephen Donnan <stephen.donnan@gondolinltd.co.uk>
Sent: 09 November 2022 10:10
To: Road Services <roadservices@eastlothian.gov.uk>
Subject: Proposed Car Wash Facility - East of Oaktree Junction, A199, Haddington

Good Morning,

I am currently assisting a developer to provide a drainage solution for a proposed car wash facility located as per the screenshot below. From the attached annotated street view image, it is clear that the site currently drains to the highway drainage on the A199. Could the road services team please confirm the following:

- Given surface water drainage from the site area currently drains to your asset, would it be acceptable for surface water drainage from the operational development to continue draining in this fashion? The proposed development would not result in a marked increase of impermeable area and SuDS measures would be provided to treat and attenuate flows prior to discharge (e.g., filter strips, filter drains etc.) to ensure equal or less runoff rates to your asset than the current situation. No runoff arising from the car washing operations would be permitted to enter the highway drainage, this would be manged on site and discharged via other means.
- Can the road services team provide asset plans for the area or advise where their pipework is located. The attached image highlights and manhole cover within the site boundary, is this the road of the highway sewer? If so, are you able to advise on approximate depth?

Kind Regards,
Stephen

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Appendix B

MicroDrainage Modelling Extracts

Rainfall Details

Rainfall Model	FSR	Winter Storms	Yes
Return Period (years)	2	Cv (Summer)	0.750
Region	Scotland and Ireland	Cv (Winter)	0.840
M5-60 (mm)	12.200	Shortest Storm (mins)	15
Ratio R	0.250	Longest Storm (mins)	10080
Summer Storms	Yes	Climate Change %	+0

Time Area Diagram

Total Area (ha) 0.050

Time (mins) From:	To:	Area (ha)
0	4	0.050

Model Details

Storage is Online Cover Level (m) 0.500

Tank or Pond Structure

Invert Level (m) 0.000

Depth (m)	Area (m²)	Depth (m)	Area (m²)
0.000	57.0	0.500	112.0

Hydro-Brake® Optimum Outflow Control

Unit Reference	MD-SHE-0029-3000-0500-3000
Design Head (m)	0.500
Design Flow (l/s)	0.3
Flush-Flo™	Calculated
Objective	Minimise upstream storage
Application	Surface
Sump Available	Yes
Diameter (mm)	29
Invert Level (m)	0.000
Minimum Outlet Pipe Diameter (mm)	75
Suggested Manhole Diameter (mm)	1200

Control Points	Head (m)	Flow (l/s)
Design Point (Calculated)	0.500	0.3
Flush-Flo™	0.127	0.3
Kick-Flo®	0.256	0.2
Mean Flow over Head Range	-	0.2

The hydrological calculations have been based on the Head/Discharge relationship for the Hydro-Brake® Optimum as specified. Should another type of control device other than a Hydro-Brake Optimum® be utilised then these storage routing calculations will be invalidated

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	0.3	1.200	0.4	3.000	0.7	7.000	1.0
0.200	0.3	1.400	0.5	3.500	0.7	7.500	1.0
0.300	0.2	1.600	0.5	4.000	0.7	8.000	1.0
0.400	0.3	1.800	0.5	4.500	0.8	8.500	1.1
0.500	0.3	2.000	0.5	5.000	0.8	9.000	1.1
0.600	0.3	2.200	0.6	5.500	0.9	9.500	1.1
0.800	0.4	2.400	0.6	6.000	0.9		
1.000	0.4	2.600	0.6	6.500	0.9		

Summary of Results for 2 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	0.033	0.033	0.2	1.9	O K
30 min Summer	0.044	0.044	0.2	2.6	O K
60 min Summer	0.055	0.055	0.2	3.3	O K
120 min Summer	0.066	0.066	0.2	4.0	O K
180 min Summer	0.072	0.072	0.3	4.4	O K
240 min Summer	0.076	0.076	0.3	4.6	O K
360 min Summer	0.080	0.080	0.3	4.9	O K
480 min Summer	0.083	0.083	0.3	5.0	O K
600 min Summer	0.084	0.084	0.3	5.1	O K
720 min Summer	0.084	0.084	0.3	5.1	O K
960 min Summer	0.083	0.083	0.3	5.0	O K
1440 min Summer	0.078	0.078	0.3	4.7	O K
2160 min Summer	0.070	0.070	0.2	4.2	O K
2880 min Summer	0.062	0.062	0.2	3.7	O K
4320 min Summer	0.051	0.051	0.2	3.1	O K
5760 min Summer	0.045	0.045	0.2	2.6	O K
7200 min Summer	0.040	0.040	0.2	2.3	O K
8640 min Summer	0.036	0.036	0.2	2.1	O K
10080 min Summer	0.033	0.033	0.2	1.9	O K
15 min Winter	0.037	0.037	0.2	2.2	O K
30 min Winter	0.049	0.049	0.2	2.9	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	21.691	0.0	1.9	18
30 min Summer	14.970	0.0	2.7	32
60 min Summer	10.058	0.0	3.7	62
120 min Summer	6.660	0.0	4.9	114
180 min Summer	5.212	0.0	5.8	146
240 min Summer	4.368	0.0	6.5	178
360 min Summer	3.385	0.0	7.5	248
480 min Summer	2.836	0.0	8.4	320
600 min Summer	2.476	0.0	9.2	388
720 min Summer	2.213	0.0	9.9	458
960 min Summer	1.852	0.0	11.0	596
1440 min Summer	1.441	0.0	12.8	864
2160 min Summer	1.121	0.0	15.1	1236
2880 min Summer	0.938	0.0	16.8	1612
4320 min Summer	0.728	0.0	19.5	2296
5760 min Summer	0.608	0.0	21.8	3008
7200 min Summer	0.529	0.0	23.7	3744
8640 min Summer	0.471	0.0	25.4	4488
10080 min Summer	0.427	0.0	26.8	5152
15 min Winter	21.691	0.0	2.1	18
30 min Winter	14.970	0.0	3.0	32

Summary of Results for 2 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	0.062	0.062	0.2	3.7	O K
120 min Winter	0.075	0.075	0.3	4.5	O K
180 min Winter	0.081	0.081	0.3	4.9	O K
240 min Winter	0.085	0.085	0.3	5.2	O K
360 min Winter	0.089	0.089	0.3	5.4	O K
480 min Winter	0.091	0.091	0.3	5.5	O K
600 min Winter	0.091	0.091	0.3	5.6	O K
720 min Winter	0.090	0.090	0.3	5.5	O K
960 min Winter	0.086	0.086	0.3	5.3	O K
1440 min Winter	0.077	0.077	0.3	4.7	O K
2160 min Winter	0.063	0.063	0.2	3.8	O K
2880 min Winter	0.053	0.053	0.2	3.2	O K
4320 min Winter	0.042	0.042	0.2	2.5	O K
5760 min Winter	0.035	0.035	0.2	2.1	O K
7200 min Winter	0.031	0.031	0.2	1.8	O K
8640 min Winter	0.028	0.028	0.1	1.6	O K
10080 min Winter	0.026	0.026	0.1	1.5	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	10.058	0.0	4.2	60
120 min Winter	6.660	0.0	5.5	116
180 min Winter	5.212	0.0	6.5	168
240 min Winter	4.368	0.0	7.3	192
360 min Winter	3.385	0.0	8.4	270
480 min Winter	2.836	0.0	9.4	348
600 min Winter	2.476	0.0	10.3	424
720 min Winter	2.213	0.0	11.1	498
960 min Winter	1.852	0.0	12.3	642
1440 min Winter	1.441	0.0	14.4	910
2160 min Winter	1.121	0.0	16.9	1296
2880 min Winter	0.938	0.0	18.9	1640
4320 min Winter	0.728	0.0	21.9	2340
5760 min Winter	0.608	0.0	24.5	3056
7200 min Winter	0.529	0.0	26.6	3752
8640 min Winter	0.471	0.0	28.4	4488
10080 min Winter	0.427	0.0	30.0	5184

