

SCOTTISH BORDERS COUNCIL

PLANNING AND BUILDING STANDARDS COMMITTEE

8 JANUARY 2018

APPLICATION FOR PLANNING PERMISSION

ITEM:	REFERENCE NUMBER: 17/01363/FUL
OFFICER:	Mr Scott Shearer
WARD:	Jedburgh and District
PROPOSAL:	Demolition of existing Parkside Primary School, erection of a replacement intergenerational community campus, incorporating nursery, primary and secondary educational provision, including the formation of a new vehicular access, associated car parking, drop off, playgrounds, soft landscaping, fencing, multi-use games area, 2G hockey pitch, 3G rugby pitch, running track, lighting, CCTV cameras, bin store, external changing pavilion, rural skills area, substation and associated footpaths
SITE:	Land South East Of Parkside Primary School And Parkside Primary School, Jedburgh
APPLICANT:	Scottish Borders Council
AGENT:	Stallan Brand

SITE DESCRIPTION

The application site lies on the eastern side of the Jed Water valley and extends to over 9 hectares. Parkside Primary School is located in the western corner of the site with the remainder of the site being open green field land. Mature trees are a significant feature of the site with an historic tree lined avenue containing a core path running along its north western boundary which is known as 'The Drive, acknowledging its original purpose as the primary access to the long-demolished Hartrigge House'. The southern boundary is also tree lined and there are pockets of mature planting within the site's central area. The topography of the site rises significantly from the west to the east which allows for views over Jedburgh.

Residential developments are situated to the south, south west and north west of the site. To the east lies a site safeguarded within the Local Development Plan for business and industrial use (ref; zEL32) with the large Mainetti building located to the east and The L.S Starrett Company to the north east. The area of land to the north comprises of open land and mature trees.

Current vehicular access is taken from Oakieknowe Road with Parkside Primary School accessed from Prior's Road. A mini roundabout is located to the west of the site on Waterside Road which provides a vehicular link to the A68.

The site is located within a designated landscape listed as Hartrigge within the Borders and Designed Landscape Survey 2008. The site is outwith the Jedburgh Conservation Area which terminates to the west of the site at the edge of Waterside Road/Jed Water.

PROPOSED DEVELOPMENT

The application relates to the development of an intergenerational community campus to serve the Jedburgh area. The campus will provide the town's nursery, primary and secondary school provision as well as further education and community facilities. The campus building is located centrally within the site to its southern side with accommodation spread over three floors. Playgrounds are located around the building. Sports pitches and an outdoor changing facility are located to the east of the site with a multi-use games area (MUGA) pitch to the south east of the campus building.

The main building is of contemporary and layered design with projecting rooflights to punctuate and add interest. It is described more fully later in this report.

Parkside Primary school is to be demolished as part of the development. The main access to the site will be from the west, through the Parkside site and will pass along the north west of the site. Parking will be provided at the main entrance as well as alongside the campus building with drop off points also provided. Footpath links are located throughout the site.

The proposal also includes associated infrastructure in the form of lighting, CCTV cameras, bin stores, rural skills area and a substation.

PLANNING HISTORY

There is no record of there being any planning applications lodged at this site.

The site does have a history of inclusion and exclusion from development plans. The site was formally allocated for housing with the Roxburgh Local Plan 1995; however it was later removed from the Plan. The site was considered again as part of the Local Development Plan 2016 (LDP) under site code AJEDB013 as a potential housing development of 80 units. The site was excluded from the plan due to issues with ownership, access, topography and proximity to the Industrial Estate. In addition there were several more appropriate undeveloped housing sites within Jedburgh. Following this assessment, the site was subject to Examination where the Reporter concluded that the site was not appropriate for allocation within the LDP however it was noted that because the site fell within the development boundary the possibility of its future development was not precluded.

REPRESENTATION SUMMARY

Representations from five different third parties have been received. Only one of the representations is a formal objection, with two letters having been submitted in support of the proposal. Some specific concerns were noted within two of the other comments received. The main concerns raised in response to this application are summarised below;

- Inappropriate pre-consultation with the public
- Lack of need for development
- Poor Design
- Missed opportunity to include renewable energy technology within the design
- Inappropriate site for development
- Building layout and proposed facilities fail to provide a wide provision of learning and sporting opportunities

- Development will have future capacity issues
- Development fails to cater for new parents, pre-school babies and toddlers such as an Early Years Centre
- Consolidating Jedburgh's education facilities is experimental and failure will hugely impact on future generations
- Lack of security fencing is a safety risk
- Road access is unsuitable
- Development does not address traffic congestion issues where there are currently problems with vehicles waiting to turn off or on to the A68
- Waterside Road is narrow. Increased traffic volume and larger vehicles will cause road safety issues
- Steep gradients of new access pose road safety issue
- Acoustic fencing to mitigate traffic impact should be extended to include the southern boundary of No 1&2 Waterside
- Insufficient parking spaces
- Construction traffic should access the site from the industrial estate
- Poor parking design
- Noise pollution
- Increase in flooding
- Ecological impact
- Construction process will affect the amenity of neighbouring properties
- Installation of CCTV will affect privacy of neighbouring properties
- Light pollution
- Loss of trees

Views contained within the two comments of support identify that;

- The development will provide educational and economic benefits for people of all ages
- Site is within easy walking distance of town centre
- Access issues are not insurmountable
- The radius of the access road could be improved by removing tree No. 15m to allow for realignment

APPLICANTS' SUPPORTING INFORMATION

The applicants have submitted the following information in support of the application;

