

Land at Venlaw, Peebles



**Tyler
Grange**

**Ecological Assessment,
Land at Venlaw Peebles
09/12/2020**

TG Report No. 13310_R01

Report No:	Date	Revision	Author	Checked
13310_R01	9 th December 2020	-	John Moorcroft BSc, MSc, MCIEEM, CEnv.	Steven Coyne BSc (Hons), MSc, MCIEEM

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Summary

- S.1. This report has been prepared by Tyler Grange Group Limited of behalf of Carmichael Homes and Interiors Ltd to inform a planning application for residential development. It sets out the findings of an ecological assessment of an area of land off Edinburgh Road Peebles, hereinafter referred to as 'the site'.
- S.2. Ecological surveys confirmed that the site comprises mainly of poor semi-improved grassland of negligible ecological importance. Individual mature trees present within the poor semi-improved grassland are considered to be of local ecological importance. Mixed plantation containing an unnamed watercourse (both of local ecological importance) surrounds the site on its north and eastern sides the north-western most end of the plantation lies within land which will be used to access the site, the remainder lies outside of the development footprint.
- S.3. [REDACTED]
- S.4. [REDACTED].
- S.5. Pollution control measures – should ensure compliance with Policies EP1 And EP2 which seek to protect international and national nature conservation designations;
- S.6. [REDACTED]
- S.7. Proposals for the establishment of new native woodland planting, new native standard trees and proposals for the management and aftercare of habitats will ensure compliance with policy EP3 in respect of maintaining biodiversity and it is expected that taken together the proposals for habitat creation will result in a modest biodiversity gain.
- S.8. Provided the above measures are implemented successfully proposed development would be in accordance with both local and national planning polices and legislation relating to wildlife.



Section 1: Introduction

Purpose

- 1.1. This report has been prepared by Tyler Grange Group Limited of behalf of Carmichael Homes and Interiors Ltd to inform a planning application for residential development. It sets out the findings of an ecological assessment of an area of land off Edinburgh Road Peebles, (grid reference NT 251 415), hereinafter referred to as 'the site' - the boundary of which is shown in drawing 13310 /P01 and **Figure 1** below.



Figure 1: Site Context and Boundary
(Aerial Imagery © Google 2020)

Site Description

- 1.2. The site is located off Edinburgh Road, Peebles, Scottish Borders. The site is bounded to the west by existing housing, to the north and east by plantation woodland containing an unnamed watercourse and to the south by grassland, periodically used for sheep grazing.
- 1.3. Poor semi-improved grassland forms most of the site. The site consists of a flatter section which forms a strip bordering the housing along Edinburgh Road and steeper sloping ground which rises towards the woodland bounding the north and east of the site.

Proposed Development

- 1.4. The proposals for the scheme comprise the building of a new residential development with associated landscaping, infrastructure, and access. A plan of the proposed site is available in **Appendix 1** at the end of this report.



Report Structure

1.5. This report:

- Uses available background data, results of field surveys and consultation, to describe and evaluate the ecological features present within the likely 'zone of influence' (Zoi)¹ of the proposed development. Survey methods used to complete field surveys are provided in **Appendix 2**.
- Describes the actual or potential ecological issues and opportunities that might arise because of the site's development; and
- Where appropriate, makes recommendations for mitigation of adverse effects and ecological enhancement, to ensure conformity with policy and legislation listed in **Appendix 3**.
- This assessment and the terminology used are consistent with the 'Guidelines for Ecological Impact Assessment in the UK and Ireland' (CIEEM, 2019) and 'Guidelines for Preliminary Ecological Appraisals' (CIEEM, 2019).

¹ Defined as the area over which ecological features may be subject to significant effects as a result of activities associated with a project and associated activities (CIEEM 2019).



Section 2: Ecological Features

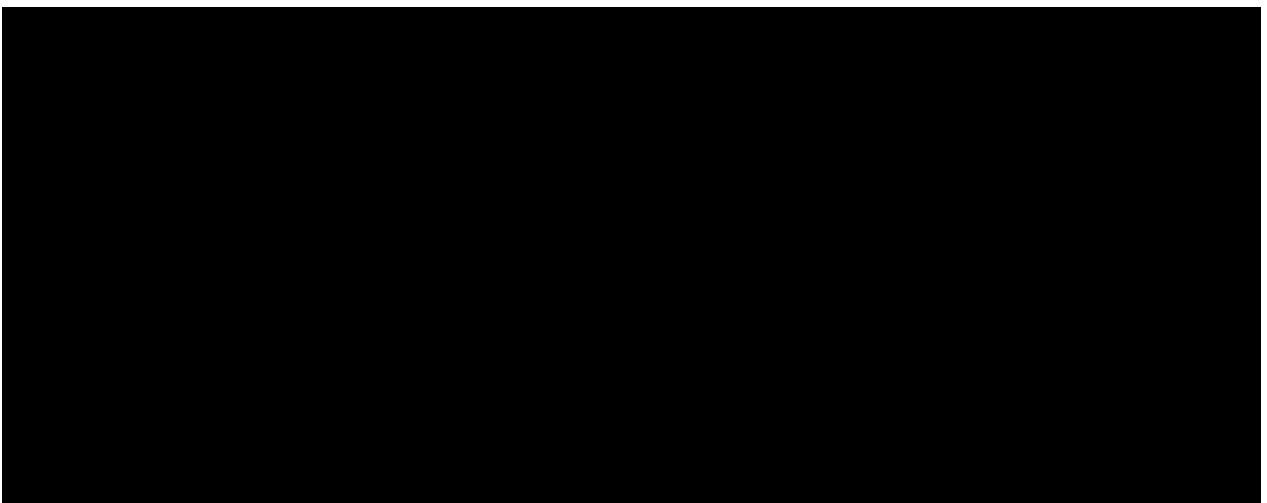
Context

- 2.1 The site is approximately 5.82 ha in area and lies to the east of Edinburgh Road in Peebles. The site comprises mainly poor semi-improved grassland periodically use for sheep grazing and a small number of mature trees. The site is bordered to the east and north by mature broadleaved plantation woodland through which runs an unnamed watercourse which arises on farmland to the NE of the Venlaw Farm and flows through the plantation bordering the northern boundary before exiting the site under Edinburgh Road in a culvert.

Previous Ecological Studies

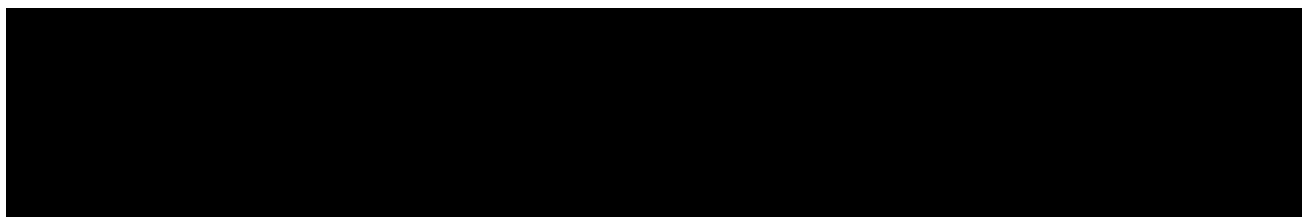
- 2.2 A previous ecological assessment of the site was undertaken in 2008 by JDC Ecology Limited, the findings of which are summarised below:

- The site comprised sheep grazed pasture with some mature trees;
- An area of mixed plantation woodland surrounds the site on three sides and is associated with the policy woodland of Castle Venlaw;
- A small burn runs through the woodland flowing through the section of woodland forming the northern boundary of the site;

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Nature Conservation Designations

2.3



- 2.4 No other statutory or non-statutory nature conservation designations lie within 2km of the site.



Habitats

Habitats within the Site

- 2.5 Habitats within the site are described below and are shown on Habitat Features **Plan 13310/P01**. A photographic record is provided in **Appendix 4**. Photographs are cross referenced to target notes (Tx) shown on **Plan 13310/P01** and are given in parenthesis below.
- 2.6 The site supports the same habitats as those recorded in 2008 consisting of:
- 2.7 Poor semi-improved grassland (Photo 1, T3) - at the time of the survey this was un-grazed and had become tussocky, being mainly dominated by taller rank grasses such as cocksfoot *Dactylis glomerata*, Yorkshire fog *Holcus lanatus*, field thistle *Cirsium arvense* and broadleaved dock *Rumex obtusifolius*.
- Individual mature trees (Photos 2 and 3) – several individual mature trees are present within the field consisting of sycamore *Acer pseudoplatanus* (T4 and T5) and Pedunculate oak *Quercus robur* (T6).
- 2.8 Mixed plantation (Photos 4 and 5) – a small section of the plantation bounding the northern and eastern boundaries of the site lies within the site boundary and consists of stands of early mature sycamore, elm *Ulmus sp* and several other individual trees. including ash *Fraxinus excelsior*, beech *Fagus sylvatica*, rowan *Sorbus aucuparia*, holly *Ilex aquilinum* and douglas fir *Pseudotsuga menziesii*. [REDACTED]
- 2.9 Fence (Photo 6)– a boundary fence delineates the western site boundary from the adjacent housing and supports several early mature trees including Norway maple *Acer platanoides*, leyland cypress *Cupressocyparis leylandii*, silver birch *Betula pendula* and elder *Sambucus nigra*, together with a range of ornamental shrubs.

Habitats on Adjacent Land

- 2.10 Mixed plantation (T2) – fringes the site and comprises canopy species; European larch *Larix decidua*, horse chestnut *Aesculus hippocastanum*, sycamore, Norway maple, western hemlock *Tsuga heterophylla* and turkey oak *Quercus cerris* were all noted. The ground flora is sparse but where present includes wood avens *Geum urbanum*, dog violet *Viola canina* and nettle *Urtica dioica*;
- 2.11 Watercourse (T1) - a narrow watercourse flows within the plantation woodland bordering the northern boundary of the site. The channel is approximately 1 – 1.5 m in width and flows over a cobble substrate. The bankside vegetation is sparse due to overhanging trees. Where present consist of small patches of dog's mercury *Mercurialis perennis* and buckler fern *Dryopteris dilatata* were noted.
- [REDACTED]

2.12

[REDACTED]