Summary of Results for 10 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	0.047	0.047	0.2	2.8	O K
30 min Summer	0.063	0.063	0.2	3.8	O K
60 min Summer	0.081	0.081	0.3	4.9	O K
120 min Summer	0.097	0.097	0.3	6.0	O K
180 min Summer	0.105	0.105	0.3	6.5	O K
240 min Summer	0.110	0.110	0.3	6.9	O K
360 min Summer	0.116	0.116	0.3	7.3	O K
480 min Summer	0.120	0.120	0.3	7.5	O K
600 min Summer	0.121	0.121	0.3	7.6	O K
720 min Summer	0.122	0.122	0.3	7.7	O K
960 min Summer	0.121	0.121	0.3	7.6	O K
1440 min Summer	0.116	0.116	0.3	7.3	O K
2160 min Summer	0.106	0.106	0.3	6.5	O K
2880 min Summer	0.095	0.095	0.3	5.8	O K
4320 min Summer	0.077	0.077	0.3	4.6	O K
5760 min Summer	0.063	0.063	0.2	3.8	O K
7200 min Summer	0.053	0.053	0.2	3.2	O K
8640 min Summer	0.048	0.048	0.2	2.8	O K
10080 min Summer	0.043	0.043	0.2	2.6	O K
15 min Winter	0.053	0.053	0.2	3.1	O K
30 min Winter	0.071	0.071	0.3	4.3	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	31.222	0.0	2.8	18
30 min Summer	21.702	0.0	3.9	33
60 min Summer	14.569	0.0	5.4	62
120 min Summer	9.536	0.0	7.1	120
180 min Summer	7.394	0.0	8.2	174
240 min Summer	6.161	0.0	9.2	206
360 min Summer	4.755	0.0	10.6	272
480 min Summer	3.953	0.0	11.8	340
600 min Summer	3.424	0.0	12.7	410
720 min Summer	3.044	0.0	13.6	482
960 min Summer	2.527	0.0	15.1	618
1440 min Summer	1.943	0.0	17.4	894
2160 min Summer	1.493	0.0	20.1	1296
2880 min Summer	1.239	0.0	22.2	1672
4320 min Summer	0.952	0.0	25.6	2380
5760 min Summer	0.789	0.0	28.4	3104
7200 min Summer	0.682	0.0	30.7	3752
8640 min Summer	0.606	0.0	32.6	4496
10080 min Summer	0.548	0.0	34.4	5240
15 min Winter	31.222	0.0	3.1	18
30 min Winter	21.702	0.0	4.4	32

Summary of Results for 10 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	0.090	0.090	0.3	5.5	O K
120 min Winter	0.109	0.109	0.3	6.8	O K
180 min Winter	0.119	0.119	0.3	7.5	O K
240 min Winter	0.125	0.125	0.3	7.9	O K
360 min Winter	0.131	0.131	0.3	8.3	O K
480 min Winter	0.134	0.134	0.3	8.5	O K
600 min Winter	0.135	0.135	0.3	8.6	O K
720 min Winter	0.135	0.135	0.3	8.5	O K
960 min Winter	0.132	0.132	0.3	8.3	O K
1440 min Winter	0.121	0.121	0.3	7.6	O K
2160 min Winter	0.103	0.103	0.3	6.3	O K
2880 min Winter	0.085	0.085	0.3	5.2	O K
4320 min Winter	0.060	0.060	0.2	3.6	O K
5760 min Winter	0.048	0.048	0.2	2.8	O K
7200 min Winter	0.041	0.041	0.2	2.4	O K
8640 min Winter	0.036	0.036	0.2	2.1	O K
10080 min Winter	0.032	0.032	0.2	1.9	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	14.569	0.0	6.0	62
120 min Winter	9.536	0.0	7.9	118
180 min Winter	7.394	0.0	9.2	174
240 min Winter	6.161	0.0	10.3	228
360 min Winter	4.755	0.0	11.9	292
480 min Winter	3.953	0.0	13.2	368
600 min Winter	3.424	0.0	14.3	448
720 min Winter	3.044	0.0	15.2	526
960 min Winter	2.527	0.0	16.9	676
1440 min Winter	1.943	0.0	19.4	966
2160 min Winter	1.493	0.0	22.5	1364
2880 min Winter	1.239	0.0	24.9	1732
4320 min Winter	0.952	0.0	28.7	2424
5760 min Winter	0.789	0.0	31.8	3112
7200 min Winter	0.682	0.0	34.3	3816
8640 min Winter	0.606	0.0	36.6	4504
10080 min Winter	0.548	0.0	38.5	5240

Summary of Results for 30 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	0.059	0.059	0.2	3.5	O K
30 min Summer	0.080	0.080	0.3	4.9	O K
60 min Summer	0.103	0.103	0.3	6.4	O K
120 min Summer	0.125	0.125	0.3	7.8	O K
180 min Summer	0.136	0.136	0.3	8.6	O K
240 min Summer	0.142	0.142	0.3	9.1	O K
360 min Summer	0.149	0.149	0.3	9.6	O K
480 min Summer	0.153	0.153	0.3	9.9	O K
600 min Summer	0.156	0.156	0.3	10.0	O K
720 min Summer	0.157	0.157	0.3	10.1	O K
960 min Summer	0.157	0.157	0.3	10.1	O K
1440 min Summer	0.152	0.152	0.3	9.8	O K
2160 min Summer	0.141	0.141	0.3	9.0	O K
2880 min Summer	0.128	0.128	0.3	8.1	O K
4320 min Summer	0.105	0.105	0.3	6.5	O K
5760 min Summer	0.086	0.086	0.3	5.2	O K
7200 min Summer	0.071	0.071	0.3	4.3	O K
8640 min Summer	0.060	0.060	0.2	3.6	O K
10080 min Summer	0.053	0.053	0.2	3.2	O K
15 min Winter	0.066	0.066	0.2	4.0	O K
30 min Winter	0.089	0.089	0.3	5.5	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	39.175	0.0	3.5	18
30 min Summer	27.498	0.0	5.0	33
60 min Summer	18.574	0.0	6.9	62
120 min Summer	12.118	0.0	9.0	122
180 min Summer	9.358	0.0	10.4	180
240 min Summer	7.772	0.0	11.6	240
360 min Summer	5.964	0.0	13.3	302
480 min Summer	4.937	0.0	14.7	370
600 min Summer	4.260	0.0	15.9	434
720 min Summer	3.776	0.0	16.9	506
960 min Summer	3.119	0.0	18.6	646
1440 min Summer	2.381	0.0	21.3	924
2160 min Summer	1.816	0.0	24.5	1324
2880 min Summer	1.499	0.0	26.9	1728
4320 min Summer	1.143	0.0	30.7	2464
5760 min Summer	0.942	0.0	33.9	3168
7200 min Summer	0.811	0.0	36.4	3888
8640 min Summer	0.717	0.0	38.6	4576
10080 min Summer	0.646	0.0	40.6	5240
15 min Winter	39.175	0.0	4.0	18
30 min Winter	27.498	0.0	5.6	32

Summary of Results for 30 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	0.115	0.115	0.3	7.2	O K
120 min Winter	0.140	0.140	0.3	8.9	O K
180 min Winter	0.153	0.153	0.3	9.8	O K
240 min Winter	0.161	0.161	0.3	10.4	O K
360 min Winter	0.169	0.169	0.3	11.0	O K
480 min Winter	0.173	0.173	0.3	11.3	O K
600 min Winter	0.175	0.175	0.3	11.4	O K
720 min Winter	0.176	0.176	0.3	11.5	O K
960 min Winter	0.174	0.174	0.3	11.4	O K
1440 min Winter	0.164	0.164	0.3	10.6	O K
2160 min Winter	0.144	0.144	0.3	9.2	O K
2880 min Winter	0.123	0.123	0.3	7.7	O K
4320 min Winter	0.088	0.088	0.3	5.4	O K
5760 min Winter	0.063	0.063	0.2	3.8	O K
7200 min Winter	0.051	0.051	0.2	3.0	O K
8640 min Winter	0.044	0.044	0.2	2.6	O K
10080 min Winter	0.039	0.039	0.2	2.3	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	18.574	0.0	7.7	62
120 min Winter	12.118	0.0	10.1	120
180 min Winter	9.358	0.0	11.7	176
240 min Winter	7.772	0.0	13.0	232
360 min Winter	5.964	0.0	14.9	340
480 min Winter	4.937	0.0	16.5	398
600 min Winter	4.260	0.0	17.8	470
720 min Winter	3.776	0.0	18.9	548
960 min Winter	3.119	0.0	20.8	704
1440 min Winter	2.381	0.0	23.8	1008
2160 min Winter	1.816	0.0	27.4	1428
2880 min Winter	1.499	0.0	30.2	1820
4320 min Winter	1.143	0.0	34.4	2552
5760 min Winter	0.942	0.0	37.9	3224
7200 min Winter	0.811	0.0	40.8	3824
8640 min Winter	0.717	0.0	43.3	4576
10080 min Winter	0.646	0.0	45.5	5248