- Design Statement
- Air Quality Assessment
- Noise Assessment
- Cultural Heritage Assessment
- Landscape and Visual Assessment
- Arboricultural Impact Report
- Transport Assessment
- Ecological Reports
- Pre-Application Consultation Report

CONSULTATION RESPONSES:

Scottish Borders Council Consultees

Archaeology Officer: The Cultural Heritage Assessment is accurate and agrees that there will be no significant impacts to the setting of designated archaeology in the surrounding area. The LiDAR assessment confirms the sites incorporation as part of

the Hartrigge House Designed Landscape and the retention of some of the plantation within the site is welcomed. The site name 'Oakie Knowe' retains a sense of a managed medieval landscape and Oak woodland was kept by the Jedburgh Abby throughout the Middle Ages. There is some potential for buried archaeology from this era and previously the location of the site may have been attractive to pre-historic settlers. Evidence of discovery is judged to be low but this is based on the evidence available, therefore the potential for discovery is recommended to be better expressed as 'unknown'. To get a better sense of presence or absence of buried archaeology a developer funded field excavation is recommended to be required as a condition of any consent.

Ecology Officer: Satisfied with the Ecological Impact Appraisal. A comprehensive set of surveys has been carried out in accordance with good practice measures, however a further survey to inspect the trees with bat roost features will be required before the application is determined. This survey can only be carried out between December – March. Otherwise suspensive planning conditions are recommended to ensure that the impact of the development on ecological interests is adequately mitigated. The conditions should include;

- The appointment of an Ecological Clerk of Works
- A Construction Environmental Management Plan
- A Species Protection Plan (to include measures to protect bats, badgers, red squirrel, breeding birds, reptiles and amphibia)
- A biosecurity plan for few-flowers leek
- A Landscape Management Plan
- A Lighting Plan

Environmental Health Officer: An updated response recommends that before works commence a Scheme for Mitigation of dust and other potential nuisances arising from the construction and demolition is required. The principal means of heating is from a heat pump, further information of the heat pump which is to be used is required to determine if a Noise Assessment is necessary.

Forward Planning: The site is a greenfield site located with the Jedburgh development boundary. Identify that a site for business and industrial use lies to the east of the site. A chronology of the sites previous inclusion and exclusion from previous development plans is provided along with the reasons listed by the Reporter during the Examination of the current LDP which concluded that the site was not suitable for a residential allocation of 80 units on the basis of; ownership issues, topographical constraints, access difficulties, the adjacent industrial use detracting from the visual attractiveness of the site and the availability of other less constrained housing land. The Reporter did acknowledge that the possibility of future residential development is not precluded and would require assessment against Policy PMD5.

Recommend that this application is to be tested against policy PMD5 which supports infill development provided the proposal satisfies the criteria listed in the policy. Forward Planning consider that the proposal satisfies each criterion of Policy PMD5 and the site is appropriate for this much needed facility within the town.

Landscape Architect: A detailed assessment has been provided; the following key points are noted;

- Given the undulating nature of the site there will be a significant amount of earth moving. The location of the school building and sports pitches exploit the topography to minimise the visual impact of the earth moving.
- The Landscape and Visual Appraisal identifies that there will be limited views of the development because of the enclosed nature of the site. The magnitude of change will be low.
- The existing mature woodland structure will largely remain intact and will continue to screen the development.
- When viewed alongside the industrial building and woodland, the development will not have a negative impact on the wider Jedburgh Area.
- The removal of 33no healthy trees represents the loss of 18% of healthy trees within the site and the access road will significantly impact on 10 other Cat A trees. The tree loss is not so significant to make the proposed development unacceptable and provides an opportunity to rejuvenate the mature structural planting.
- No details of the access road construction specification are provided. The section drawing shows little build-up within the Root Protection Area (RPA) of the retained trees. The Arboricultural Impact Assessment (AIA) notes that crown reduction can mitigate root loss or damage and a Tree Protection Plan should be prepared.
- The main vehicular entrance lacks any features and opportunities exist to provide some gateway detailing to complement the existing gateway off Prior's Road.
- The landscape plan is limited and does not reflect the Landscape Design Mitigation measures detailed in Section 6 of the LVIA.
- The limited boundary fencing is welcomed to maintain a permeable site and retained the open public nature of the site.

In conclusion the Landscape Architect recommended that there will not be an unacceptable landscape and visual impact from this development, but the following issues should be addressed within any approval;

1. A Tree Protection Plan and Arboricultural Method Statement produced prior to any work commencing on site and the presence of the Arboricultural Consultant while any work is being undertaken within or immediately adjacent to the Root Protection Area of any retained trees.
2. A requirement to replace any existing trees impacted by the development works that die within 5 years of completion.
3. A more detailed entrance gateway plan.
4. A fully specified and detailed planting scheme for the development, including timing of all planting, planting protection, and establishment and future maintenance.

Outdoor Access Officer: Access to the school and permeability through the site are key aspects of the application. Recommend that a Path Planning Study is undertaken to identify;

- Where existing routes including statutory access rights are located
- Where temporary or permanent diversions are required
- Areas of improvements to the path network

The use of shared access and active travel are encouraged by the Scottish Government. The Core Paths which pass through the site should be upgraded. The eastern boundary of the site is used as informal route and its usability should be maintained.

Roads Planning Service (RPS): A detailed assessment has been provided with comments in response to the Transport Assessment (TA), General Observations and Safer Routes to Schools. The key points raised are summarised below.