2.13

2.14

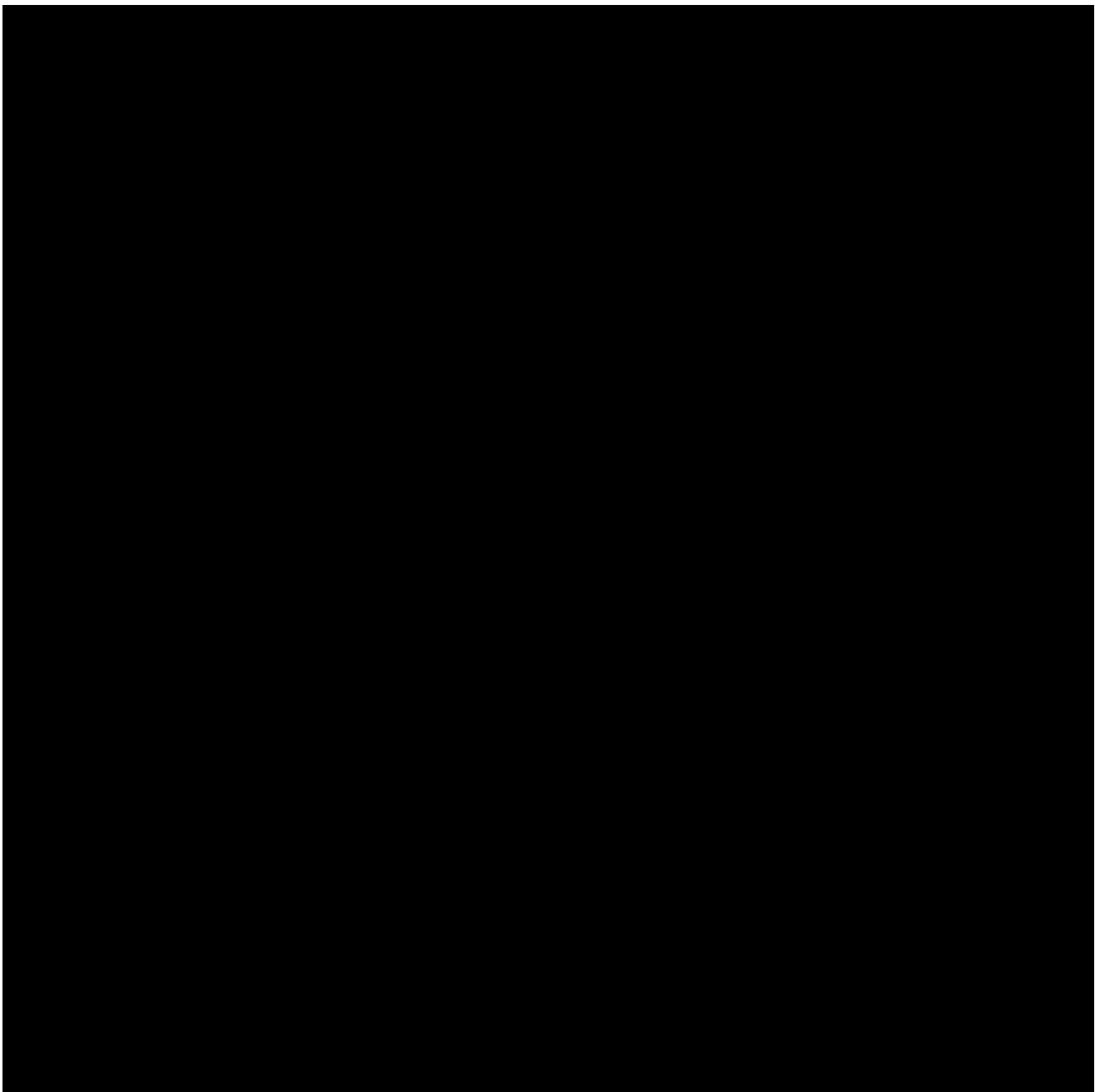
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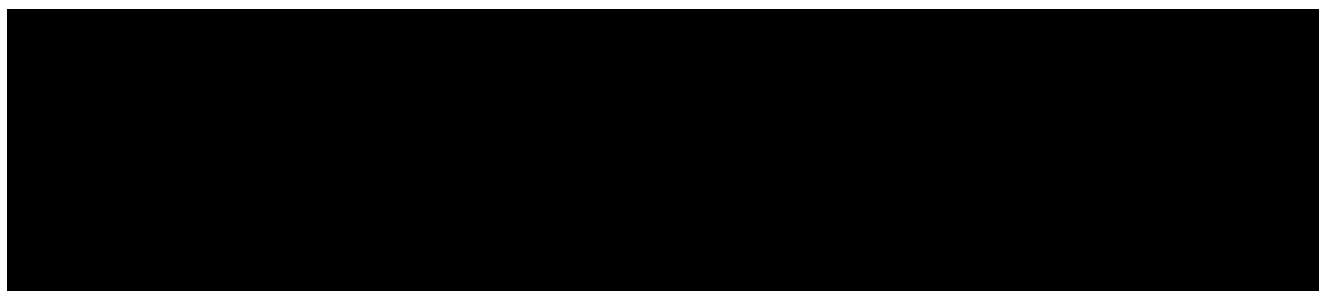
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2.20



2.21



2.22 [Redacted text block]

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Nature Conservation Evaluation

2.25 In accordance with published guidance (CIEEM, 2018)² the value of habitats and species assemblages recorded during surveys is summarised in table 2.1 below.

[Redacted table content]

² CIEEM, 2018. Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater and Coastal. Winchester: Chartered Institute of Ecology and Environmental Management (CIEEM).



Section 3: Potential Impacts and Mitigation

- 3.1 Details of the proposed development are provided in **Appendix 1** and will mainly affect poor semi-improved grassland present within the field which comprises the main body of the site. Some tree losses will also occur because of the requirement for site access at the westernmost end of the mixed plantation fringing the northern and eastern site boundaries as well as the loss of two mature sycamore trees.

Nature Conservation Designations

- 3.2 Given the physical separation of the site from any nature conservation designations (namely the River Tweed SAC / SSSI) no direct impacts are predicted arising from construction work are predicted. However, in the absence of suitable control measures pollution risk to the unnamed watercourse could be an issue. This watercourse links to the River Tweed via a culvert which takes the watercourse under Edinburgh Rod and the Crossburn Caravan Park.
- 3.3 Therefore, during construction to prevent the risk of pollution both during construction work and during operation of the development appropriate controls must be implemented. This will need to comply with Scottish Environmental Protection Agency (SEPA) Guidance for Pollution Prevention GPP6 - *working at construction and demolition Sites* and GPP5 - *works and maintenance in near or over water*.
- 3.4 During operation of the development any surface water run off or wastewater connections will also need to comply with SEPA guidance provided in PPG 3 Use and design of oil separators in surface water drainage systems and GPP4 - *treatment and disposal of wastewater where there is no connection to the public foul sewer*.
- 3.5 Details of pollution control measures would be set out in a Construction Environmental Management Plan (CEMP) which can be secured via a planning condition.

Habitats

- 3.6 Development proposals will result in the following habitat losses:
- Approximately 1.9 ha of poor semi-improved grassland, requiring no specific mitigation;
 - Approximately 0.05 ha of mixed plantation required for access into the site at the north-western corner – this will be mitigated through the provision of 0.4ha of native woodland planting which will form a new planting belt between the existing development along Edinburgh road and the new proposed development;
 - Loss of two mature sycamore trees - which will be mitigated through the planting of four new native specimen semi-mature trees 5-7m tall; and
 - The construction of site access will require the construction of a new culvert for the site access which will cross the unnamed water course. Given the proximity of this to the existing culvert taking the watercourse under Edinburgh Road it will effectively be an extension to the existing culvert albeit there may be a small gap of a few metres between them. Outline details of mitigation to control pollution risks both during construction and operation of the development have been provided above (see Nature Conservation Designations sub-heading above).



[Redacted]

3.7 The EMP would also set out details for the future aftercare and management of habitats created as part of the development.

[Redacted]

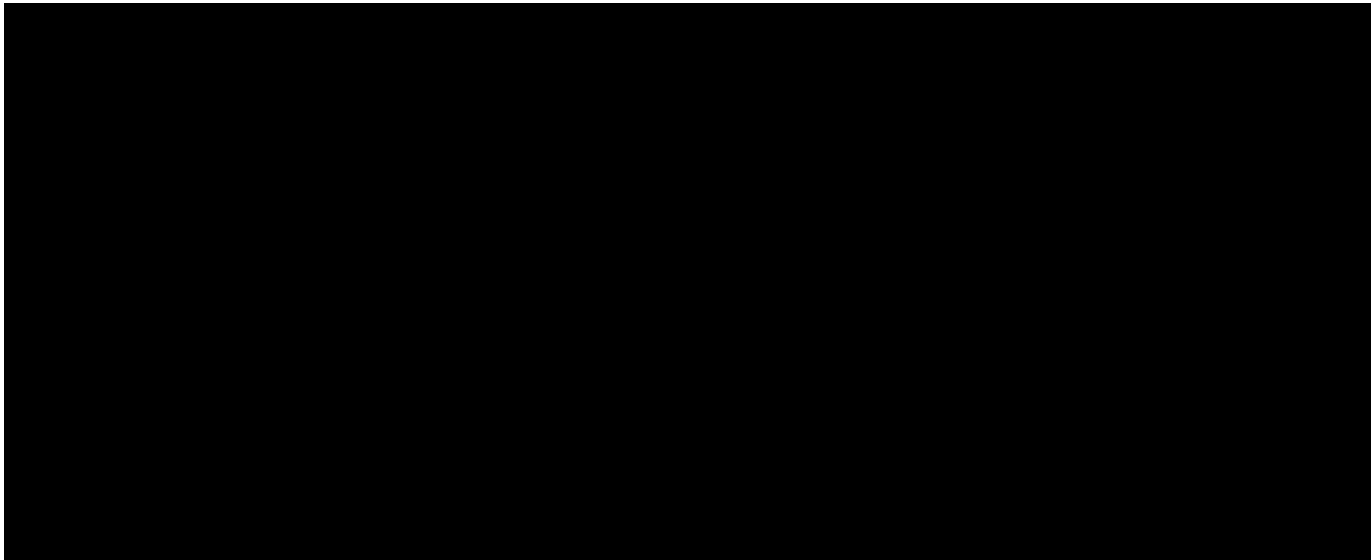
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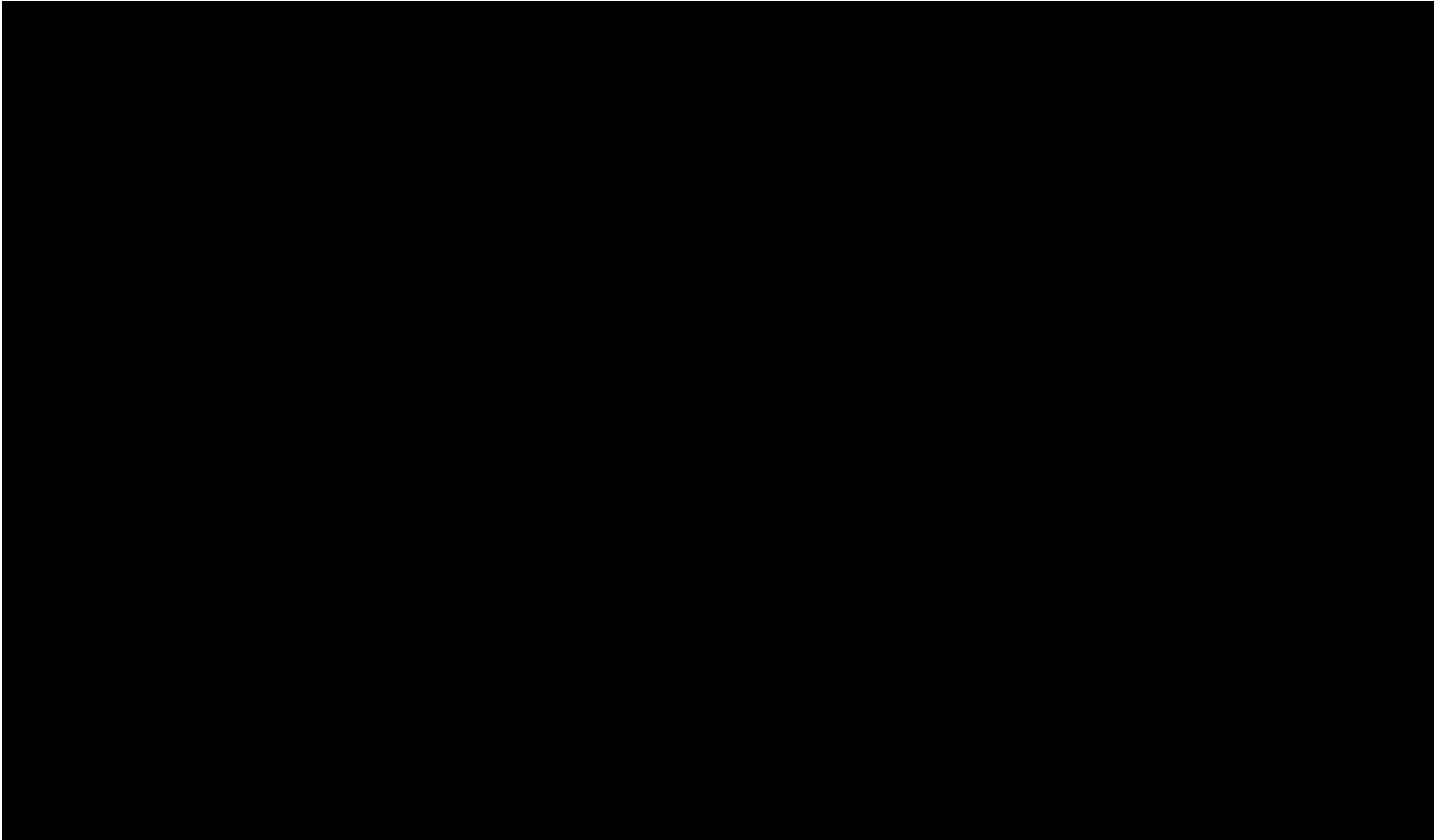
[Redacted]