Summary of Results for 100 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	0.075	0.075	0.3	4.5	O K
30 min Summer	0.103	0.103	0.3	6.4	O K
60 min Summer	0.133	0.133	0.3	8.4	O K
120 min Summer	0.162	0.162	0.3	10.5	O K
180 min Summer	0.177	0.177	0.3	11.6	O K
240 min Summer	0.186	0.186	0.3	12.3	O K
360 min Summer	0.196	0.196	0.3	13.0	O K
480 min Summer	0.201	0.201	0.3	13.4	Flood Risk
600 min Summer	0.204	0.204	0.3	13.6	Flood Risk
720 min Summer	0.205	0.205	0.3	13.7	Flood Risk
960 min Summer	0.206	0.206	0.3	13.8	Flood Risk
1440 min Summer	0.202	0.202	0.3	13.5	Flood Risk
2160 min Summer	0.190	0.190	0.3	12.6	O K
2880 min Summer	0.177	0.177	0.3	11.6	O K
4320 min Summer	0.150	0.150	0.3	9.6	O K
5760 min Summer	0.125	0.125	0.3	7.9	O K
7200 min Summer	0.104	0.104	0.3	6.4	O K
8640 min Summer	0.087	0.087	0.3	5.3	O K
10080 min Summer	0.073	0.073	0.3	4.4	O K
15 min Winter	0.084	0.084	0.3	5.1	O K
30 min Winter	0.115	0.115	0.3	7.2	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	50.236	0.0	4.6	18
30 min Summer	35.641	0.0	6.5	33
60 min Summer	24.238	0.0	9.0	62
120 min Summer	15.758	0.0	11.7	122
180 min Summer	12.116	0.0	13.5	182
240 min Summer	10.025	0.0	14.9	240
360 min Summer	7.644	0.0	17.1	360
480 min Summer	6.298	0.0	18.8	418
600 min Summer	5.414	0.0	20.2	482
720 min Summer	4.782	0.0	21.4	550
960 min Summer	3.929	0.0	23.4	684
1440 min Summer	2.975	0.0	26.6	966
2160 min Summer	2.251	0.0	30.3	1368
2880 min Summer	1.847	0.0	33.2	1784
4320 min Summer	1.396	0.0	37.6	2552
5760 min Summer	1.144	0.0	41.1	3288
7200 min Summer	0.979	0.0	44.0	3968
8640 min Summer	0.862	0.0	46.5	4672
10080 min Summer	0.774	0.0	48.7	5344
15 min Winter	50.236	0.0	5.1	18
30 min Winter	35.641	0.0	7.3	33

Summary of Results for 100 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	0.148	0.148	0.3	9.5	O K
120 min Winter	0.181	0.181	0.3	11.9	O K
180 min Winter	0.198	0.198	0.3	13.2	O K
240 min Winter	0.210	0.210	0.3	14.1	Flood Risk
360 min Winter	0.223	0.223	0.3	15.1	Flood Risk
480 min Winter	0.229	0.229	0.3	15.6	Flood Risk
600 min Winter	0.232	0.232	0.3	15.8	Flood Risk
720 min Winter	0.233	0.233	0.3	15.9	Flood Risk
960 min Winter	0.232	0.232	0.3	15.9	Flood Risk
1440 min Winter	0.224	0.224	0.3	15.2	Flood Risk
2160 min Winter	0.204	0.204	0.3	13.7	Flood Risk
2880 min Winter	0.182	0.182	0.3	12.0	O K
4320 min Winter	0.137	0.137	0.3	8.7	O K
5760 min Winter	0.100	0.100	0.3	6.2	O K
7200 min Winter	0.074	0.074	0.3	4.4	O K
8640 min Winter	0.057	0.057	0.2	3.4	O K
10080 min Winter	0.049	0.049	0.2	2.9	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	24.238	0.0	10.1	62
120 min Winter	15.758	0.0	13.1	120
180 min Winter	12.116	0.0	15.2	178
240 min Winter	10.025	0.0	16.7	236
360 min Winter	7.644	0.0	19.2	348
480 min Winter	6.298	0.0	21.0	458
600 min Winter	5.414	0.0	22.6	564
720 min Winter	4.782	0.0	24.0	654
960 min Winter	3.929	0.0	26.2	748
1440 min Winter	2.975	0.0	29.7	1054
2160 min Winter	2.251	0.0	34.0	1496
2880 min Winter	1.847	0.0	37.2	1908
4320 min Winter	1.396	0.0	42.1	2680
5760 min Winter	1.144	0.0	46.1	3400
7200 min Winter	0.979	0.0	49.3	4032
8640 min Winter	0.862	0.0	52.1	4664
10080 min Winter	0.774	0.0	54.5	5256

Summary of Results for 200 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
15 min Summer	0.086	0.086	0.3	5.3	O K
30 min Summer	0.119	0.119	0.3	7.4	O K
60 min Summer	0.154	0.154	0.3	9.9	O K
120 min Summer	0.187	0.187	0.3	12.4	O K
180 min Summer	0.205	0.205	0.3	13.7	Flood Risk
240 min Summer	0.216	0.216	0.3	14.6	Flood Risk
360 min Summer	0.229	0.229	0.3	15.6	Flood Risk
480 min Summer	0.236	0.236	0.3	16.1	Flood Risk
600 min Summer	0.239	0.239	0.3	16.4	Flood Risk
720 min Summer	0.240	0.240	0.3	16.5	Flood Risk
960 min Summer	0.241	0.241	0.3	16.6	Flood Risk
1440 min Summer	0.237	0.237	0.3	16.2	Flood Risk
2160 min Summer	0.226	0.226	0.3	15.3	Flood Risk
2880 min Summer	0.212	0.212	0.3	14.3	Flood Risk
4320 min Summer	0.184	0.184	0.3	12.1	O K
5760 min Summer	0.156	0.156	0.3	10.0	O K
7200 min Summer	0.130	0.130	0.3	8.2	O K
8640 min Summer	0.109	0.109	0.3	6.8	O K
10080 min Summer	0.092	0.092	0.3	5.6	O K
15 min Winter	0.096	0.096	0.3	5.9	O K
30 min Winter	0.132	0.132	0.3	8.4	O K