Transport Assessment (TA)

- Additional information is required to clarify if sufficient car, bus and cycle parking spaces are provided
- Detailed engineering drawings of the amendments to the mini roundabout are required
- Assessment fails to recognise pedestrian use of the A68 underpasses and use of the Boundaries to access the development which is the most direct route on approach from Howdenburn and Oxnam Road

General Comments

- Waterside Road is the main vehicular access to the site. The width of the road is restricted due to a wall and footway on one side. Swept path analysis is required to show that two buses can pass and if the footway can be widened
- Longitudinal sections and full engineering drawings from the access road leading to the site are required to demonstrate that adequate gradients can be achieved
- Pedestrian crossing points need to be made more of a feature
- Engineering drawings of all roadworks need to be agreed
- A Traffic Management Plan (TMP) for the construction phase of the development is required to ensure all construction traffic access and egress the site safely
- The Rural Skills Area should be relocated to avoid impeding the future extension of the access road

Safer Routes to Schools

- Following consultation with the safer routes to schools team a range of measures are noted to improve the safety of the routes used to access the site.
- Advise that the Safer Routes to Schools Team will work with the school on a School Travel Plan

In response to Supplementary Information on Transport, Roads Officers have provided the following comments;

- At the Priors Road roundabout the embankment at the west restricts ability to widen the road. The pedestrian crossing point has no visibility when crossing east to west – to provide this the retaining wall will have to be realigned and vegetation removed.
- The general widths of Waterside Road measured by RPS are between 5.3 – 5.9, not 6m indicated on submitted sketched. A large uptake of land will be required to provide the improvements than identified. Further information is required to confirm that the surrounding land has the capacity to cater for the additional impact.
- The northern end of Waterside Road will not cater for two vehicles without leading to road safety issues. The northern section of the road could be extended to the east which will require works to the embankment and swept path analysis to mitigate issue.
- Sufficient parking provision is provided.

Statutory Consultees

Community Council: No material planning considerations are raised. Would welcome a revised name for the facility and if an all age break out space could be provided.

Scottish Environmental Protection Society (SEPA): No objection. Parts of the application site lie within an area with a 0.5% annual flood risk from surface water. The site is steep so flood resistant and resilient measures should be incorporated in to the design and construction. The site is out with fluvial flood risk areas from the Jed Water or Howden Burn.

The means of site drainage should not result in pollution of the water environment and should be compliant with Sustainable Urban Drainage Systems (SUDS) methods. The proposal identifies that the car park and access road will receive two level of treatment however the location of this mitigation is not clear on the plans, nevertheless due to the scale of the site; it is a matter for SBC to determine if the drainage systems are appropriate.

Scottish Natural Heritage (SNH): The proposal is close to and could affect the River Tweed Special Area of Conservation however this proposal is unlikely to have a significant adverse effect on the qualifying interests of the SAC either directly or indirectly.

The Ecological Impact Survey identified a number of trees have Bat Roost Potential (BRP) therefore further BRP surveys should be provided. If bats are found, a Species Protection Plan will be required to detail impact of the development and mitigation. Information provided is sufficient to allow for a disturbance licence for badgers to be issued but not for a sett closure so a Species Protection Plan will be required.

Transport Scotland: Initially raised concerns about the junction of Waterside Road onto the A68 because the junction was not wide enough to allow two buses or potentially a bus and vehicle to pass one another. Following a site meeting and the submission of further information, an updated response has been provided which recommends that no objection was raised provided that planning conditions are imposed to require;

- A68/Waterside Road junction improvement to be carried out as specified on Drawing No P130603/700 (Rev A), and
- The agreement of pedestrian crossing facilities on the A68

Other Consultees

None.

DEVELOPMENT PLAN POLICIES:

Local Development Plan 2016

PMD2: Quality Standards

PMD5: Infill Development

HD3: Protection of Residential Amenity

EP1: International Nature Conservation Sites and Protected Species

EP3: Local Biodiversity

EP9: Conservation Areas

EP13: Trees, Woodland and Hedgerows
EP16: Air Quality
IS1: Public Infrastructure and Local Service provision
IS4: Transport Development and Infrastructure
IS5: Protection of Access Routes
IS6: Road Adoption Standards
IS7: Parking Provision and Standards
IS9: Waste Water Treatment Standards and Sustainable Urban Drainage

OTHER PLANNING CONSIDERATIONS:

Scottish Government Policy and Guidance

- Scottish Planning Policy (SPP) 2014

Approved Supplementary Planning Guidance Notes on;

- Landscape and Development 2008
- Local Biodiversity Action Plan 2001
- Privacy and Sunlight Guide 2006
- Trees and Development 2008

Borders Designed Landscapes Survey 2008

KEY PLANNING ISSUES:

The key planning issues are;

- Whether or not the proposal represents a suitable form of infill development.
- Whether the siting and design of the proposals respect the character and amenity of the surrounding area.
- Whether adequate access can be achieved
- Whether the development will cause the loss of or serious damage to woodland resources
- Whether Ecological impact of the development can be adequately mitigated
- Whether the development detracts from the amenity of neighbouring properties.

ASSESSMENT OF APPLICATION:

Planning Policy Principle

The application site is located within the Jedburgh Development Boundary designated within the Local Development Plan (LDP). Policy PMD5 of the LDP is generally supportive of infill development. The policy sets certain criteria which proposals should satisfy to secure the appropriate development of non-allocated sites within settlements.