[Redacted]

3.1 [Redacted]







Appendix 1: Proposed Development





LEGEND

Softworks

- Specimen Tree
Specimen semi-mature tree, 25/30cm girth, wrb, 5-7m tall
- Landscape Tree
Semi-mature tree, 20/25cm girth, wrb, 4-5m tall
- Garden Tree
Heritage fruit trees - Half standard, 120 pot, 80cm clear stem, Native species - 250/300 multistem, rootballed
- Existing Tree Retained & RPA
See erz 18 21 P02 for more information.
- Existing Woodland/Tree not surveyed
- Proposed Woodland Planting
3 plants per sqm, 100-125cm tall, bareroot plus 0.2 plants per sqm, 175-200cm tall, feathered, bareroot Underseeded with woodland seed mix
- Shrub/herbaceous planting
5 plants per sqm, 2L pot grown
- Lawn
Turfed with hard wearing amenity turf
- Existing Meadow
Eastern field outside of main development - protected from construction works
- Proposed Meadow
Main development site - seeded with native wildflower meadow mix
- Swale/Wetland
Lined wetland area with marginal plant species, not part of SuDS system, collects surface water from surrounding soft
- Hedge - Proposed
Fagus sylvatica, double staggered row, 7 plants per linear metre, 80-100cm tall, bareroot, integral post and wire fence

Hardworks

- Asphalt
To site entrance junction & pedestrian access path. Hatch signifies no dig construction
- Precast Concrete Pavers
To road and footway, product tbc, to an adoptable standard. Contrasting colours
- Precast Concrete Pavers
To garden paths and patios. Narrow gauge, herringbone, colour tbc
- Resin Bound Gravel
To private driveways. Porous RBG, colour tbc

Boundaries

- Low Stone Wall
To site entrance, 1.0m high with piers to ends
- Retaining Wall
Between properties, to engineer's design and specification
- Balustrade
On top of retaining wall, glass balustrade to match architectural specification
- Steps
Precast concrete step units with visibility strips. Colour tbc
- Handrails
To pedestrian entrance path. Steel vertical bars. Colour tbc.
- Location for post and wire fence
To allow grazing of wider meadow if required

27 Linn Mill, Glasgow G1 5PE
Tel: 0141 552 0000
Fax: 0141 552 0001
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All dimensions are to be unless otherwise stated. The contractor is to be responsible for the accuracy of the information contained in this drawing prior to work commencing.

Final Issue: 12/08/20

Project Title: **Marine Pools**

Client: **Carrickhall Homes & Interiors**

Drawing Title: **Landscape Masterplan**

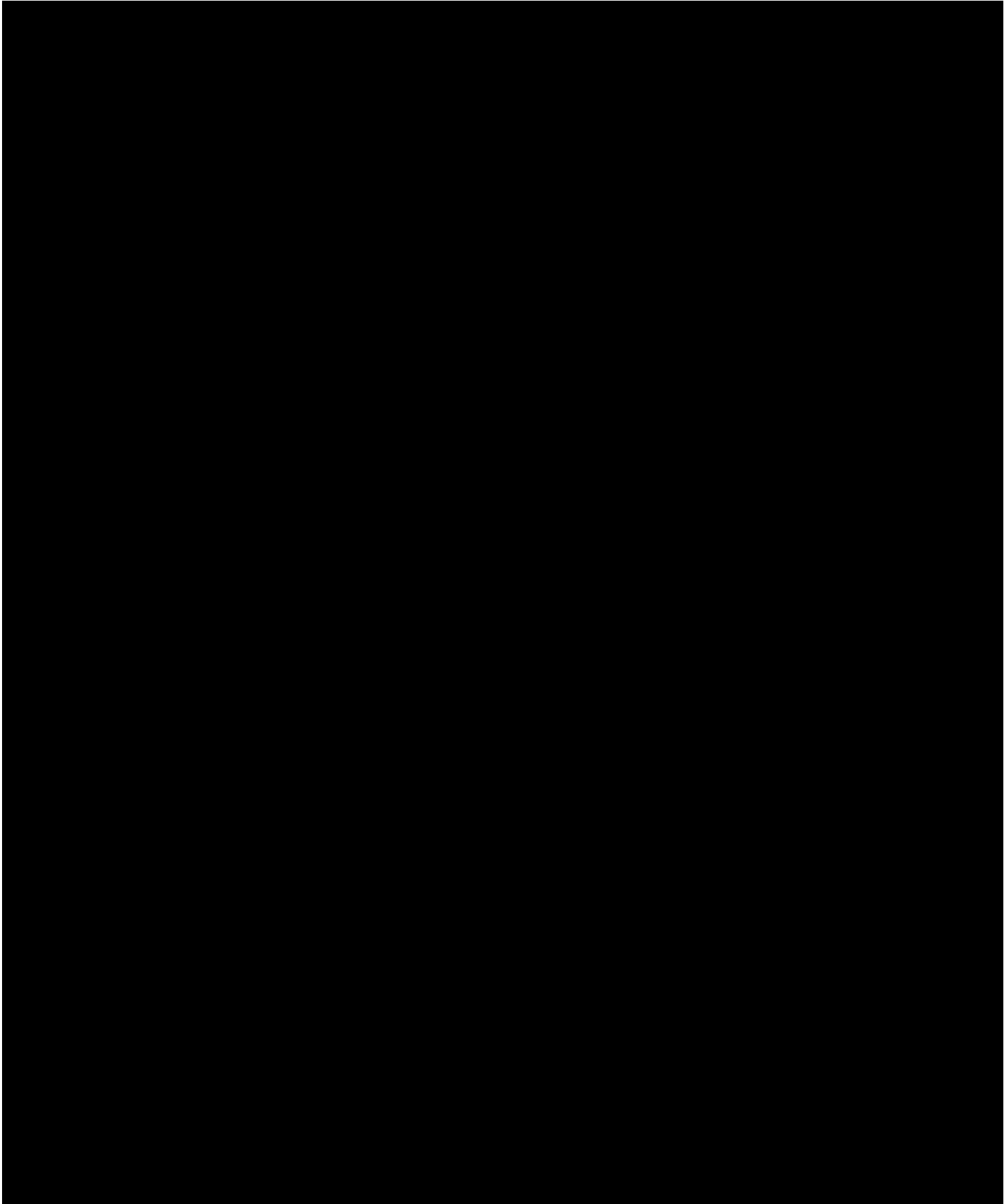
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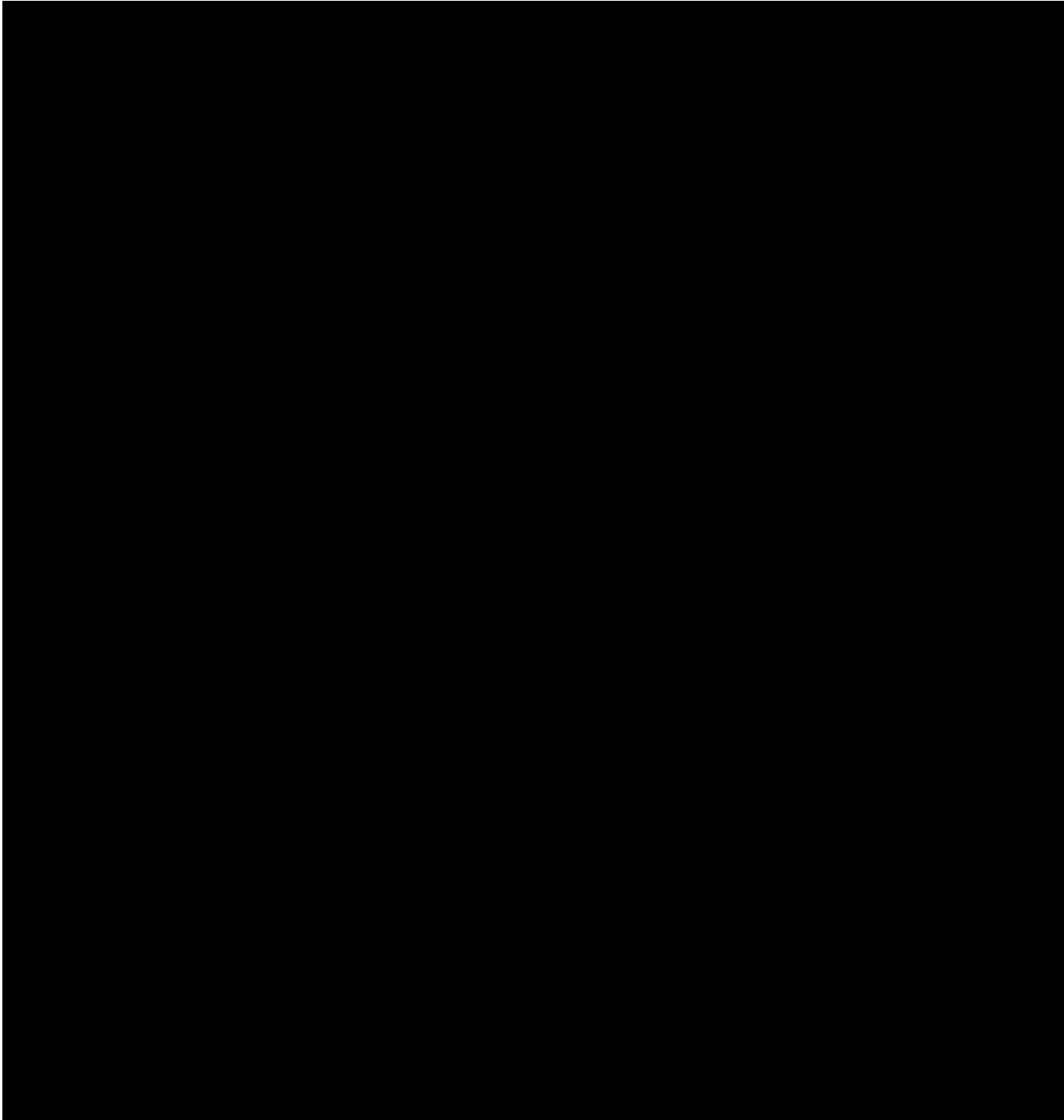
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Drawing Number: **ERPZ 18 21 P01**

Revision Number: **12/08/20**

Appendix 2: Survey Methods





Quality Control

A1.12. The contents of this report have been prepared by ecologists at Tyler Grange Group Limited, all of whom are members or are working toward membership of CIEEM and abide by the Institute's Code of Professional Conduct.