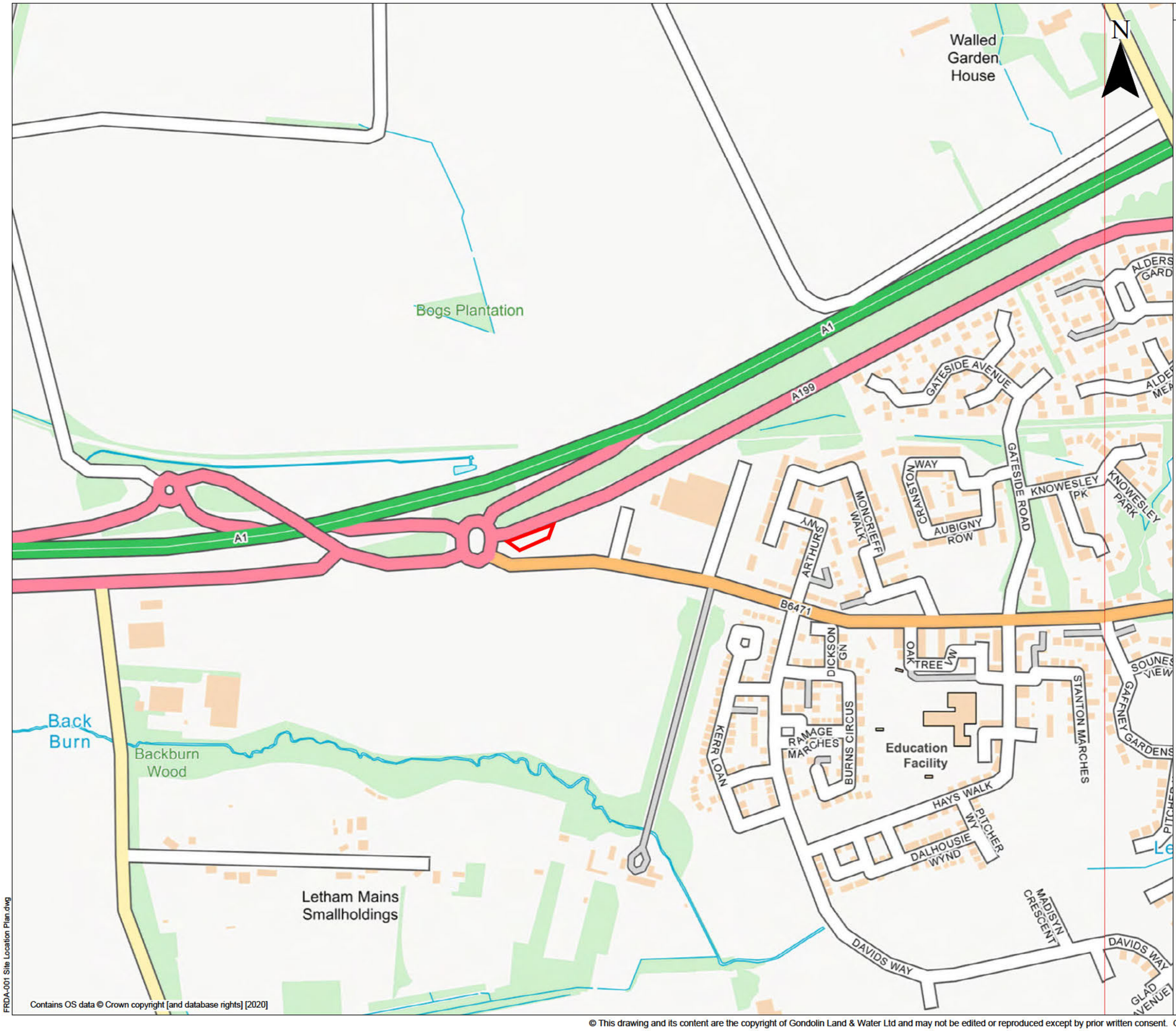
Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
15 min Summer	57.969	0.0	5.3	18
30 min Summer	41.382	0.0	7.6	33
60 min Summer	28.252	0.0	10.5	62
120 min Summer	18.330	0.0	13.7	122
180 min Summer	14.058	0.0	15.7	182
240 min Summer	11.607	0.0	17.3	242
360 min Summer	8.818	0.0	19.7	360
480 min Summer	7.246	0.0	21.6	478
600 min Summer	6.214	0.0	23.2	538
720 min Summer	5.478	0.0	24.5	602
960 min Summer	4.487	0.0	26.7	732
1440 min Summer	3.382	0.0	30.2	998
2160 min Summer	2.547	0.0	34.3	1408
2880 min Summer	2.083	0.0	37.4	1816
4320 min Summer	1.567	0.0	42.2	2596
5760 min Summer	1.279	0.0	46.0	3344
7200 min Summer	1.092	0.0	49.1	4040
8640 min Summer	0.959	0.0	51.7	4752
10080 min Summer	0.859	0.0	54.0	5448
15 min Winter	57.969	0.0	5.9	18
30 min Winter	41.382	0.0	8.5	33

Summary of Results for 200 year Return Period

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m³)	Status
60 min Winter	0.171	0.171	0.3	11.2	O K
120 min Winter	0.209	0.209	0.3	14.0	Flood Risk
180 min Winter	0.229	0.229	0.3	15.6	Flood Risk
240 min Winter	0.243	0.243	0.3	16.7	Flood Risk
360 min Winter	0.259	0.259	0.3	18.1	Flood Risk
480 min Winter	0.268	0.268	0.3	18.8	Flood Risk
600 min Winter	0.273	0.273	0.3	19.2	Flood Risk
720 min Winter	0.274	0.274	0.3	19.3	Flood Risk
960 min Winter	0.273	0.273	0.3	19.2	Flood Risk
1440 min Winter	0.267	0.267	0.3	18.8	Flood Risk
2160 min Winter	0.249	0.249	0.3	17.2	Flood Risk
2880 min Winter	0.225	0.225	0.3	15.3	Flood Risk
4320 min Winter	0.177	0.177	0.3	11.6	O K
5760 min Winter	0.133	0.133	0.3	8.4	O K
7200 min Winter	0.098	0.098	0.3	6.0	O K
8640 min Winter	0.073	0.073	0.3	4.4	O K
10080 min Winter	0.057	0.057	0.2	3.4	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m³)	Discharge Volume (m³)	Time-Peak (mins)
60 min Winter	28.252	0.0	11.8	62
120 min Winter	18.330	0.0	15.3	120
180 min Winter	14.058	0.0	17.6	178
240 min Winter	11.607	0.0	19.4	236
360 min Winter	8.818	0.0	22.1	352
480 min Winter	7.246	0.0	24.2	464
600 min Winter	6.214	0.0	25.9	576
720 min Winter	5.478	0.0	27.4	682
960 min Winter	4.487	0.0	29.9	810
1440 min Winter	3.382	0.0	33.7	1096
2160 min Winter	2.547	0.0	38.4	1556
2880 min Winter	2.083	0.0	41.9	1988
4320 min Winter	1.567	0.0	47.3	2768
5760 min Winter	1.279	0.0	51.5	3512
7200 min Winter	1.092	0.0	55.0	4176
8640 min Winter	0.959	0.0	57.9	4760
10080 min Winter	0.859	0.0	60.5	5352