The proposal represents a significant investment in improving both educational and community facilities within the town of Jedburgh and its surrounding catchment, which is both welcome and consistent with wider policy aspirations of the development plan.

As noted within the Planning History section of this report, the site has been allocated within previous development plans and it was also proposed for allocation within the

current development plan for residential development. Despite conclusions by the Council and then the Reporter assessing the LDP Examination that the site was not suitable for allocation for residential purposes, the Reporter acknowledged that the site fell within the settlement boundary, meaning that its future development was not precluded. The decision not to allocate this site for residential purposes does therefore mean that alternative proposed land uses cannot be considered and, as recognised by the Reporter, any proposed future development of the site must be tested against Policies covering Infill Development.

After the Council had identified the need for a new educational facility within Jedburgh, other available sites were considered. While these sites had the potential to accommodate the proposed building, only the application site was capable of accommodating the external sports facilities. The chosen site is therefore the best option to accommodate the proposed development within the settlement boundary.

A key policy requirement for proposed infill developments is to avoid conflict with the established land use of the area. Part of this site already accommodates an education facility in the form of Parkside Primary School. While the proposed development is much larger and includes land which is not currently used for education and sports activity uses, the presence of a school within part of the site has to a degree already established that the proposal can co-exist with surrounding land uses. The impact of locating the proposal next to a Hartrigge Park Business and Industrial Estate is important to consider. This development will not impinge on the functionality of this safeguarded Business and Industrial Land and, while the site abuts this neighbouring land use, the change in ground levels and proposed boundary planting helps to provide separation between the different uses.. With this in mind there are no land use planning reasons why this proposal development would conflict with the Business and Industrial Estate.

In principle the proposed development is judged to be a suitable form of infill development and the other precise policy criteria listed in Policy PMD5 will be considered within relevant sections of this report.

Layout

The siting and design of the development has been influenced by the site's topography. The location of the campus building within the lowest part of the site which has the space to accommodate the structure is welcomed. The building seeks to address the site's level change by cutting the building into the slope. However areas of up-fill are also needed to create developable platforms, particularly for the sports pitches. The impact of the ground works, which is aided by the building corresponding to the topography by having a strong east west axis, helps the development to be positioned in a manner which does not alter the overall landform.

The location of the larger sports pitches at the highest point of the site is suitable because by their nature they are not prominent structures. The positioning of other smaller ancillary infrastructure around the site will not have a detrimental visual impact as views will be drawn to the campus building.

The main vehicle access is through the existing Parkside Primary School site. This enables the retention of the listed gatehouse, associate walls and mature trees. The access joins the historic driveway and attempts to minimise visual intrusion of the new access road as it winds up the hill, with external views screened by the retained trees. The visual impact of the parking areas, especially the upper car park, is reduced by their positioning in the site. Retaining walls are to be provided around the

building and sports pitches and, presumably, similar walls may be needed at points on the access road and other infrastructure within the upper area of the site. The principle of the use of retaining walls is suitable in this context, although a more detailed scheme of levels and retaining walls will be required.

Form and Design

The scale of the campus building is large but other larger structures are located directly to the east at a higher level so, in this setting, and having regard to the extent of the site overall, its scale is appropriate to its context. The proposal does not represent overdevelopment of this large site.

The proposed campus building has been designed following review of exemplar schemes to ensure a 21st century learning environment consistent with SBC policy aspirations. The design of the building is contemporary and the applicant's agents liaised with this department before submission of the application. The building's modern and contemporary design approach integrates well with the landscape setting of the site. The layered building design is simple and helps the building to follow the gradient of the site. The avoidance of a long or heavy upper level reduces the mass of the structure. Angular rooflights punctuate the roof in a manner which adds interest to the building and their green copper colouring works well with the wider parkland setting. The simple palette of external materials consisting of copper, masonry ribbons, large glazed windows and timber soffits are all suitable in this location and it is notable that each of the materials includes a linear detailing which corresponds with the form of the building. The entrance elevation could possibly have benefited from more architectural detailing but the exaggerated roof overhang, large central roof light and its siting will successfully draw people to this point and the simplicity is helpful in assisting the integration of the building into the site.

The internal arrangement provides an interesting and welcoming environment. The design should allow for a lot of natural light to penetrate the structure. Both the internal and external arrangement of the spaces is viewed to foster a suitable 21st century learning environment.

Overall, the design of the campus building successfully addresses its key site challenge by neatly fitting into the landform in a manner which allows the building to emerge from the hill rather than being set upon it. To ensure the campus building has an appropriate appearance within the surrounding area it is recommended that samples of the external material finishes are agreed by means of a planning condition.

The design of the site entrance allows the existing gateway to Hartrigge, which is defined by gate piers, to be the dominant entrance from the streetscape. The submitted drawings indicate that the new vehicular entrance from Priors Road will be enclosed by an entrance wall although there is little further information on this. Further details of this entrance can be sought by condition where it would be possible to explore if an enhanced arrival point could be created at this access, possibly by introducing gate piers which may better reflect the landscape setting of the development.

The precise finishes of the access roads and parking areas are important along with the specification of the other associated structures. It is not clear within the submission what the appearance of these features will look like; however, these details can be agreed by way of planning conditions.

Landscape Impact

The application site is not located within any Local Development Plan landscape designations. While the site is within the Hartrigge Designed Landscape, this is a local SBC designation and not a formal Garden and Designed Landscape which is protected under Policy EP10 of the LDP. The submitted Landscape and Visual Appraisal, which includes a series of viewpoints, helps to understand the visual impact of the development within the Landscape and the assessment of the visual impacts contained in the appraisal is considered to be an accurate reflection of the issues raised.

