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In 2014 Scotland Welcomes the World



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Dear Martin,

SCOTTISH BORDERS LOCAL DEVELOPMENT PLAN: PROPOSED PLAN

The Scottish Government welcomes the publication of the Proposed Plan, demonstrating the Council’s commitment to maintaining an up-to-date development plan. I am responding on behalf of the Scottish Government, including Transport Scotland and Historic Scotland.

CLIMATE CHANGE - Section 3F

As set out in our response to the Main Issues Report, Section 3F of the Planning Act requires local development plans to include policies requiring developments to avoid a specified and rising proportion of projected greenhouse gas emissions through the installation and operation of low and zero carbon generating technologies. This is a legislative requirement of Section 3F of the Town and Country Planning (Scotland) Act 1997.

The LDP should include a policy that addresses these issues. Examples of such policies are contained within the Dundee LDP and the Perth and Kinross LDP. The Adopted Dundee LDP, Policy 29, states that “Proposals for all new buildings will be required to demonstrate that at least 10% of the carbon emissions reductions standard set by Scottish Building Standards (2007) will be met through the installation and operation of zero-carbon generating technologies. This percentage will increase to 15% from the beginning of 2016 and will be reviewed in 2018”.

An alternative example is based on the Perth and Kinross plan, which takes a more detailed approach, specifying time periods and appropriate emissions abatement for domestic and non-domestic buildings.

We recommend that either approach could be applied to the LDP; however the first approach is in keeping with the general style and tone of the remainder of the Proposed Plan.

TRANSPORT – Volume 1

Policy PMD3: Land Use Allocations Appendix 1: Settlement Appraisal Methodology

The local development plan should take due cognisance of Policy 8(f) of the SESplan Strategic Development Plan and “Take account of the cross-boundary transport implications of all policies and proposals including implications for the transport network outwith the SESplan area” and the implications for cumulative impacts of the Plan on cross-boundary transport matters including those arising from the cross-boundary transport study associated with the SESplan Action Programme Action 112.

Infrastructure paragraph 2.9 Spatial Strategy 3.17, 3.32 Policy IS4: Transport Development and Infrastructure – supported schemes c) and d) and associated paragraph 1.3

The Strategic Transport Projects Review (STPR) identified the A1, A68 and A7 routes as generally operating well and, as such, did not establish objectives to address corridor-specific issues. It did note that there is an ongoing need to maintain and safely operate the routes through route management interventions targeted at bringing the physical condition and safety standards to a level which supports the expected traffic levels during the period of review. These interventions would include a variety of localised improvements that would be undertaken in tandem with, and driven by, the trunk road maintenance contracts. The text within the Proposed Plan should therefore explicitly note that there are no Transport Scotland proposals to deliver a bypass around Selkirk on the A7 nor the upgrading of the A1 trunk road to a dual carriageway.

Infrastructure paragraph 2.9 Key outcome 5 Spatial Strategy 3.32 Policy IS4: Transport Development and Infrastructure – supported new and improved transport infrastructure scheme e) and associated paragraph 1.3.

Paragraph 2.9 should be amended to read:

The potential for a better rail service for the Berwickshire communities with a rail halt at Reston has been the subject of further study by SEStran. Transport Scotland has included improved rail services between Edinburgh and Berwick-upon-Tweed, incorporating a potential halt at Reston, as a priced option within the Invitation to Tender for the next Scotrail franchise.

Spatial Strategy 3.17 Policy IS4: Transport Development and Infrastructure – supported new and improved transport infrastructure scheme f) and associated paragraph 1.3.

The text within the Proposed Plan should explicitly note that there are no Transport Scotland proposals to consider providing a rail link from Tweedbank to Carlisle. It was not identified in STPR and the long-term ambitions of the Council for the provision of such a link should be stressed throughout the Proposed Plan. To ensure clarity is provided, the Plan should be clear that no appropriate appraisal has been undertaken, that it does not have Scottish Government approval and therefore does not form part of Ministers' Infrastructure Investment Plan.

Policy IS6: Road Adoption Standards and associated paragraph 1.1

The following should be added to paragraph 1.1 to clarify trunk road requirements:

Where an access is proposed to be taken from a trunk road, the proposals should be discussed at an early stage with Transport Scotland regarding standards and procedures and, in general, comply with the Design Manual for Roads and Bridges.

Policy IS16: Advertisements and associated paragraph 1.2

The last sentence of paragraph 1.2 should be amended to clarify trunk road requirements to read:

It should also be noted that where Advertisements are on or visible from a trunk road, there is a requirement to consult Transport Scotland regarding advice and the criteria to be met for approval.

***Appendix 3: Supplementary Guidance and Standards
Transport Standards***

The following should be added to clarify trunk road requirements:

Where an access is proposed to be taken from a trunk road, the proposals should be discussed at an early stage with Transport Scotland regarding advice standards and procedures and, in general, comply with the Design Manual for Roads and Bridges.

***Appendix 3: Supplementary Guidance and Standards
Transport Assessments and Travel Plans for Development Sites***

The following text should be added to clarify trunk road requirements:

Developments which impact upon the trunk road may have different requirements for the TA and developers should contact Transport Scotland for further advice.

Volume 2

Transport Scotland would offer the following comments on those sites within the Plan that require access from the trunk road networks as follows:

Hawick Site(s) Ref. zR08 Commercial Road (A7T)

The main issues for proposals for development along this section of trunk road will relate to the provision of suitable access, cumulative impact on the Commercial Road/Albert Road junction and the provision of parking. Proposals will require to be discussed with Transport

Scotland as trunk roads authority at an early juncture, particularly in respect to the performance of the Commercial Road/Albert Road junction.

Newton St Boswells Site Ref BNEWT001 (A68T)

Issues relating to the existing junction, capacity and safety issues would limit the size of any development that would be acceptable. The promotion of the land area within the indicated boundary may require to be supported by the construction of the proposed roundabout required for the Newtown St Boswells extension which would potentially be required to be provided prior to occupation of dwellings.

Selkirk Site Ref ESE2 (A7T)

Access to this site may be problematic as there is only one point where this may be possible, this being at the south east corner. Whilst it may be possible to achieve the required visibility from the access, the stopping distance for following vehicles seeing a right turning vehicle may not be able to be achieved and, in addition, any vehicle waiting to turn right may not be able to see oncoming southbound traffic. These safety matters would require to be investigated prior to any application for development in order to confirm whether a safe and appropriate access could be formed into the trunk road.

Best regards,

Anne Grove
Senior Planner