Drawings



LEGEND

SITE BOUNDARY

REV	DATE	DESCRIPTION	BY	CHK
00	01/23	INTIAL ISSUE	SD	ZR

CLIENT:
GLEAM MACHINE

PROJECT:
OAKTREE JUNCTION CAR WASH

DRAWING TITLE:
SITE LOCATION PLAN

SCALE:
1:5,000 @ A3

DATE:
JANUARY 2023

DRAWING NUMBER:
FRDA-001

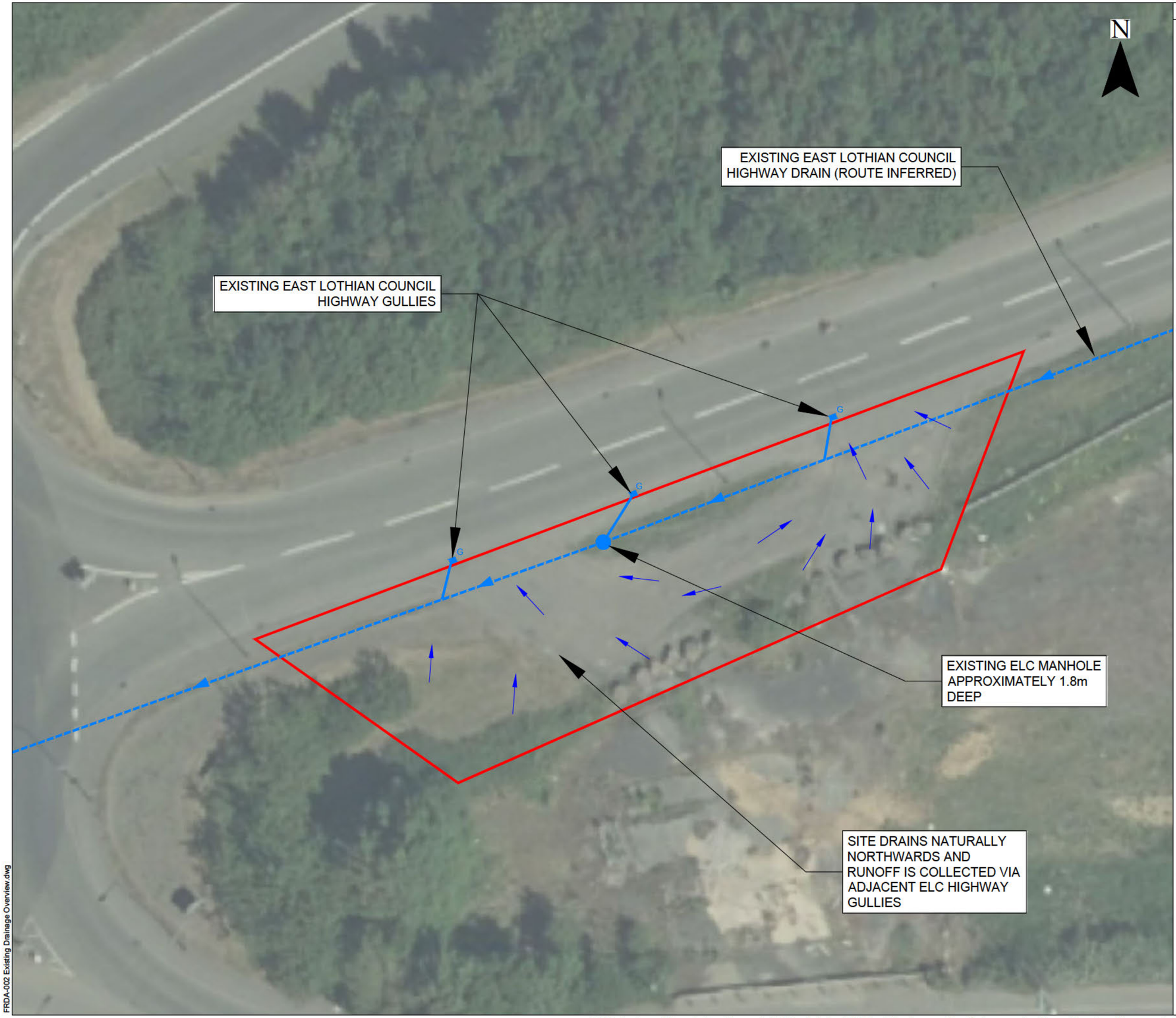
REV:
00

DRAWING STATUS:
FOR PLANNING

GONDOLIN LAND & WATER LTD
15 Quayside Street
Edinburgh
EH6 6EJ
Registered Company No. SC706920

GONDOLIN Land & Water

FRDA-001 Site Location Plan.dwg



LEGEND

- SITE BOUNDARY
- EXISTING ELC HIGHWAY DRAIN
- EXISTING ELC HIGHWAY MANHOLE CHAMBER
- EXISTING ELC GULLY
- EXISTING OVERLAND FLOW ROUTES

REV	DATE	DESCRIPTION	BY	CHK
00	01/23	INTIAL ISSUE	SD	ZR

CLIENT:
GLEAM MACHINE

PROJECT:
OAKTREE JUNCTION CAR WASH

DRAWING TITLE:
EXISTING DRAINAGE OVERVIEW

SCALE:
1:300 @ A3

DATE:
JANUARY 2023

DRAWING NUMBER:
FRDA-002

REV:
00

DRAWING STATUS:
FOR PLANNING

GONDOLIN LAND & WATER LTD
15 Quayside Street
Edinburgh
EH6 6EJ
Registered Company No. SC706920

GONDOLIN Land & Water

FRDA-002 Existing Drainage Overview.dwg

N

EXISTING EAST LOTHIAN COUNCIL HIGHWAY DRAIN (ROUTE INFERRED)

EXISTING EAST LOTHIAN COUNCIL HIGHWAY GULLIES

SITE AREAS TO BE GRADED BACK TOWARDS SWALE

CABINS TO BE FITTED WITH RAINWATER GULLIES AND CONNECTED TO ADJACENT SWALE

FOUL DRAINAGE FROM WELFARE FACILITIES TO DISCHARGE TO ABOVE GROUND STORAGE TANK FITTED BENEATH WELLFARE CABIN AND TANKERED OFFSITE WHEN REQUIRED (DESIGNED BY OTHERS)

LINEAR DRAINAGE AT WASH BAY ENTRANCE TO INTERCEPT SURFACE RUNOFF FROM WIDER SITE AREA

WASH BAY TO BE GRADED TO CENTRAL COLLECTION POINT TO PREVENT CONTAMINATED RUNOFF ENTERING SWALE

HYDROBRAKE CHAMBER TO LIMIT DISCHARGE FROM SITE TO AGREED RATES

LINEAR DRAINAGE AT WASH BAY EXIT TO INTERCEPT SURFACE RUNOFF FROM WIDER SITE AREA

PROPOSED SUDS SWALE OUTLINE DESIGN DETAILS:
- SURFACE AREA = 112m^2
- STORAGE VOLUME = 41.5m^3
- DEPTH = 0.5m
- SIDE SLOPES = 1 IN 1

WASH WATER CONTAINED WITHIN WASH BAY TO BE TREATED USING 3-STAGE INTERCEPTION TREATMENT SYSTEM (TO BE DESIGNED BY OTHERS). TREATMENT SYSTEM TO DISCHARGE TO HIGHWAY DRAINAGE SYSTEM (FINAL ROUTE TO BE CONFIRMED BY TREATMENT SYSTEM SUPPLIER)

NOTES

1. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT MANUFACTURER'S DRAWINGS AND SPECIFICATIONS.
2. ALL RELEVANT DRAINAGE ITEMS TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF 'SEWERS FOR SCOTLAND' AND/0R MANUFACTURER'S SPECIFICATION.
3. DESIGN SHOULD BE CONSIDERED PROVISIONAL AND NOT FOR CONSTRUCTION. FINAL DRAINAGE LEVELS, GRADIENTS AND ALIGNMENTS TO BE CONFIRMED AT DETAILED DESIGN STAGES.
4. EDGE PROTECTION TO BE INSTALLED AT CREST OF SWALE .

LEGEND

- SITE BOUNDARY
- PROPOSED WASH BAYS
- PROPOSED WELFARE CAB N
- PROPOSED PUMP HOUSE
- PROPOSED VALET BAYS
- PROPOSED PARKING BAYS
- EXISTING ELC HIGHWAY DRAIN
- EXISTING ELC HIGHWAY MANHOLE CHAMBER
- EXISTING ELC GULLY
- PROPOSED L NEAR DRAINAGE (ACO DRA N OR SIMILAR)
- PROPOSED CONVENTIONAL PIPEWORK
- PROPOSED SURFACE WATER NSPECTION CHAMBER
- PROPOSED HYDROBRAKE
- PROPOSED SUDS SWALE
- PROPOSED SURFACE GRAD NG
- PROPOSED WASH BAY GRAD NG

REV	DATE	DESCRIPTION	BY	CHK
00	01/23	INTIAL ISSUE	SD	ZR

CLIENT: GLEAM MACHINE

PROJECT: OAKTREE JUNCTION CAR WASH

DRAWING TITLE: **PROPOSED DRAINAGE LAYOUT**

SCALE: 1:200 @ A2

DATE: JANUARY 2023

DRAWING NUMBER: **FRDA-003**

REV: **00**

DRAWING STATUS: FOR PLANNING

GONDOLIN LAND & WATER LTD
15 Quayside Street
Edinburgh
EH6 6EJ
Registered Company No. SC706920

GONDOLIN Land & Water

FRDA-003 Proposed Drainage Layout.dwg

GONDOLIN
Land & Water

Civil Engineering and Environmental Solutions

Gondolin Land and Water Ltd is a small, client friendly environmental and engineering consultancy business based in Scotland with coverage throughout the UK.

Office Address:

15 Quayside Street, Edinburgh, EH6 6EJ, UK

Registered Company No.