The assessment confirms that there are no views of the development from the historic core of the town. In close proximity around the development from Viewpoint 1 Hartrigge Park and Viewpoint 3 Howdenburn Drive the development is visible. Despite the scale of the building and the volume of associated infrastructure the proposal is not overly dominant with the development integrating within the woodland structure of the site. From these viewpoints the green colouring of the copper rooflights and the playing surfaces of the sports pitches along with the dark wall and roof surfaces of the campus building will help the development to recede into the landscape.

Only from elevated land outwith Jedburgh on the opposite side of the valley at Viewpoint 4 is a fuller perspective of the site possible. The scale of the development is more visible from this viewpoint. However, from this location the proposal is seen to work sensitively with the landform and integrate with the landscape structure of the site. The size of the building is big in comparison to the houses which are viewable to the south from this viewpoint but the large Mainetti factory positioned to the rear of the site on elevated ground remains the dominant presence in views from this location.

Landscaping is proposed within the site and in particular the tree/shrub planting to the rear (east) of the site helps assimilate the development within its setting. More precise information regarding the site's landscaping (including its management) is required and this can be controlled by a standard planning condition. The Landscape Architect is also seeking that the maintenance period is extended from 1 to 3 years. Given the sensitivity of the site this extra time period is reasonable to ensure that the landscaping is successful and again this can be controlled by condition.

The development does result in some tree loss and this will be considered in detail below. The proposal does impact on the Hartrigge Designed Landscape and the loss of mature trees from its setting is unfortunate. However, the proposal integrates well within its location and the inclusion of some mature trees within core areas of the site helps maintain the landscape structure of this part of Jedburgh. Overall, the proposed development is not considered to have an impact adverse within the wider landscape or the setting of Hartrigge Designed Landscape.

Tree Impact

An additional Arboricultural Impact Report has been provided. This confirms that the development will result in the loss of 33 healthy trees, primarily from the lower part of the site which represents a loss of 18% of the total number of trees from the site overall. The creation of the access road will result in the most significant tree loss. An attractive tree lined avenue currently encloses the existing core path at this section of the site and the Root Protection Area (RPA) details suggest that the creation of the

access road also will significantly impact on a further 10 Category A trees within this part of the site.

The trees which are being removed to accommodate the access are generally towards the inside of the site so those towards the outer edge will remain which retains the site's enclosure. The tree lined avenue remains towards Hartrigge Crescent which is where the avenue is strongest and a sufficient number of mature trees remain to the west to provide the sense of the avenue, especially at the historic entrance. The Landscape Architect is satisfied the volume of the tree removal is acceptable on balance and that considers that this managed approach will help to rejuvenate mature structural tree planting. The precise construction details of the access road have not been provided but a Tree Protection Plan can be prepared to establish the location of protective fencing which is to be erected around the identified root protection areas to safeguard the retained trees. This can be controlled by a planning condition. It is understood that remedial works are required to some of the trees to enable their retention. This seems reasonable as their retention is positive and the agreement of these works can be agreed as part of a detailed schedule.

The recommendation from the Landscape Architect that an Arboriculturalist attends the site during tree protection works is considered unnecessary provided that protective fencing is suitably erected before works commence and remains in place throughout the construction work. It is requested that should any of the development works result in the loss of additional trees within the first 5 years that these trees are replaced. Trees are a significant feature of the site so if additional trees are lost without replanting, this would diminish the site setting, therefore, the request for replacement planting after further any tree loss is appropriate and can be controlled by condition.

Access

The development of land surrounding this site has led this site to be land locked which provides limited opportunities for vehicular access. Alternative options for vehicular access are listed on page 22 of the Design Statement and in comparison to the other possibilities, the preferred option is the logical and most practical choice, providing a dedicated access to the campus and minimises disruption to neighbouring uses. No road safety concerns have been raised from the Roads Planning Service (RPS) about the formation of this vehicular access point or the secondary access on Priors Road which will be used to access the lower parking and drop off area. The site does seek to positively utilise pedestrian access to the surrounding area by linking into: the path network at Hartrigge Crescent, the core path to the north, the existing access which leads on to historic access across the north west known as 'The Drive' and also to open up the pedestrian route to the south of the site. These pedestrian access points provide good pedestrian connectivity from different sides of Jedburgh, helping to make the site accessible and hopefully reducing the number of vehicle trips to the site. Cycle routes are also well catered for with the development linking into existing local routes.

Within the site, the internal road/pedestrian networks seek to reduce the volume of cars travelling up to the campus building by establishing the drop-off point at the lower car park on the site of the existing school. The pedestrian crossing points on the access road could be made more of a feature in order to give priority to pedestrians and to help ensure that vehicle speeds on the access road are suitably restricted. Precise details regarding the construction of the access road and pedestrian routes are required to ensure that the routes are; of a suitable gradient,

constructed to an adoptable standard and include satisfactory lighting and drainage. The RPS has also requested a traffic management plan for construction traffic to access and egress the site safely. This is reasonable given that Parkside Primary School could continue to operate in tandem with the construction of the new school. It is recommended that these matters can be handled as conditions of the planning permission.

The Traffic Assessment has identified that vehicular traffic impact will be largely confined to the A68/Waterside Road junction and Waterside Road. The narrow width of this road infrastructure has led to both Transport Scotland and the Council's RPS raising concerns about the ability of this route to appropriately serve the additional traffic generated by this development in its current status. In particular the narrow widths of the road and junction are insufficient to allow two buses travelling in opposite directions to safely pass one another and allow for a footpath to be retained.