Appendix 3 : Planning Policy and Legislation

A3.1. This section summarises the legislation and national, regional and local planning policies, as well as other reference documents, relevant to the baseline ecology results.

Legislation

A3.2. Specific habitats and species receive legal protection in the UK under various pieces of legislation, including:

- The Wildlife and Countryside Act 1981 (as amended)
- The Conservation of Habitats and Species Regulations 1994 (as amended in Scotland)
- The Nature Conservation Scotland Act 2004;
- Wildlife and Natural Environment Scotland Act 2011;
- [REDACTED]

A3.3. The European Council Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna, 1992, often referred to as the 'Habitats Directive', provides for the protection of key habitats and species considered of European importance. Annexes II and IV of the Directive list all species considered of community interest. The legal framework to protect the species covered by the Habitats Directive has been enacted under UK law through The Conservation of Habitats and Species Regulations 2010 (as amended).

A3.4. In Britain, the WCA 1981 (as amended) is the primary legislation protecting habitats and species. SSSIs, representing the best examples of our natural heritage, are notified under the WCA 1981 (as amended) by reason of their flora, fauna, geology or other features. All breeding birds, their nests, eggs and young are protected under the Act, which makes it illegal to knowingly destroy or disturb the nest site during nesting season. Schedules 1, 5 and 8 afford protection to individual birds, other animals and plants.

Planning Policy

National Planning Framework and Scottish Planning Policy

A3.5. This reminds local planning authorities of their biodiversity duty of care under the Nature Conservation Scotland Act 2004 and Water Environment and Water Services Scotland Act 2003. This duty must be reflected in development plans and development management decisions.

A3.6. Statutory and non-statutory nature conservation designations must be identified and protected in local plans.

A3.7. [REDACTED]
[REDACTED]



Local Planning Policy

Policy EP1 International Nature Conservation Sites and Protected Species

Development proposals which are which will have a lightly significant effect on a designated or proposed natural site which includes all Rams are sites are only permissible where:

- a) an appropriate assessment has demonstrated that it will not adversely affect the integrity of the site or
- b) there are no alternative solutions; and
- c) there are imperative reasons of overriding public interest including those of a social or economic nature

Where development a proposal is cited where there is i likely to be the presence of an EPS, the planning of authority must be satisfied that:

- a) there is no satisfactory alternative;
- b) the development is required for preserving public health or public safety or for other reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance to the environment; and
- c) the development is not detrimental to the maintenance of an EPS at a favourable conservation status in its natural range.

Policy EP2 National Nature Conservation Sites and Protected Species

Development proposals which are likely to have a significant adverse effect either directly or indirectly on a Site of Special Scientific Interest or habitat directly supporting a nationally important species will not be permitted unless:

- a) development will not adversely affect the integrity of the site; and
- b) development offers substantial benefits of national importance including those of a social or economic nature that clearly outweigh the national nature conservation value of the site

the developer will be required to detail mitigation either on or off site of any damage that may be caused by development permissible under the exception criteria .

Policy EP3 Local Biodiversity

Development that would have an unacceptable adverse impact on borders notable species and habitats of nature conservation concern will be refused unless it can be demonstrated that the public benefits of the development clearly outweigh the value of the habitat for biodiversity conservation.

Any development that could impact on local biodiversity through impacts on habitats and species should:

- a) aim to avoid fragmentation or isolation of habitats
- b) be sited and designed to minimise adverse impacts on the biodiversity of the site, including its environmental quality, ecological status viability;
- c) compensate to ensure no net loss of biodiversity through the use of biodiversity offsets as appropriate and
- d) aim to enhance the biodiversity of the site through the use of an ecosystems approach with the aim of creation or restoration of habitats and wildlife corridors and provision for their long term management and maintenance.

Biodiversity Action Plans



A3.8. The UK Post-2010 Biodiversity Framework succeeded the UK BAP partnership in 2011 and covers the period 2011 to 2020. However, the lists of Priority Species and Habitats agreed under the UKBAP still form the basis of much biodiversity work in the UK.

A3.9. The Nature Conservation Scotland Act 2004 places a duty of care on all competent authorities undertaking planning decisions to have regard to the UK BAP.

Local Biodiversity Action Plan

A3.10. The Scottish Borders BAP SBBAP and provides lists of priority habitats and species for the local area. A link is provided below.

<https://scottishborders.moderngov.co.uk/documents/s30454/Item%20No.%206%20-%20Appendix%20A%20-%20Local%20Biodiversity%20Action%20Plan%202018-2028-%20Supplementary%20Guidance.pdf>



Appendix 4: Site Photographs





<p>Photo 1</p>  <p>Poor- semi-improved grassland (T3)</p>	<p>Photo 2</p>  <p>Mature sycamore (T4)</p>
<p>Photo 3</p>  <p>Mature sycamore (T5)</p>	<p>Photo 4</p>  <p>Mixed plantation near site boundary (T7)</p>



Photo 5



Mature beech tree (T7)

Photo 6



Fence and individual trees and shrubs along boundary with housing (T9)

Photo 7



Burn running through woodland bordering northern site boundary (T1)

Photo 8

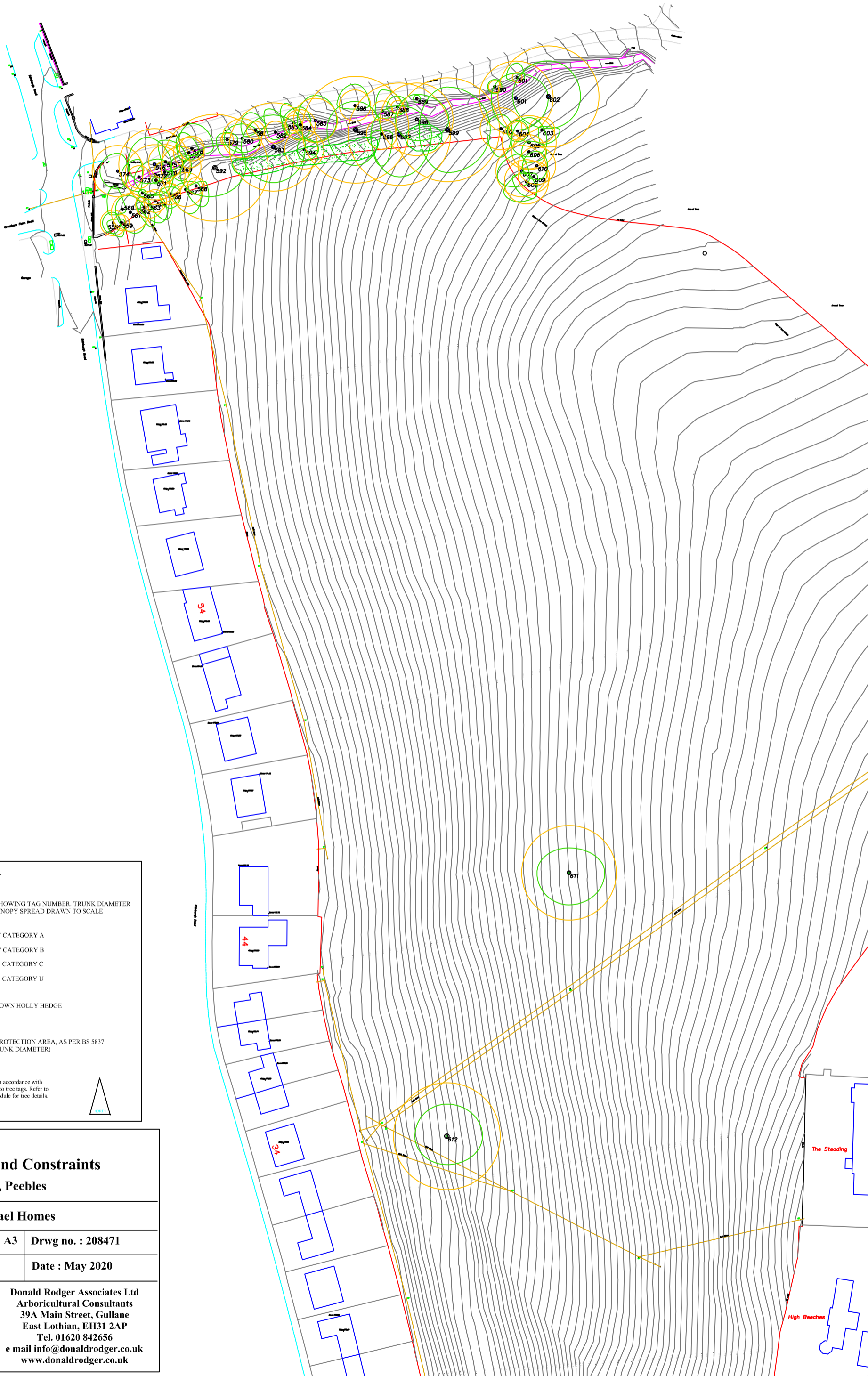


Mixed plantation bordering the site (T2)








Appendix 5: Arboricultural Constraints and Tree Loss Plans







Tree Survey


 TREE, SHOWING TAG NUMBER, TRUNK DIAMETER AND CANOPY SPREAD DRAWN TO SCALE

 TREES BS 5837 CATEGORY A
 TREES BS 5837 CATEGORY B
 TREES BS 5837 CATEGORY C
 TREES BS 5837 CATEGORY U

 OUTGROWN HOLLY HEDGE

 ROOT PROTECTION AREA, AS PER BS 5837 (12X TRUNK DIAMETER)


Tree survey details recorded in accordance with BS5837:2012. Numbers refer to tree tags. Refer to accompanying report and schedule for tree details.
 Do not scale from drawing.