SC706920

Sectors:

Onshore Renewables & Storage | Infrastructure | Mining and Minerals | Rural Tourism & Recreation | Property & Urban Regeneration | Corporate, Industrial & Manufacturing | Waste Management

NORTH

to scale@A3

OAKTREE JUNCTION

B 6471

Haddington Services

date	description	revision

architecturejfltd

Gullane Business Centre
12a Lammerview Terrace, Gullane, East Lothian EH31 2HB

t: 01620 84 5555 f: 01620 84 5559
e: architecturejf@btconnect.com

10 0 10 20 30 40 50m

project
Proposed Car Valet facility at
Oak Tree Junction, Haddington

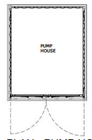
drawing
Location Plan

scale	date	drawn	approved
1:500@A3	Jan 23	jf	

project no.	drawing no.	revision
22:32	AL(0)101	-

to scale@A1

NORTH WEST / SIDE ELEVATION | NORTH EAST ELEVATION | SOUTH EAST / SIDE ELEVATION | SOUTH WEST / REAR ELEVATION

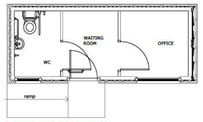


PLAN - PUMP HOUSE

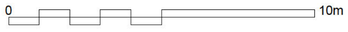
External Finishes/Materials

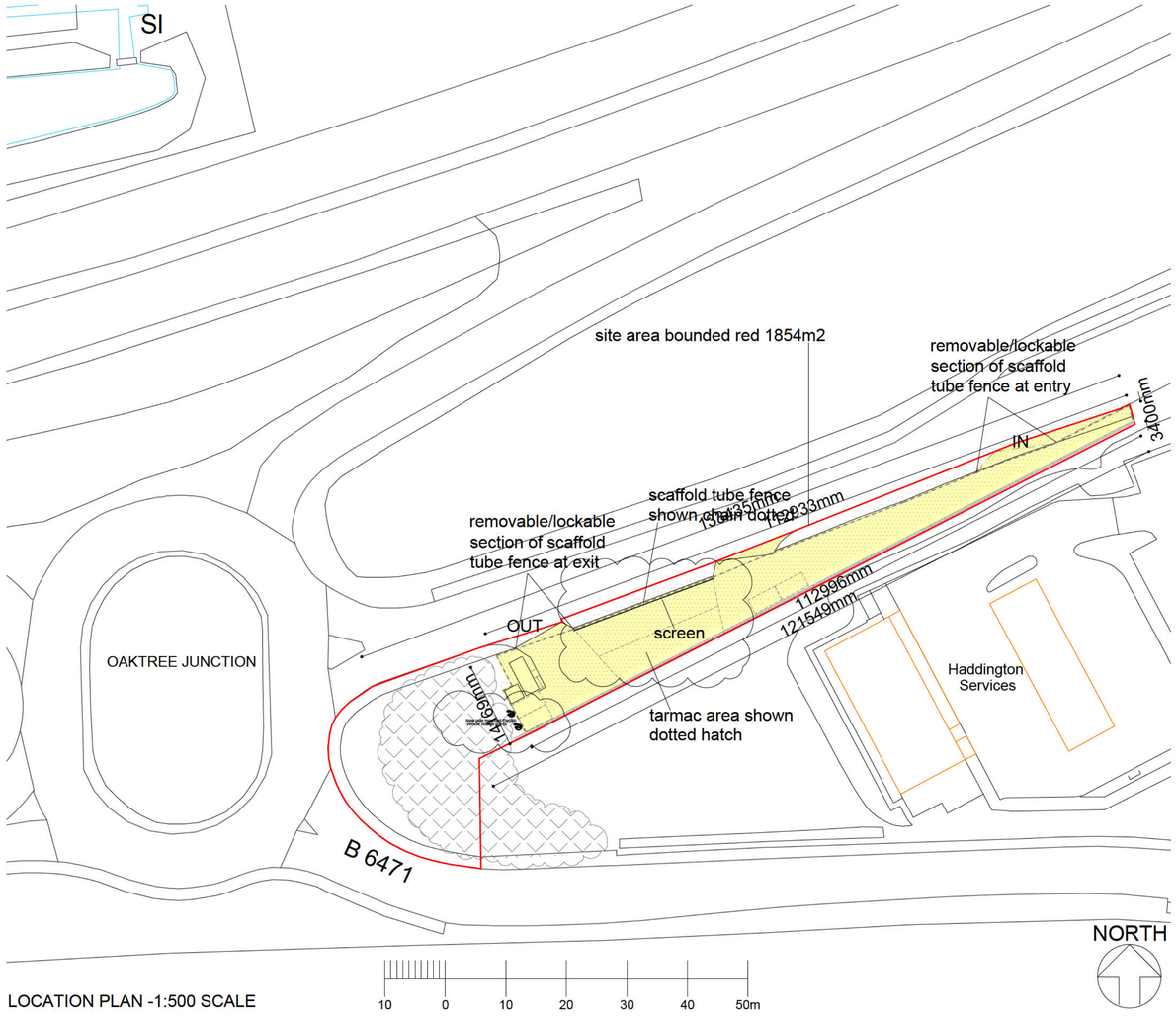
Walls: untreated horizontal larch planking generally. To North East elevation of office building vertical larch timber boarding painted anthracite grey RAL 7016
Roof: corrugated profile metal sheet with powder coat finish colour RAL 7015
Windows and doors: upvc anthracite grey finsih, clear glazing
Decking ramp and platt: profiled softwood timber untreated
Wash lanes and parking bays: black tarmac
EV Chargers: Rolec Basic Charge:EV 7.2kW

NORTH WEST / SIDE ELEVATION | NORTH EAST / FRONT ELEVATION | SOUTH EAST / SIDE ELEVATION | SOUTH WEST / REAR ELEVATION

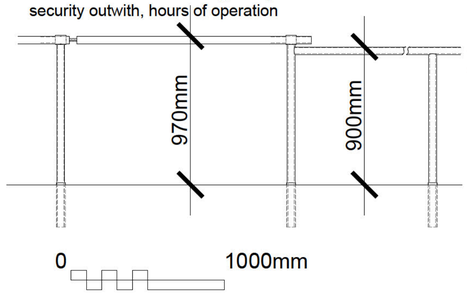


PLAN - OFFICE / WC



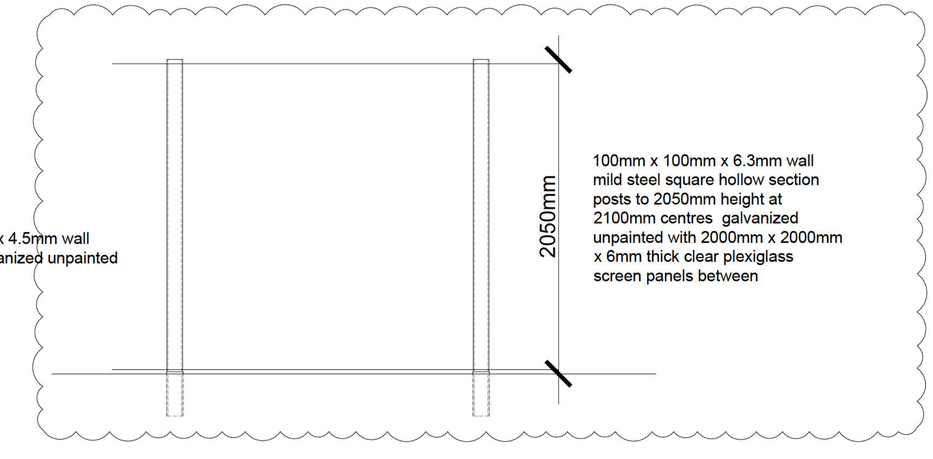


LOCATION PLAN -1:500 SCALE



removable sections of post and rail at 'IN' and 'OUT' for access during, and padlock security outwith, hours of operation