Through the course of the application a scheme of improvement works has been illustrated on drawing No P13603/ 700 REV A. The proposed works detail road widening around the junction and to re-route the footpath. The proposals demonstrate that the works will allow for two buses to successfully pass each other at the junction.

In addition to further traffic using the trunk road, the development will lead to more pedestrians crossing the A68. This poses a potential trunk road safety risk and while there are already underpasses to help pedestrians get to the site and avoid directly crossing the A68, because of the additional footfall, the provision of dedicated road crossing points is required. The need for this additional form of mitigation was also raised by the Council's Safer Routes to School Team. Agreement of the location and function of the crossing point should account for recommendations within the School Travel Plan / Safer Routes to School assessment. Provided that the A68/Waterside road junction is widened as per the revised plan and trunk road pedestrian crossing points are provided, Transport Scotland are satisfied that this form of mitigation will address their trunk road safety concerns. These aspects can be covered by planning condition.

Precise details to successfully demonstrate sufficient road improvement works to Waterside Road have yet to be provided. The narrow road is bound by rising land behind a retaining wall on the east side and the watercourse on the west side. The widening of the road is therefore challenging, although not impossible. To provide sufficient road and footpath space it is understood that up to 1.2m of widening is required along the length of this route. Because of the constraints around the road these works will likely require alteration of the existing retaining wall, removing vegetation, re-grading the rising ground and possibly altering the riverbank. The solution must not only provide safe access but also be mindful of the ecological interests of the water course and the adjacent Conservation Area as well as its overall visual impact.

Whilst it would have been desirable for this issue to have been fully resolved in advance of the grant of permission, time constraints have not made that possible; nevertheless, Officers are of the view that a technically feasible solution exists and provided this is handled sensitively, it will not detract from the wider character of the surrounding area. It is therefore recommended that the precise agreement of the road upgrades can be handled via a suspensive condition which seeks to agree a scheme of road improvements before works start on site and that the agreed improvements must be completed before the campus opens to ensure that safe road access is achieved to the site. It is not necessary for the upgrades have to be

completed to serve construction traffic as the agreement of a Traffic Management Plan which incorporates construction traffic management measures will ensure that vehicle movements associated with this process do not have a detrimental effect on road safety.

Criterion e) of Policy PMD5 requires proposed infill development to achieve adequate access and it is considered that, subject to a combination of conditions relating to road improvement works and traffic management, this proposal complies with this requirement of Policy PMD5.

Parking

Parking provision is proposed at two areas of the site with the Lower Car Park provided for visitors and the Upper Car Park for staff together with bus and cycle parking. The RPS sought confirmation of the analysis which was undertaken to conclude how many staff, bus and cycle spaces are provided. Supplementary information on parking has been provided and the RPS have confirmed that sufficient car, bus and cycle parking is provided to serve the volume of traffic associated with the development.

Protection of Access Routes

Policy IS5 seeks to safeguard developments which impact on existing access routes. Core Path 107 runs along the north western boundary of the site and 101 along the southern boundary. The development seeks to link into these routes; and their physical improvement will further encourage their use. To ensure that a suitable form of works are undertaken to these routes and to agree any diversions of paths, a Path Planning Study can be agreed by way of a planning condition.

Neighbouring Amenity

Residential properties adjoin the site to the south where the campus building is located. At its closest point, the campus building is some 50m away from the rear elevation of the nearest residential property. At this distance, the scale and design of the building will not cause any detrimental levels of overlooking or impede these neighbours' access to light or sunlight.

The siting and design of the proposal and the inclusion of planting along the southern boundary of the site and the retention of planting along the north western boundary ensures that the development will not adversely affect the outlook of any of the surrounding neighbouring properties to any unacceptable extent..

CCTV information has been submitted, including two cameras on the building and one free-standing pole at the entrance. Such features tend to be installed by Councils under permitted development rights. However, as they are included here, it is only prudent to ensure they do not allow a field of view over neighbouring private property. From the positions shown, this seems unlikely to be a problem.

The proposal has the potential to generate additional noise which, in turn, has the potential to cause a nuisance for surrounding neighbouring properties. Noise is likely to be generated by sports activities within the grounds of the development and from vehicles during pick and drop offs which will be concentrated during specific times. Noise generated at the site will mostly be through the working day but it is also anticipated through use of the sports pitches during evenings and at weekends. The Council's Environmental Health Officers (EHO) have questioned that the means of

heating for a heat pump may generate noise which requires further assessment and this can be sought through a planning condition. Otherwise no noise issues have been raised by the EHO which would lead the development to have an adverse impact on the amenity of neighbouring properties. The installation of acoustic fencing is proposed which will assist with reducing noise from cars around the main vehicular entrance and agreement of a traffic management plan can further seek to reduce noise levels from vehicles by discouraging the use of private cars.

The EHO has identified that the demolition work may lead to nuisances which could affect the amenity of neighbouring properties. Given the location of Parkside Primary directly in-between residential properties this comment is acknowledged. Nevertheless, these buildings could be removed without Planning Permission and Environmental Health Legislation is best placed to ensure that this process is carried out in a controlled manner. Provided these relevant legal obligations and appropriate best practice advice are accounted for during the demolition works to clear the site there is no role for planning to oppose these works on residential amenity grounds or seek further agreement of the strategies to mitigate nuisances which are protected already protected by Environmental Health legislation.