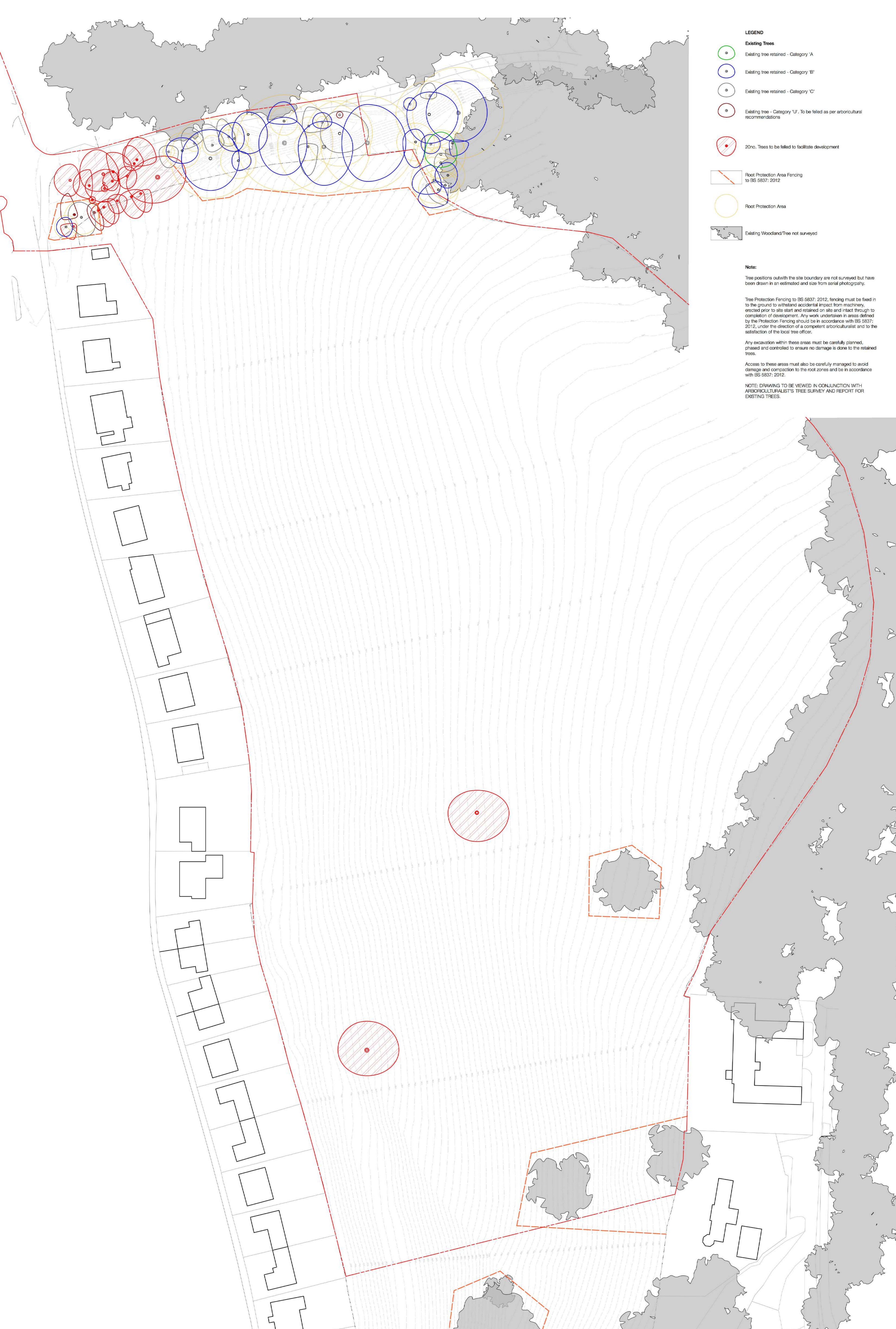
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Tree Survey and Constraints
Land at Venlaw, Peebles

Client: Carmichael Homes









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Drawn by : DR	Date : May 2020



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LEGEND

-  Existing tree retained - Category 'A'
-  Existing tree retained - Category 'B'
-  Existing tree retained - Category 'C'
-  Existing tree - Category 'U'. To be felled as per arboricultural recommendations
-  20m. Trees to be felled to facilitate development
-  Root Protection Area Fencing to BS 5837: 2012
-  Root Protection Area
-  Existing Woodland/Tree not surveyed

Note:
Tree positions outwith the site boundary are not surveyed but have been drawn in an estimated and size from aerial photography.

Tree Protection Fencing to BS 5837: 2012, fencing must be fixed in to the ground to withstand accidental impact from machinery, erected prior to site start and retained on site and intact through to completion of development. Any work undertaken in areas defined by the Protection Fencing should be in accordance with BS 5837: 2012, under the direction of a competent arboriculturalist and to the satisfaction of the local tree officer.

Any excavation within these areas must be carefully planned, phased and controlled to ensure no damage is done to the retained trees.

Access to these areas must also be carefully managed to avoid damage and compaction to the root zones and be in accordance with BS 5837: 2012.

NOTE: DRAWING TO BE VIEWED IN CONJUNCTION WITH ARBORICULTURALIST'S TREE SURVEY AND REPORT FOR EXISTING TREES.

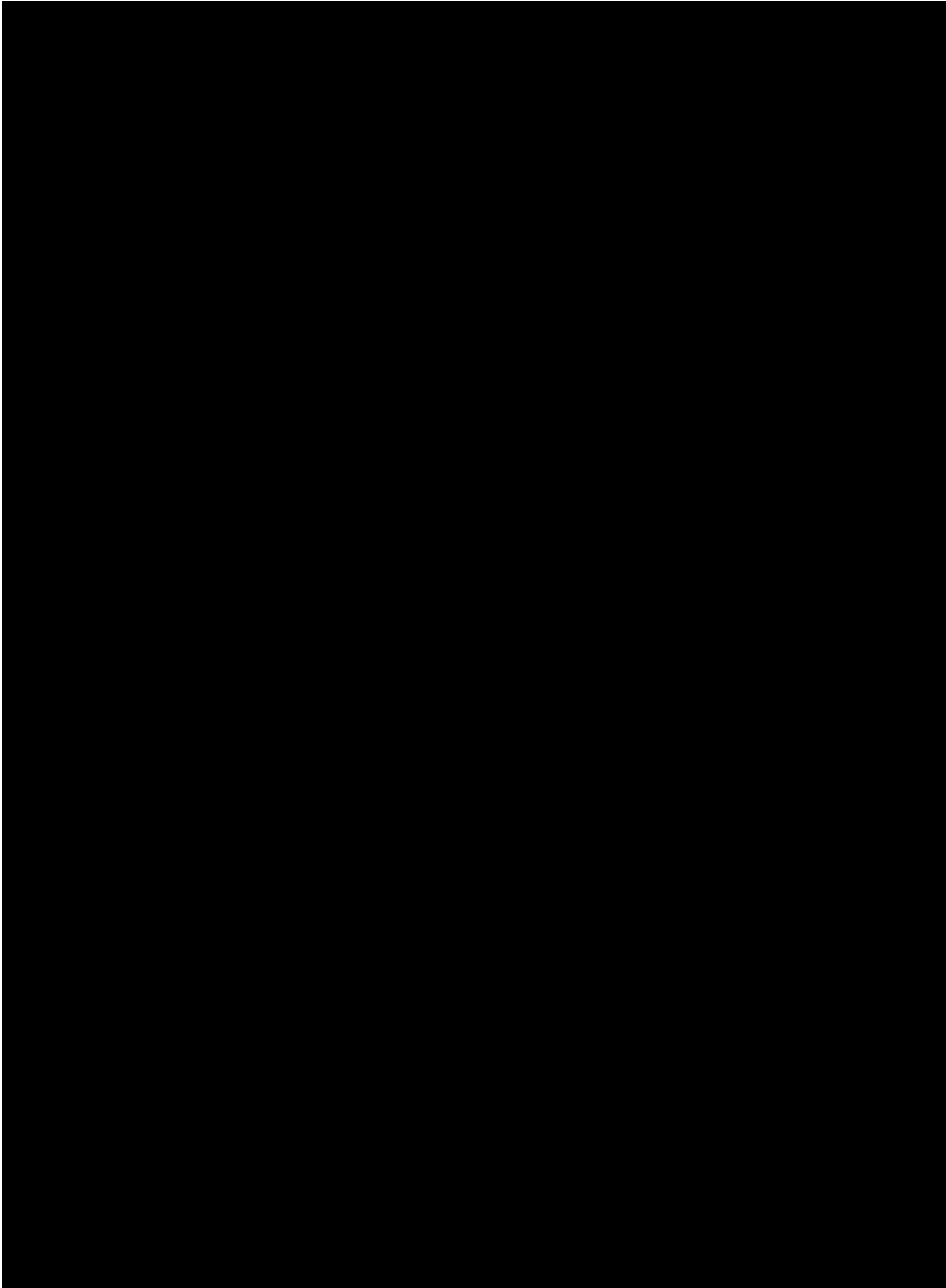
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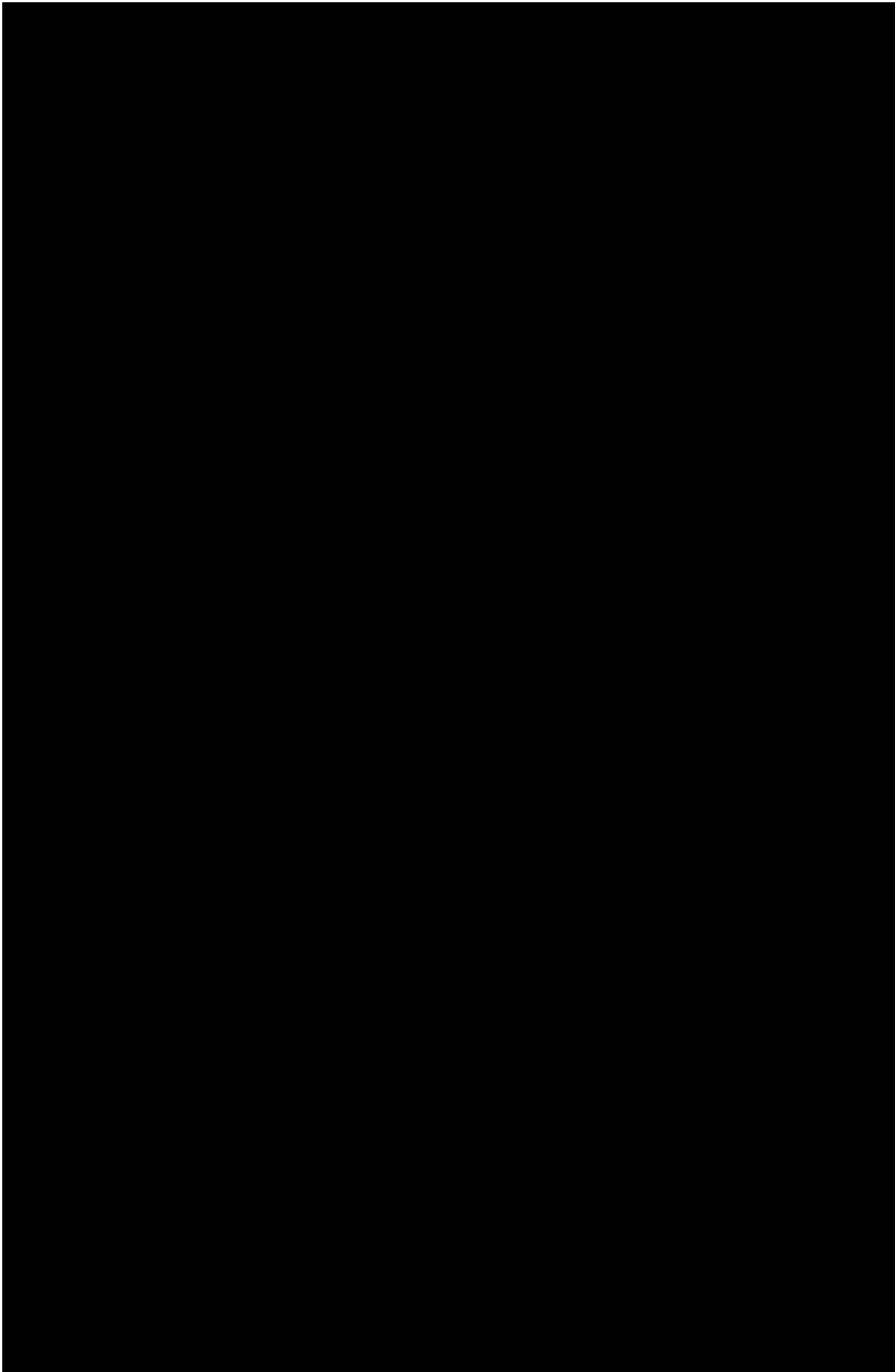