48.4mm diameter x 4.5mm wall scaffold tube; galvanized unpainted



100mm x 100mm x 6.3mm wall mild steel square hollow section posts to 2050mm height at 2100mm centres galvanized unpainted with 2000mm x 2000mm x 6mm thick clear plexiglass screen panels between

date	description	revision
Mar 23	plexiglass screen added	Rev C
Feb 23	EV chargers shown	Rev B
Feb 23	red line boundary and area amended, and removable lockable sections of fencing identified	Rev A

architecturejfltd
Gullane Business Centre
12a Lammerview Terrace, Gullane, East Lothian EH31 2HB
t: 01620 84 5555 f: 01620 84 5559
e: architecturejf@btconnect.com

project
Proposed Car Valet facility at
Oak Tree Junction, Haddington

drawing
Location Plan
Proposed Plans, Elevations, and fence detail

scale	date	drawn	approved
1:100,1:500 & 1:20@A1	Jan 23	jf	

project no.	drawing no.	revision
22:32	AL(0)01	C

NORTH

to scale@A1

N

EXIT

ENTRANCE

scaffold tube fence within line of footpath

scaffold tube fence

footpath dropped to create new entry

footpath unaltered by proposals

footpath instated at previous entry

footpath unaltered by proposals

2m high plexiglass screen to wash lanes

wash lane

wash lane

parking bays x2

new hedge to south east boundary hawthorn; 'crataegus monogyna' double staggered planting at 300mm centres 250mm offset

office
wc
staff

pump house

parking bays x2

scaffold tube fence

New pole mounted Electric Vehicle charge points

existing grass unaltered by proposals

existing trees unaltered by proposals

Haddington Services

B 6471

10 0 10 20 30 40 50m

date	description	revision
Mar 23 - plexiglass screen added		Rev C
Feb 23 - EV chargers shown		Rev B
Feb 23 - red line boundary amended to include footpath in applicant ownership		Rev A

architecturejfltd
Gullane Business Centre
12a Lammerview Terrace, Gullane, East Lothian EH31 2HB
t: 01620 84 5555 f: 01620 84 5559
e: architecturejf@btconnect.com

project
Proposed Car Valet facility at
Oak Tree Junction, Haddington

drawing
Block Plan

scale	date	drawn	approved
1:200@A1	Jan 23	jf	

project no.	drawing no.	revision
22:32	AL(0)100	C

App No. 23/00081/P

EAST LOTHIAN COUNCIL
DECISION NOTICE

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
TOWN AND COUNTRY PLANNING
(DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATIONS 2013

Gleam Machine Haddington
c/o APT Planning & Development
Per Tony Thomas
6 High Street
East Linton
East Lothian
EH40 3AB

APPLICANT: Gleam Machine Haddington

With reference to your application registered on 21st February 2023 for planning permission under the above mentioned Acts and Regulations for the following development, viz:-

Erection of car wash facilities and associated works
at
Land At Former Oaktree Services
Haddington
East Lothian

East Lothian Council as the Planning Authority in exercise of their powers under the above-mentioned Acts and Regulations hereby **REFUSE PLANNING PERMISSION** for the said development.

The reasons for the Council's refusal of planning permission are:-

1 The proposed car wash facilitiy is a business use that is not directly related to agriculture, horticulture, forestry, infrastructure or countryside recreation. It is therefore a business use that does not have an operational requirement for this countryside location. Neither is it located on an area identified for business use in the LDP and is not a site that is an area identified as employment land. Therefore the proposal conflicts with Policy 26 of NPF4 and Policy DC1 of the adopted East Lothian Local Development Plan 2018.

2 The proposed car wash facility with office and pump house would not be a form of development that would complement this important gateway location into Haddington. Consequently the car wash facility with office and pump house would not be an appropriate form of development for this prominent roadside location in terms of its positioning and would not complement, but instead would detract from the character of its surrounding, including the adjacent Haddington Retail Development. It would therefore be contrary to Policy 29 of NPF4 and Policies DP1 and DP2 of the adopted East Lothian Local Development Plan 2018.

3 The siting of the proposed car wash facility in this location would have a negative impact on road safety in the vicinity of the application site and would compromise the capacity of the road network to deal with traffic contrary to Policy T2 of the adopted East Lothian Local Development Plan 2018.

The report on this application is attached to this Decision Notice and its terms shall be deemed to be incorporated in full in this Decision Notice.

Details of the following are given in the application report:

- the terms on which the Planning Authority based this decision;

- details of any variations made to the application in terms of Section 32A of the Town and Country Planning (Scotland) Act 1997.

The plans to which this decision relate are as follows:

Drawing No.	Revision No.	Date Received
AL(0)01	B	03.03.2023
AL(0)100	C	07.03.2023
AL(0)01	C	07.03.2023

14th April 2023

[redacted]

Keith Dingwall
Service Manager - Planning

NOTES

If the applicant is aggrieved by the decision to refuse permission for the proposed development, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The notice of review should be addressed to the Clerk to the Local Review Body, Committee Team, Communications and Democratic Services, John Muir House, Haddington, East Lothian EH41 3HA.

If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the Planning Authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

OFFICER REPORT

4th April 2023

App No. **23/00081/P**

Application registered on **21st February 2023**
Target Date **20th April 2023**

Proposal	**Erection of car wash facilities and associated works**	SDELL	Y
		CDEL	N
Location	**Land At Former Oaktree Services Haddington East Lothian**	Bad Neighbour Development	N

APPLICANT: **Gleam Machine Haddington**

Is this application to be approved as a departure from structure/local plan? N

c/o APT Planning & Development
Per Tony Thomas
6 High Street
East Linton
East Lothian
EH40 3AB

DECISION TYPE: **Application Refused**

REPORT OF HANDLING

PROPOSALS

The application site is an area of vacant land, of some 0.18 hectares in area that is located on the south side of the A199 classified road and to the east of the Oaktree Roundabout Junction that gives access into Haddington from the A1 Trunk Road. It is within an area of countryside as defined by Policy DC1 of the adopted East Lothian Local Development Plan 2018.

The site is on part of the land that had been in use as the former Oaktree Filling Station. The site is bounded to the north by the A199 public road. To the south is an area of landscaped openspace that is part of the approved landscaping scheme of the Haddington Retail Park granted planning permission Ref: 19/00145/PM in December 2019, and which forms an important gateway feature into Haddington from the east between the A199 and the B6471 road beyond. To the east and west are other areas of openspace. There remains existing vehicle access and egress points onto the site that are taken from the A199 road to the north. A number of trees are located to the west of the site.

Planning permission is sought for the use of the site as a car washing facility and associated works. Proposals involve hardsurfacing of the site in tarmac to provide: i) 2 wash lanes that would each accommodate up to three vehicles; and ii) 4 parking bays, two of which would feature electric vehicle charging points. Planning permission is also sought for the siting of two buildings to the west of the site to provide an office/amenity building and a pump house. The proposed office/amenity building would be some 6.2 meters in length, 2.5 meters wide and some 2.7 meters in height. It would face east into the site and would be of grey painted timber construction with a flat roof finished in corrugated profiled metal sheeting. It would feature a door opening and windows within its front (east) elevation. The proposed pump house would be located to the rear (west) of the office building. It would be some 3.1 meters in length, 2.5 meters wide and some 2.7 meters high. It would be constructed in grey painted timber and would feature a flat roof finished in corrugated profiled metal sheeting.

Access from the site would be from the A199 public road via a new access that would be formed at the eastern end of the site, using a one-way traffic system. Entry would be restricted to westbound traffic on the A199 road turning left into the site. Vehicles would exit the site from an existing vehicle egress point at the western end of the site which would require all vehicles to turn left on leaving. An existing centrally located access point taken from the A199 road would be closed-off and a footpath reinstated to link with existing footpath that runs along the A199 public road.

The site would be enclosed to the north and east by 0.97 meters high galvanised scaffold tube fencing and removable security gates. New hedge planting is proposed for the south boundary.

The application is supported by a Planning Statement, a Transport Statement and a Flood Risk and Drainage Assessment Report.

The Planning Statement submitted in support of the application informs that the site would be operated by Gleam Machine who operate a successful car wash facility elsewhere in East Lothian. It purports that the proposed car wash facility would create 9 full-time and 4 part-time employment opportunities. It further informs that the proposed car wash facility would operate between the hours of 0800 to 1800 hours over a 7-day period and would provide cleaning services to large commercial vehicles in addition to private cars.

DEVELOPMENT PLAN

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that the application be determined in accordance with the development plan, unless material considerations indicate otherwise.

The development plan is National Planning Framework 4 (NPF4) and the adopted East Lothian Local Development Plan 2018 (ELLDP).

Policies 22 (Flood risk and water management), 26 (Business and Industry) and 29 (Rural development) of NPF4 and Policies DC1 (Rural Diversification), DP1 (Landscape Character), DP2 (Design) and T2 (General Transport Impact) of the adopted ELLDP 2018 are relevant to the determination of the application.

REPRESENTATIONS

One letter of public objection has been received against the application.