Having considered the impact of the development against the requirements of Policy HD3 of the LDP, the proposal is not considered to adversely affect the amenity of neighbouring residential properties to any unacceptable degree or any other land uses for that matter.

Archaeology

The proposed development does not impact on the setting of any designated archaeology within the surrounding area. The LiDAR assessment has confirmed the site's incorporation within the Hartrigge Designed Landscape and the retention of some of the historical plantation within the site is welcomed. The designated landscape is not of archaeological significance. The management of the site in the medieval era suggests that there may be potential for archaeological discoveries but features related to these works would likely have been visible.

The archaeologist has identified that the location of the site may have been attractive to prehistoric settlers and the sub-surface evidence of such settlement may exist. Policy EP8 requires that any proposals which affect the historic environment should be sought to be mitigated. The potential for discovery is low but the archaeologist suggests that the low potential is possibly as a result of the limited evidence available. Given the possibility that the site does contribute to the historic environment, further investigation will confirm the presence or otherwise of any significant archaeology within the site. In accordance with the requirements of Policy EP8, a developer funded field evaluation can be required as a condition of this permission in order to further assess and provide suitable mitigation for any archaeology discovered within the site.

Ecology

The application site is within 50m of the Jed Water which is an ecologically sensitive site forming part of the River Tweed Special Area of Conservation (SAC). SNH are satisfied that a further appropriate assessment is not required. The development site does not directly connect to the SAC although there is potential for impacts such as spillage of pollutants and sediment run-off arising during the construction process which could affect the waterbody. These impacts can, however, be mitigated by adopting a Construction Environmental Management Plan (CEMP). Through the

course of the application further information has been provided to address access improvements to Waterside Road which abuts the SAC. As discussed earlier in the report, these works require road widening, footpath re-configuration and earth movements adjoining the SAC but they do not presently lead to any intrusion within the SAC. Provided that the CEMP includes mitigation to protect the SAC during access improvement as well as site construction works, the proposed development will not affect the significant qualifying interest of the River Tweed SAC.

The Council's Ecologist has assessed the range of habitat and species surveys which have been submitted. The development would impact on certain species and habitats. A range of bat surveys have been carried out to determine the presence/absence of bat roosts in the school buildings, potential of bat roosts within trees and bat activity across the site. No bat roosts were recorded at the Parkside Primary School and therefore no further bat surveys are required before the school is demolished. Bat activity was recorded across the site and the trees within the site were identified as having potential to serve as bat roosts. The development does require a number of trees to be removed; therefore these works have the potential to impact on bat roosts. To determine if the trees which are to be removed or affected by the development works serve as bat roosts, further surveys to inspect the trees are required. These inspection surveys can only be carried out at certain times of the year with the appropriate seasons falling between December – March.

Bats are a protected species and Policy EP1 safeguards protected species from potentially adverse effects from developments. The additional surveys are therefore required to ensure that the development complies with Policy EP1 whereby the identified tree removal does not impact on bats or the impact can be mitigated by suitably worded planning conditions. Due to the seasonal constraints determining when these surveys can be undertaken, at the time of writing the report the surveys have not been submitted however confirmation has been received from the agent that these surveys are being undertaken. It is proposed that a verbal update will be presented to Members at the committee when it is anticipated that the findings of the surveys will have been submitted and considered by the Ecology Officer. Alternatively, if the surveys have not been submitted prior to the committee meeting, it is sought that the determination of the application be delegated to the Chief Planning Officer once surveys have been submitted and are considered acceptable. The submitted ecological appraisals have identified that the development would impact on certain other species and habitats. The Ecologist has not suggested that there will be any unacceptable impacts under Policy EP3. In addition to the requirement to agree a CEMP it is recommended all ecological impacts can be mitigated through conditions covering;

- The appointment of an independent Ecological Clerk of Works to monitor compliance with ecological commitments
- A Species Protection Plan
- A Biosecurity Plan
- A lighting Plan
- A Landscape and Habitat Management Plan

Flooding

The site is outwith areas of flood risk from the Jed Water and to the Howden Burn. The site is within an area of a 0.5% annual flood risk from surface water. SEPA have not objected on flood risk grounds and have encouraged the use of flood resilient

materials within the development. This advice can be covered via an informative note.

Site Services

Mains water supply and foul drainage are proposed (though foul drainage capacity is yet to be confirmed by Scottish Water). Given a school already exists within part of the site and the site is located within the development boundary it would seem reasonable to consider that mains water and foul drainage connections for the new school are not an insurmountable issue.

Surface water drainage is to be handled using Sustainable Urban Drainage Systems (SUDS) compliant measures. The proposal identifies that the car park and access road will receive two level of treatment, however, the location of this mitigation is not clear on the plans. It is important to ensure that the site drainage does not pollute the water environment. The precise means of the SUDS treatment proposals can be agreed via a planning condition.

CONCLUSION

The proposed development represents a significant investment in the improvement of community facilities to the benefit of Jedburgh and its surrounding catchment. The development occupies a large non-allocated site within the Jedburgh settlement boundary where Policy PMD5 is generally supportive of infill development. The enclosed nature of the site and its topography means that the development of the land is not simple. Nevertheless, the siting and design of the development is positioned in a manner which sympathetically responds to the landform. The design of the campus building may not be consistent with other buildings locally but it offers innovative architecture which attempts to integrate the building into its surroundings in a sensitive manner while also providing the facilities which are required. The development will result in the removal of trees from the site but sufficient areas of planting are being retained and complimented by additional site landscaping which enables the development to integrate within the landscape structure of the surrounding area and not appear visually dominant.