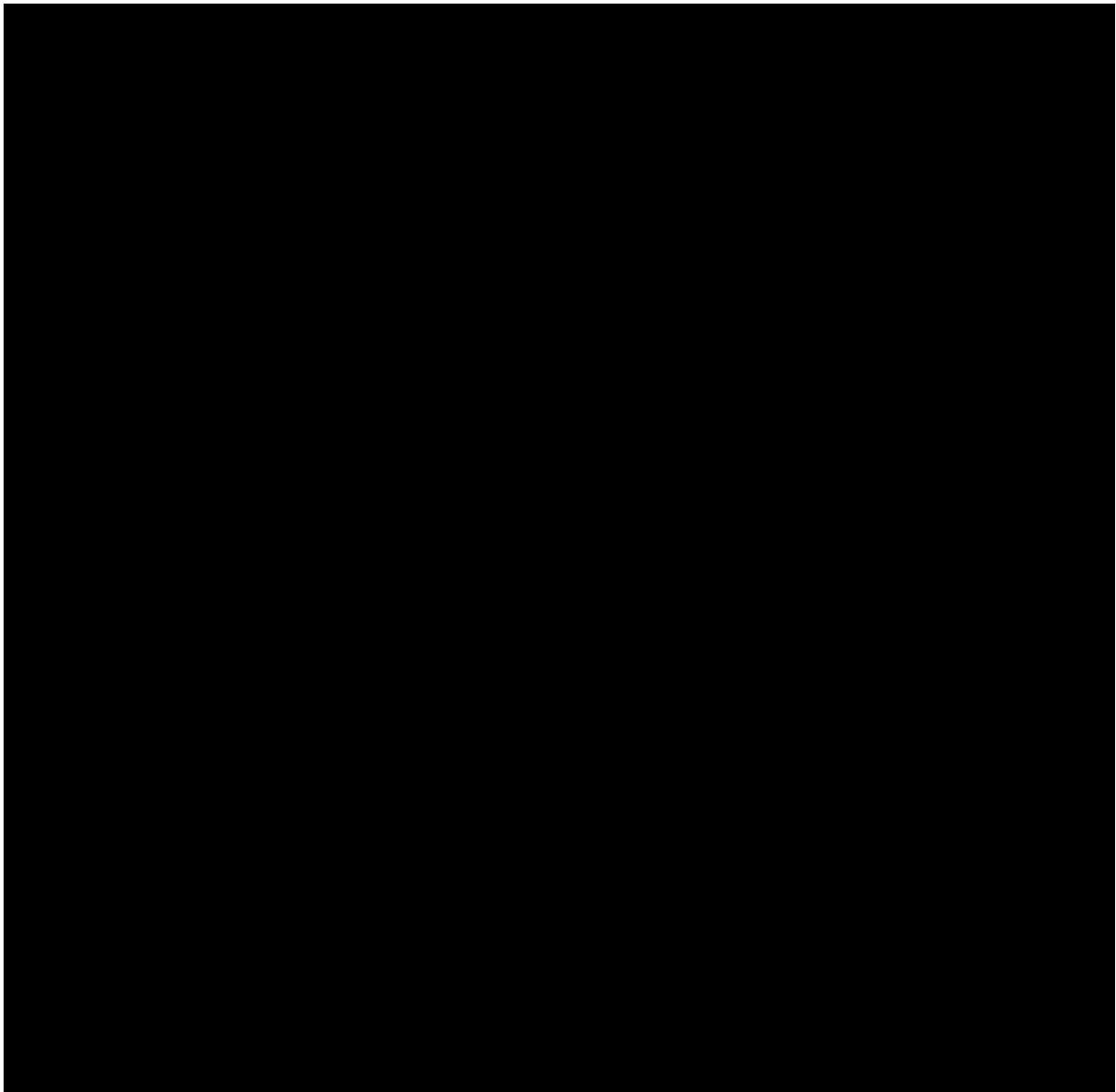
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 First issued: 12/08/20

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Drawing Title:	Tree Works Plan
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Drawing Number:	WZ 18 21 P02
Revision Number:	
Date:	12/08/20

Appendix 6: Roost Assessment of Trees Survey Results



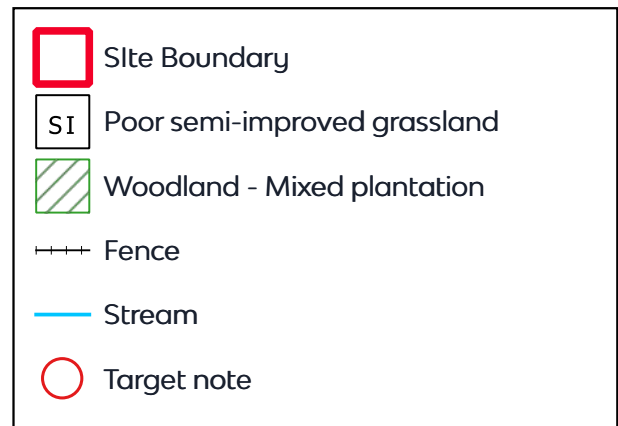
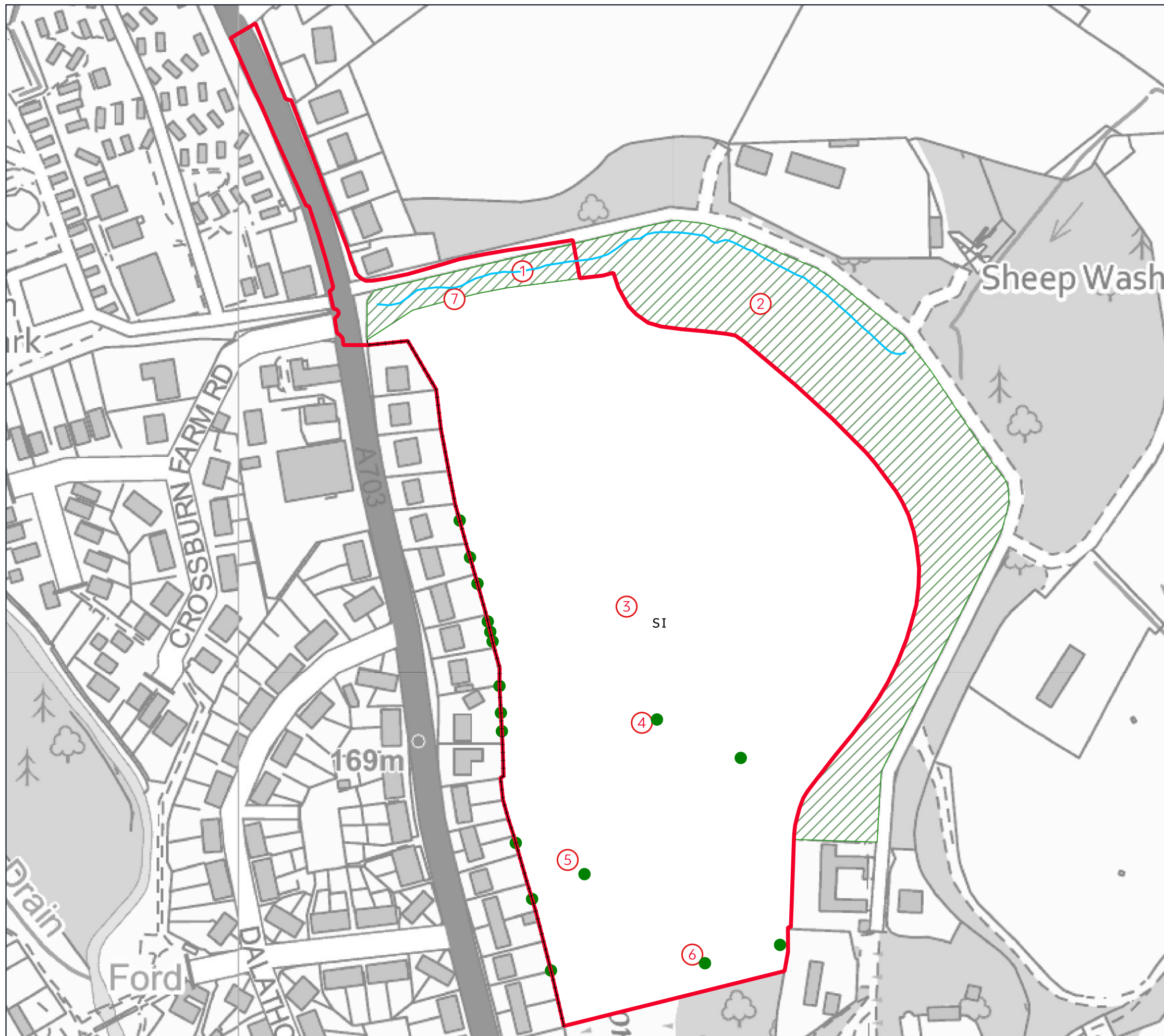




Plan

Habitat Features Plan 13310/ P01





Project Land at Venlaw, Peebles
Drawing Title Habitat Features Plan
Scale As Shown (Approximate)
Drawing No. 13310/P01
Date December 2020
Checked SJC/JM



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Proposed Residential Development, Edinburgh Road, Peebles

Transport Statement

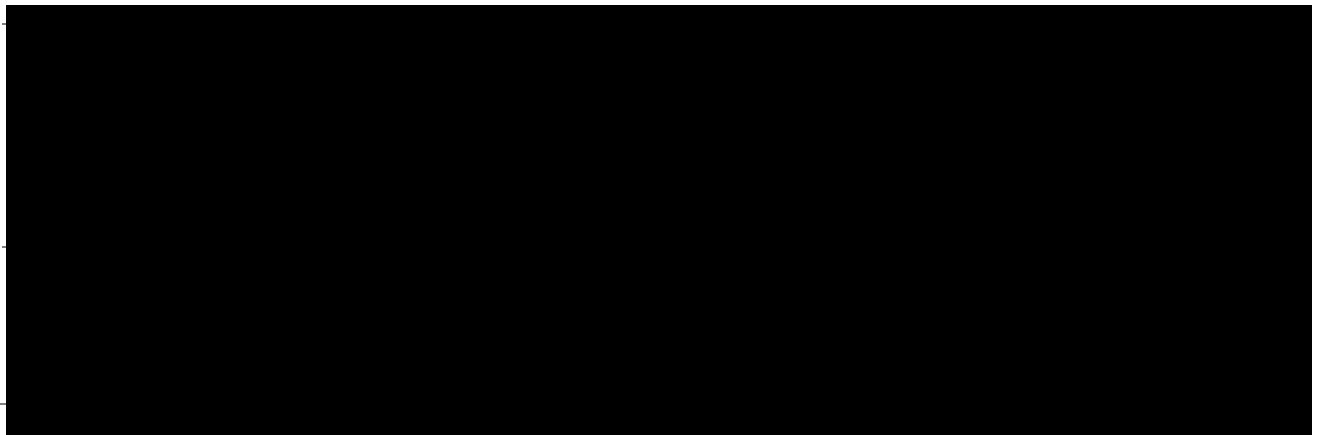
June 2020

ECS Transport Planning Limited

Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com



Client Name: Carmichael Homes & Interiors Limited
Document Reference: 01
Project Number: 20037