The main grounds of objection are:
i)the proposed car wash with associated portacabin style building is not appropriate development for a principle entry point into Haddington;
ii)the proposed development will compromise road safety;
iii)the proposals will not provide suitable employment opportunities; and
iv)the proposals will result in discharge of water and detergents to the detriment of the wider environment.

A further representation from a member of the public has been received that neither supports nor objects to the proposals and offers the following comments:
i) vehicles queuing on the A199 road awaiting entry to the proposed car wash will force cyclists and other road users to move into the path of oncoming eastbound traffic and prohibit safe use by pedestrians of the existing footpath;
ii) eastbound vehicles turning right into the proposed car was will cause traffic congestion and compromise road safety; and
iii) vehicles exiting left from proposed car wash will have a negative impact on safety of pedestrians using existing dropped kerb crossing point on A199 road to northwest of the application site.

The matter of the proposal not providing suitable employment opportunities is not relevant to the determination of this planning application.

COMMUNITY COUNCIL COMMENT.

None

PLANNING ASSESSMENT

In their countryside location the proposed car wash facilities and associated works would not harm the privacy or amenity of a neighbouring residential property.

The Councils Senior Environmental Protection Officer raises no objection to the application.

The Councils Senior Engineer - Flood Protection has been consulted and is satisfied with the findings of the submitted Flood Risk and Drainage Assessment Report. Therefore he raises no objection to the proposals on the grounds of flood risk.

Policy DC1 of the ELLDP states that development in the countryside, including changes of use or conversions of existing buildings, will be supported in principle where it is for:
a) agriculture, horticulture, forestry, infrastructure or countryside recreation; or
b) other businesses that have an operational requirement for a countryside location, including tourism and leisure uses.

The proposed car wash facilities and associated works to which this planning application relates is a business use that is not directly related to agriculture, horticulture, forestry, infrastructure or countryside recreation. It is therefore a business use that does not have an

operational requirement for this countryside location. Therefore the principle of this use of the site as a car wash facility is not consistent with Policy DC1 of the adopted East Lothian Local Development Plan.

Policy 26 of NPF4 states that development proposals for business, general industrial and storage uses outwith areas identified for those uses in the LDP will only be supported where it has been demonstrated that there are no suitable alternative allocated sites allocated in the LDP or identified in the employment and land audit.

The application site is not an area identified for business use in the LDP and is not a site that is an area identified as employment land. Furthermore, no information has been submitted to demonstrate whether there any alternative sites in more suitable locations or to explain why this location has been selected. Therefore the proposal conflicts with Policy 26 of NPF4.

Among other things Policy 29 of NPF4 states that development proposals that contribute to viability, sustainability and diversity of rural communities and local rural economy will be supported that involve reuse of brownfield land where a return to a natural state has not or will not happen without intervention. In that respect as the application site comprises an area of brownfield land Policy 29 does give some support to the principle of its use as a car wash facility. However, Policy 29 further states that development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. Furthermore, Policies DP1 and DP2 of the adopted East Lothian Local Development Plan 2018 requires that new development be well integrated into their surroundings and complement those surroundings.

The application site is located in a prominent roadside location on the east side of the Oaktree roundabout. It has the form of an informal layby located on land that had previously been in use as part of the Oaktree Filling station and café. However the larger part of that Oaktree Filling station land has been redeveloped as part of the Haddington Retail Park development. Importantly the land to the north of the application site the subject of this application comprises an area of landscaped openspace that has been created as part of the new retail park development and which forms an attractive green gateway feature into Haddington from the east.

The proposed car wash facility with its associated office/amenity building and pump house would be readily visible from the Oaktree roundabout and from the A199 public road where they would sit in front of the area of landscaped openspace created as part of the Haddington Retail Park development. In its positional relationship with the Haddington Retail Park the proposed car wash facility with office/amenity building and pump house would not appear as a coherent part of that adjacent development. Instead they would appear as a sporadic form of development positioned between the A199 public road and the adjacent area of landscaped openspace and consequently would appear harmfully intrusive and incongruous. This would not be a form of development that would complement this important gateway location into Haddington. Consequently the car wash facility with office/amenity building and pump house would not be an appropriate form of development for this prominent roadside location in terms of their positioning and would not complement, but instead would detract from the character of their surrounding, including the adjacent Haddington Retail Development. The proposed car wash facility with office/amenity building and pump house would therefore be contrary to Policies 29 of NPF4 and Policies DC1, DP1 and DP2 of the adopted East Lothian Local Development Plan 2018.

Policy T2: General Transport Impact of the adopted East Lothian Local Development Plan states that new development must have no significant impact on road safety or on the capacity of the surrounding road network to deal with traffic unrelated to the proposed development.

The submitted Transport Statement informs that the proposed car wash facility would operate a one-way traffic system whereby westbound vehicles would be restricted to a left turn from the A199 into the car wash facility via the proposed eastern vehicular access junction. Thereafter on exiting the facility vehicles would turn left only from the western exit towards Oaktree Junction Roundabout. Furthermore it is proposed that discussions would be undertaken with the Council towards the introduction of a 40mph speed limit for the A199 road within the vicinity of the application site to support the proposed vehicle access strategy.

The Councils Roads Services have been consulted on the application and note that the 'left in' and 'left out' access arrangements proposed within the site access strategy would have been in use when the application site formed a part of the Oaktree Service Station. They advise that the introduction of a 40mph limit for the A199 road within the vicinity of the site would reduce visibility splay requirements for the site access.

Notwithstanding the above Roads Services raise concerns with the application. They state that whilst the proposed access strategy requires vehicle movements to enter the site from the east by left turn into the proposed eastern access, the design of the proposed access does not achieve this to a satisfactory standard and does not eliminate the potential for vehicles, including large vehicles, travelling eastwards from the Oaktree Junction Roundabout executing a right turn manoeuvre from the A199 road into the site. Such a manoeuvre would introduce a conflict between vehicles attempting to access the car wash and vehicles travelling westbound towards the roundabout and resulting in a road safety hazard at this location close to the Oaktree roundabout. They raise further concerns that as there is no space for overflow parking for queuing vehicles the use of the car wash facility during busy periods would result in vehicles waiting to access the car wash facility queuing out of the site and onto the carriageway of A199 public road. Such queuing of vehicles on the A199 in such close proximity to the Oaktree Junction Roundabout would present a road safety hazard.

Roads Services further advise that the areas of roads/verge forming a part of the application site are part of East Lothian Council's adopted public road network and that should planning permission be granted an application would be required to be submitted by applicants for a Stopping-Up Order on these areas of roads/verge. Roads Services confirm that such an application for a Stopping-Up Order is unlikely to be supported on grounds of road safety.

Council Roads Services therefore object to the application as it would constitute a road safety hazard, and thus would be contrary to Policy T2 of the adopted ELLDP 2018.

In conclusion the proposed car wash facility with amenity building and pump house is contrary to Policies 26 and 29 of NPF4 and Policies DC1, DP1, DP2 and T2 of the adopted East Lothian Local Development Plan 2018.
There are no material considerations which outweigh that the fact that the proposal does not accord with the Development Plan.

REASONS FOR REFUSAL:

1 The proposed car wash facility is a business use that is not directly related to agriculture, horticulture, forestry, infrastructure or countryside recreation. It is therefore a business use that does not have an operational requirement for this countryside location. Neither is it located on an area identified for business use in the LDP and is not a site that is an area identified as employment land. Therefore the proposal conflicts with Policy 26 of NPF4 and Policy DC1 of the adopted East Lothian Local Development Plan 2018.

2 The proposed car wash facility with office and pump house would not be a form of development that would complement this important gateway location into Haddington. Consequently the car wash facility with office and pump house would not be an appropriate form of development for this prominent roadside location in terms of its positioning and would not complement, but instead would detract from the character of its surrounding, including the adjacent Haddington Retail Development. It would therefore be contrary to Policy 29 of NPF4 and Policies DP1 and DP2 of the adopted East Lothian Local Development Plan 2018.

3 The siting of the proposed car wash facility in this location would have a negative impact on road safety in the vicinity of the application site and would compromise the capacity of the road network to deal with traffic contrary to Policy T2 of the adopted East Lothian Local Development Plan 2018.

LETTERS FROM

[redacted]

[redacted]

4th April 2023