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1. Introduction

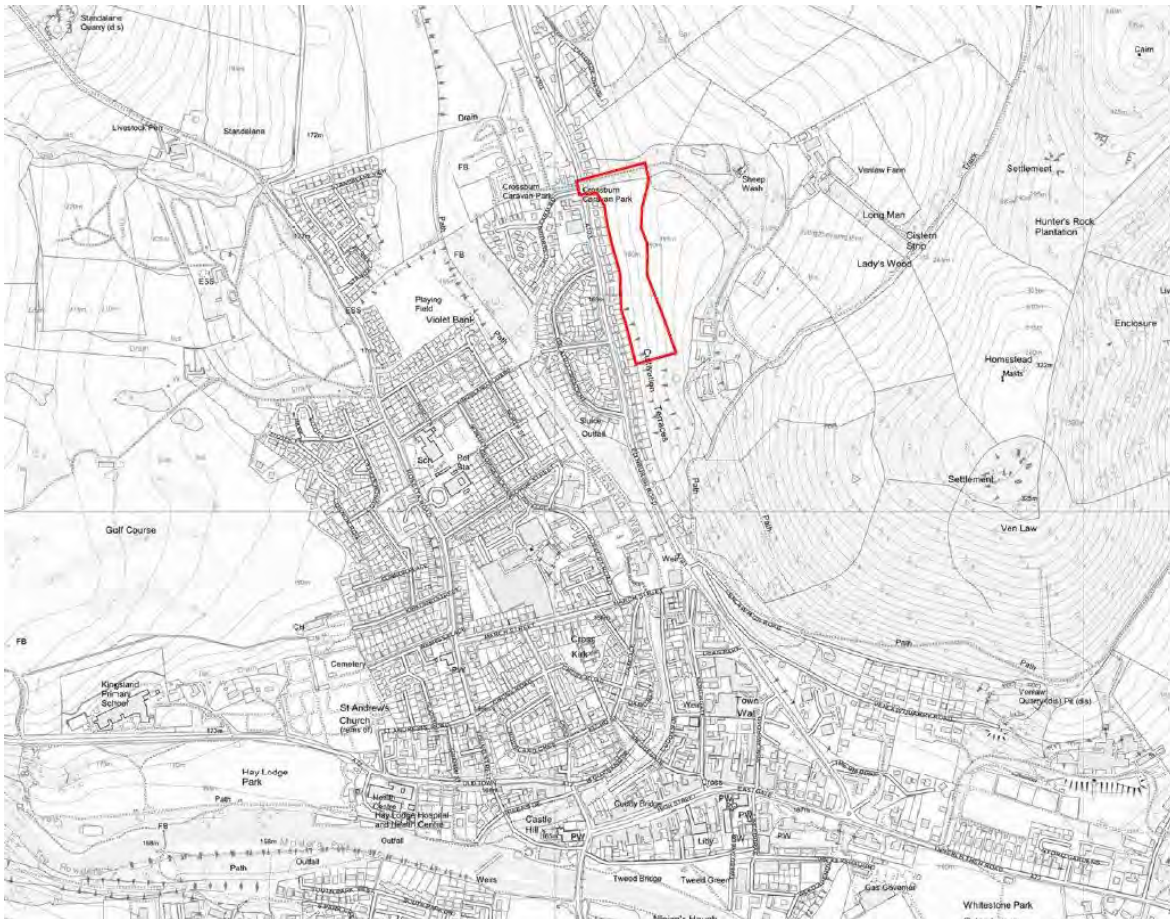
- 1.1. ECS Transport Planning Limited (ECS) has been commissioned by Carmichael Homes & Interiors Ltd to produce a Transport Statement (TS) in support of a planning application for a residential development on land east of Knapdale, 54 Edinburgh Road, Peebles.
- 1.2. The proposals include 22 private 4 bedroom detached residential properties with integral garages and private in curtilage parking. The site will be accessed via an upgraded priority junction with the A703 Edinburgh Road to the north west of the site.
- 1.3. The site has been subject to a previous planning application which was withdrawn prior to determination. Scottish Borders Council's Roads Planning Service (SBC) raised concerns with the previous application over road safety due to the proliferation of accesses along the A703 Edinburgh Road. These comments were provided circa 2008 prior to the introduction of national government transport planning policy Designing Streets. Nonetheless, whilst these proposals are for less than half of the original application, an independent Road Safety Audit was instructed to review the proposals in support of the application. Consideration has been given to the comments contained within the safety audit and reference made to the recommendations throughout this report.
- 1.4. This report examines the key transportation issues and access opportunities associated with all modes of travel for residential development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.
- 1.5. The parameters of this study were based on a review of a consultation response provided by SBC, findings of an independent road safety audit and detailed within scoping correspondence issued to SBC. Details of the scoping correspondence are contained within *Appendix A* for reference.
- 1.6. The findings of this study are based on a review of the site, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning policies, including 'Designing Streets'.
- 1.7. The subsequent chapters of this report are structured as follows:-
 - Development Proposals;
 - Local & National Transport Policy;
 - Sustainable Accessibility;
 - Existing & Future Traffic; and
 - Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

- 2.1. Peebles is a town in the Royal Burgh of Tweeddale within the Scottish Borders region of Scotland, situated at the confluence of the River Tweed and Eddleston Water.
- 2.2. The site is located on the northern boundary of the town and is bound to the north by the access road to Castle Venlaw Hotel, to the east and south by undeveloped open land and forestry and to the west by a row of residential properties and the A703 Edinburgh Road.
- 2.3. Located in the vicinity of Crossburn Caravan Park, Harrison Ford Car Showroom, Esso Petrol Filling Station and Castle Venlaw Hotel, the site, which is undeveloped farmland, is linear in nature and slopes steeply from west to east.
- 2.4. The location of the site, in a local context, is highlighted in red within *Figure 1* below: -

Figure 1: Site Location



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- 2.5. As highlighted previously, the site was subject to a planning application in 2008 which was withdrawn prior to determination. More recently, in 2014, observations were provided by SBC through the Local Development Plan consultation process. Comments provided by SBC have been considered within this application.
- 2.6. The area has a number of local amenities including three primary and one secondary schools, a hospital, supermarket, a pharmacy, a post office and recreational facilities, such as, local parks and a swimming pool. The site is well located in terms of access to key arterial routes and public transport services to likely areas of employment.

Proposed Residential Development

Development & Access Overview

- 2.7. The proposals consist of a residential development of 22 dwellings with associated infrastructure and open space on land to the east of Knapdale, 54 Edinburgh Road, Peebles. The proposals include 22 private 4 bedroom detached residential properties with integral garages and private in curtilage parking.
- 2.8. Vehicular access will be provided via an upgraded priority junction with the A703 Edinburgh Road to the north west of the site. Access is proposed from an existing junction to Venlaw Farm and the former Castle Venlaw Hotel, which is no longer operational. Access to the farm and former hotel will be maintained and provided via a new minor access from the proposed development spine road.
- 2.9. External pedestrian access to the site will also be provided from the A703 Edinburgh Road. Due to topography and land constraints, pedestrian access will be introduced on the southern side of the junction and will be segregated from the carriageway. A stepped access with landing platforms will be introduced with a DDA compliant ramp to the north of the stairs which will link with the landing platforms. The stairs and ramp will connect the footway on the eastern side of the A703 Edinburgh Road with segregated footways either side of the development spine road directly north of the reconfigured access to Venlaw Farm and the former Castle Venlaw Hotel.
- 2.10. An independent road safety audit was undertaken on the access proposals and minor recommendations suggested to improve the access to support residential traffic. The audit is enclosed for information and consideration has been given to each of the points raised. A widened access has been introduced to formalise the junction and permit two-way operation and increased radii to improve merge / diverge from the A703 Edinburgh Road. Pedestrian facilities have also been considered with dropped kerb crossings introduced and a refuge island in the centre of the priority junction. The existing footways will be amended to connect with the proposed crossing points.
- 2.11. Due to topography and land ownership the site can only be developed in a linear nature which requires the use of a single 6m wide spine road with a turning head at the southern end.
- 2.12. The site will provide adoptable standard footways either side and a DDA compliant connection to Edinburgh Road, thereby accessing the good links for pedestrians, cyclists and public transport facilities on this primary corridor within the settlement.
- 2.13. The proposed development masterplan is shown on ERZ Drawing 18 21 PO1 contained within *Appendix B*.

Development Parking Provision

- 2.14. Vehicle parking will also be provided within the development site which will include a mix of private and visitor / communal provision, as per SCOTS. 3 private spaces will be provided within the plot curtilage and visitor / communal parking within a suitable walking distance of surrounding dwellings on the adopted street network in the form of laybys.

Service vehicle Access

- 2.15. As detailed within Designing Streets, the layout of the site should not be dictated by the need to accommodate infrequent movements by larger vehicles, such as, refuse lorries. Given the linear shape of the development site, a looped internal road is undeliverable, as such, to ensure the adopted internal roads can support these types of manoeuvres, a standard turning head has been introduced at the southern end of the spine road to support movements in and out of the site in a forward gear. Woolgar Hunter Drawings 90-9500 PO2 and 90-9501 PO2 contained within *Appendix B*, demonstrates a fire tender and refuse vehicle accessing the site.

3. Local & National Transport Policy

- 3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.
- 3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking an important role.
- 3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

- 3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- *the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;*
- *the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;*
- *bus services that are reliable, flexible, convenient and tailored to local needs;*
- *making walking and cycling a real alternative for local trips; and*
- *ports and airports providing improved international and domestic links."*

Scottish White Paper

- 3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- *promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;*
- *promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;*

- *protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;*
- *improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;*
- *improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport”.*

Scottish Planning Policy

- 3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

Planning Advice Note 75: Planning for Transport

- 3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed; the role of different bodies / professions in the planning process and provides reference to other sources of information.

- 3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

“The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel.”

“Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses.”

- 3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

“Accessibility to public transport services:

- *For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services.”*

“Accessibility to local facilities by walking and cycling:

- *A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour.”*

Designing Streets

- 3.10. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.
- 3.11. The key policies from Designing Streets that should be considered are as follows:
- *“Street design must consider place before movement.*
 - *Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.*
 - *Street design should meet the six qualities of successful places, as set out in Designing Places.*
 - *Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.*
 - *Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.”*

Scottish Executive Development Department: Transport Assessment Guidance (TAG)

- 3.12. The above document was published in 2012 and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.
- Reducing the need to travel, especially by private vehicle;
 - Reducing environmental impact of development;
 - Encouraging accessibility of development / location; and
 - Promotion of measures that influence sustainable travel behaviour.
- 3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.
- 3.14. Paragraph 2.9 of the document states that:
- “Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy.”*
- “In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures...”*

Let's Get Scotland Walking - The National Walking Strategy

- 3.15. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

- 3.16. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- *Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being*
- *Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone*
- *Enable easy, convenient and safe independent mobility for everyone*

Cycling Action Plan for Scotland

- 3.17. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.
- 3.18. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.
- 3.19. Currently 1% of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10% by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car; many of these could be switched to bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

Local Transport Planning Policy

Local Access and Transport Strategy

- 3.20. Local Access and Transport Strategies (LATS) are intended to set out a local authority's objectives, strategies and implementation plans for the development of an integrated transport system. The LATS should flow from and in turn be incorporated into the relevant document plan.
- 3.21. The publication of the previous Local Transport Strategy document for the Scottish Borders was in 2008. An important aspect in the preparation of the new document is the incorporation of access alongside transport. The council also considers that there are strong linkages between strategic transport planning, with transport and accessibility being an important consideration in relation to future development.
- 3.22. The key aspects are as follows:
- *Providing accessible and sustainable development;*
 - *Promoting town centres;*
 - *Providing green networks around towns;*
 - *Ensuring that development does not adversely impact on the transport network;*
 - *Identifying requirements for developer contributions to help mitigate against any adverse impact on the transport network from development.*
- 3.23. The vision and aims of the Local Access and Transport Strategy set the direction of the strategy and are aimed at delivering the key outcomes.
- 3.24. The Vision is that our transport, communications and access networks will provide opportunities for sustainable economic development, improved social services and increased health and well-being. There will be high quality digital connectivity available to all communities, a good quality road network serving key markets, a public transport network providing access to employment areas and services and an access network surrounding all of our towns.
- 3.25. The key aims of the strategy are as follows:-
- The improvement of strategic routes to market;
 - To help promote and develop the newly constructed Borders Rail Service;
 - The development of a strategic cycling and walking network throughout the Scottish Borders;
 - The promotion of improvements to the public transport network;
 - To help provide a more integrated and connected transport network in the Scottish Borders;
 - To help promote and deliver more vibrant town centres;
 - To deliver a safer and better maintained road network;
 - To help promote low carbon transport and measures to help reduce the need to travel such as digital connectivity;
 - The provision of a network of charging points for electric vehicles.

Summary

- 3.26. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.
- 3.27. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.
- 3.28. In addition, the Scottish Government document “Transport Assessment Guidance” supports the need for consideration of a sustainable approach to transportation planning.

4. Sustainable Accessibility

- 4.1. A review of the people trip generation associated with the development has been undertaken to ensure the uplift in movements can be accommodated on the network. The following also provides an overview of the likely travel demand for sustainable modes of travel created by the proposed development.
- 4.2. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered where necessary.
- 4.3. In line with PAN 75, when assessing a development site, it is good practice to set maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The acceptable walking distances to public transport interchanges and local facilities are as follows:-
 - 400m to bus services;
 - 800m to rail services; and
 - 1,600m to local facilities / amenities.
- 4.4. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, these distances are often exceeded in rural locations or areas which benefit from good / frequent public transport services.

Multi-Modal / People Trip Assessment

- 4.5. In accordance with the Scottish Government's Document "Transport Assessment Guidance", a people trip assessment has been undertaken to determine the likely travel characteristics of the proposed development, which can be assessed in line with the current sustainable travel opportunities.
- 4.6. To predict the likely travel characteristics of people residing at the proposed development, reference has been made to the 2011 Scottish Census 'Journey to Work' data based on the current travel choice of residents within Peebles, to the north of the River Tweed. The Census output and subsequent multi-modal generation is included within *Appendix C*.
- 4.7. In generating these travel figures the proposed vehicle generation, established from a residential development to the south east of the town, was used to reflect the percentage modal split for 'Car Drivers'. The remaining travel modes were established by proportioning each mode to the 'Car Driver' figures, with the corresponding total (two-way) people mode share trip generation indicated in *Table 1* overleaf.
- 4.8. Survey information from the two site access junctions, Kingsmeadows Road / Kittlegairy View priority and Kingsmeadows Road / Whitehaugh Park priority, was utilised to develop local trip rate and accurate residential distribution patterns. Details of the trip rates, which were agreed with SBC, are contained within *Appendix C*.

Table 1: Proposed Residential Development Modal Split and Mode Share (Two-Way)

Mode of Travel	Modal Split	AM Peak	PM Peak
Underground / Light Rail	0.04%	0	0
Train	0.08%	0	0
Bus / Coach	6.54%	2	2
Taxi / Minicab	0.64%	0	0
Driver Car / Van	44.23%	15	14
Passenger Car / Van	8.79%	3	3
Motorcycle / scooter	0.25%	0	0
Bicycle	1.74%	1	1
Walking	37.18%	13	12
Other	0.51%	0	0
Total	100%	34	33

Minor discrepancies are associated with rounding

- 4.9. The census information indicates that approximately 11% of adults work from home in and around the development site area which has not been accounted for in the above calculations ensuring the assessment of each mode is robust. Clearly, those working from home would not impact on the commuter peak periods which would limit the impact on the existing transport infrastructure.

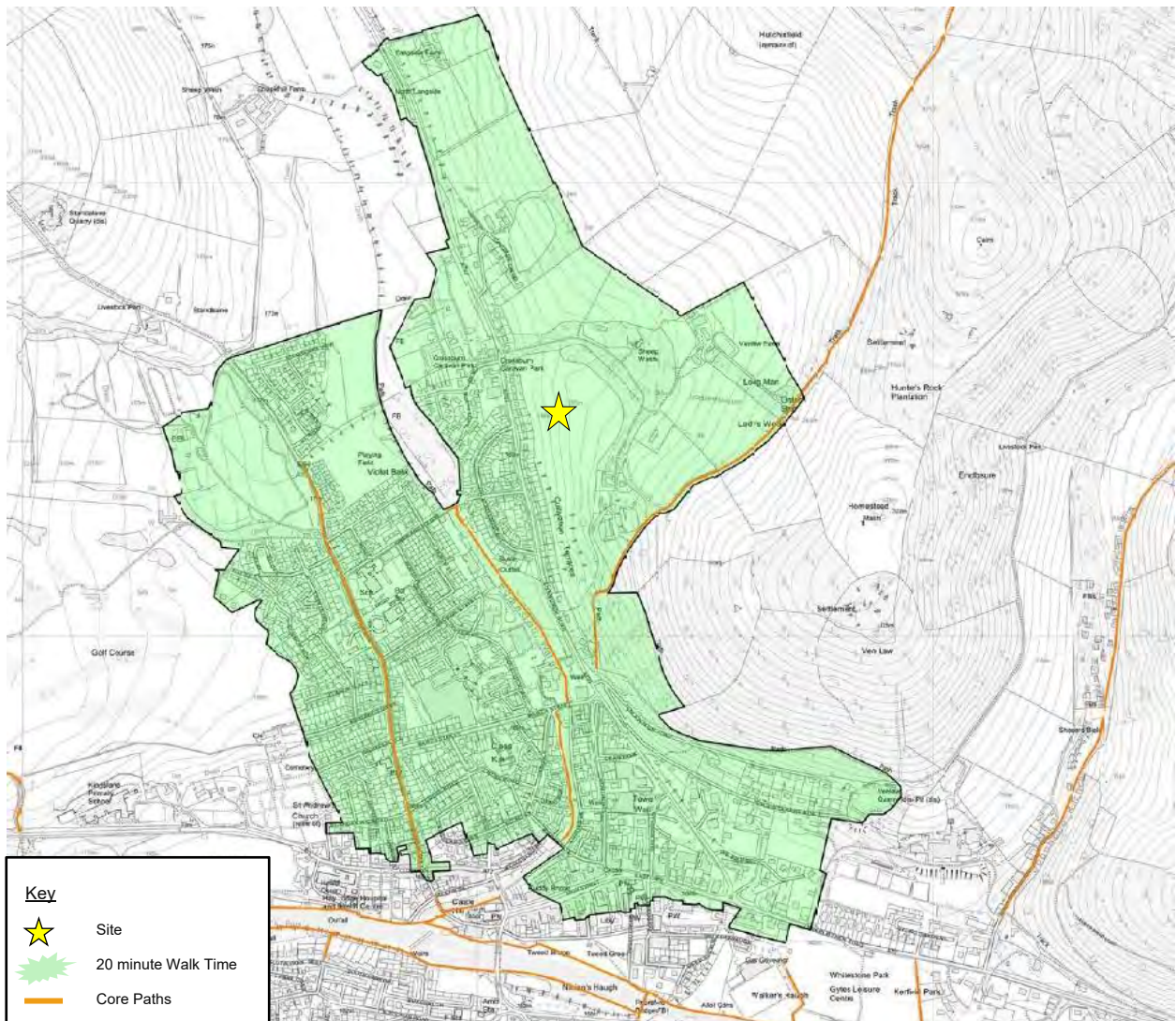
Sustainable Travel Opportunities

Walking

- 4.10. From *Table 1* above, the proposed residential site could generate up to 13 and 12 (two-way) trips on foot during the AM and PM peak periods, respectively. However, it is expected that the level of walking trips could be increased with the location of the site in relation to the High Street, Tesco supermarket, local schools, public transport and employment opportunities.
- 4.11. The main pedestrian desire line will be to the south west of the development site, given the location of public transport facilities and local amenities. As highlighted, due to topographic and land constraints, pedestrian access will be introduced to the south of the access junction and in the form of a DDA compliant ramp and set of stairs with level platforms at regular intervals. The access will link facilities on the eastern side of the A703 Edinburgh Road with segregated footways on both sides of the development spine road to the north of the reconfigured access to the Venlaw Farm.
- 4.12. The A703 Edinburgh Road benefits from footways on both sides of the carriageway with crossing facilities present in the form of dropped kerbs at regular intervals to support access between the eastern and western sides of the carriageway. In addition, a pedestrian refuge island is present on the A703 Edinburgh Road to the south of the junction with Dalto Crescent.

- 4.13. Bus stops are located on the A703 Edinburgh Road to the south west of the development site and, as previously detailed, footway connections and crossing facilities are available to these services. Bus stops are also available along North Street and High Street providing access to local amenities.
- 4.14. Footways are present on both sides of the majority of the local streets within the area and benefit from street lighting, as would be expected within a built-up residential area. Facilities on Dalatho Crescent provide a link to a footbridge over Eddleston Water and a connection to Kingsland Road. From Kingsland Road, pedestrians can access additional bus services and Halyrude Primary School. Interconnecting footways from Kingsland Road provide access to the Tesco Supermarket.
- 4.15. The footways on Edinburgh Road route south providing a continuous connection to the A72 and Peebles High Street which hosts a number of local amenities.
- 4.16. In recognition of PAN75, *Figure 2*, overleaf, highlights a walking isochrone relative to the development site and demonstrates the areas that can potentially be reached on foot within 1,600m. It is worth noting that isochrones are traditionally focused on the centre of the development site and it is evident that the key areas within the town, such as the High Street, are accessible from the site.
- 4.17. Local amenities, such as, the local supermarket, the local primary school and recreational facilities are accessible within a 1,600m walking distance from the centre of the development site as encouraged by national policy. It is considered that the attractive walking routes will encourage residents to access the vast range of facilities on offer within the town centre on foot.
- 4.18. High Street operates as a typical main street within the centre of a small town or village, with wide footways on either side of the carriageway, local amenities fronting the street, bus stops with shelters and several crossing points. Pedestrian build-outs with tactile paving and refuge islands are located at two locations along High Street, towards the western end and in the centre, with a controlled crossing point at the eastern end. These facilities support safe pedestrian movement in and around the centre of the town.
- 4.19. It is expected that the inclusion of external footway connections as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity, particularly with journeys to schools. It is therefore considered that the pedestrian generation calculated within the multimodal assessment will be exceeded, thereby reducing reliance on private car use for local trips.

Figure 2: Walking Isochrones



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Safe Routes to Schools

- 4.20. In line with Transport Planning Policy, Transport Statements / Assessments produced in support of residential developments should consider the safest route for young children travelling on foot or by bicycle to the nearest places of education. It is likely that children residing at the development site will be educated at Halyrude Primary School to the south east of the site or Peebles High School on the southern side of the Tweed.
- 4.21. Halyrude Primary School is located to the south west of the site on the opposite side of Eddeston Water within approximately 800m walking distance from the centre of the development site and accessible via the A703 Edinburgh Road, Dalatho Crescent and Kingsland Road.