Access improvements will be required to provide safe access along Waterside Road. Having thoroughly considered the issues involved to resolve this, these issues are not insurmountable and the precise detail of these works can be agreed by appropriately worded suspensive planning conditions to ensure that adequate site access can be achieved. The proposal is not considered to conflict with neighbouring land uses and the ecological implications of the proposed development can all be mitigated by planning conditions.

Overall the proposed development is considered to represent a suitable form of infill development which complies with relevant provisions of the Local Development Plan 2016, principally the criteria listed within Policy PMD5 and there are no material considerations that would justify a departure from these provisions.

RECOMMENDATION BY SERVICE DIRECTOR (REGULATORY SERVICES):

I recommend the application is approved subject to and the following conditions and Informatives. In the event that the bat roost activity survey has not been able to be

completed prior to the presentation of this application to Members at the Planning and Building Standards Committee, it is proposed that the final determination of this matter is delegated to the Chief Planning Officer.

1. No development shall commence until a scheme of levels, identifying building, ground and hard surface levels throughout the application site all related to a fixed off-site datum, and including specifications of any exposed retaining walls, has been submitted to and approved by the Planning Authority, notwithstanding the level information specified on the approved plans and drawings. Development shall be carried out in accordance with the approved scheme.

Reason: Further information on levels is required to ensure the development is visually sympathetic to the context and safeguards the amenity of neighbouring properties.

2. No development shall commence until the following details are submitted to and approved in writing by the Planning Authority and thereafter, no development shall take place except in strict accordance with those details:
 - a) Samples of all external building and hard surface finishes and colours
 - b) Specifications for all free standing structures to include but not limited to outdoor changing facility, allotment store, service enclosure, external lighting, rural skills area, benches, cycle stands, litter bins, storage buildings, etc.
 - c) Specifications for all above-ground play structures and equipment
 - d) Specifications of the site entrance from Prior's Road

Reason: To visually integrate the development sympathetically with its surroundings and safeguard neighbouring amenity

3. No development shall take place except in strict accordance with a scheme of soft landscaping works (based on the general arrangement illustrated on Drawing No L01 dated 13.11.2017), which shall first have been submitted to and approved in writing by the Planning Authority, and shall include:
 - i. indication of existing trees, shrubs and hedges to be removed, those to be retained and, in the case of damage, proposals for their restoration
 - ii. location of new trees, shrubs, hedges and grassed areas
 - iii. schedule of plants to comprise species, plant sizes and proposed numbers/density
 - iv. programme for completion and subsequent maintenance which includes a three year Defects Liability Period

Reason: To enable the proper form and layout of the development and the effective assimilation of the development into its wider surroundings.

4. No development shall commence until a Tree Protection Plan and Arboricultural Method Statement has been submitted to and approved in writing by the Planning Authority and thereafter, no development shall take place except in strict accordance with those details. The submitted details shall include:
 - a) A plan identifying the location of protective fencing in accordance with BS5837:2012 which is to be erected around the trees identified for retention on Drawing No HP1/0517 and thereafter the fencing shall only be removed when the development has been completed.
 - b) A programme of remedial tree works to allow the access road to be constructed.
 - c) A programme of works to detail the removal of trees identified within the Drawing No HP1/0517 for removal.

Reason: Further information is required regarding tree removal and protection to ensure impacts on trees are minimised, in the interests of maintaining the landscape setting of the site and amenity of neighbouring properties

5. Other than those identified for removal within Drawing No HP1/0517, no trees within the application site shall be felled, lopped, lifted or disturbed in any way without the prior consent of the Planning Authority. In the event that any trees die or be damaged or removed within 5 years of the completion of the works proposals for replacement planting shall be submitted to and agreed with the Planning Authority and implemented in accordance with a timescale to be agreed.

Reason: The existing tree(s) represent an important visual feature which the Planning Authority considered should be substantially maintained.

6. No development shall commence until a scheme of details which include full engineering drawings has been submitted to and agreed in writing with the Planning Authority which detail road and pedestrian improvements to Waterside Road. Thereafter the approved works shall be completed before any part of the development is brought into use.

Reason: To ensure the development is adequately serviced in the interests of road and pedestrian safety and in a manner which is sympathetic to visual amenity.

7. No development shall commence until the following details are submitted to and approved in writing by the Planning Authority and thereafter, no development shall take place except in strict accordance with those details:

- a) A traffic management plan for the construction phase of the development
- b) Construction details which include engineering drawings for the site's access road, associated pedestrian routes and parking.
- c) An amended drawing showing a revised design of pedestrian crossing points to reduce vehicle speeds on the site access road.

Once approved, all parking, access roads and footpaths to be completed in accordance with the approved details before the development becomes operational.

Reason: To ensure the development is adequately serviced in the interests of road and pedestrian safety and in a manner which is sympathetic to visual amenity.

8. No part of the proposed development shall become operational until appropriate provision of pedestrian crossing facilities across the A68 trunk road has been identified in the School Travel Plan / Safer Routes to School assessment, agreed with the Planning Authority, in consultation with Transport Scotland, and thereafter implemented in accordance with the agreed plans.

Reason: To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.

9. Prior to any part of the development hereby permitted being brought into use, the proposed alterations to the A68 /Waterside Road priority junction, generally as illustrated in Goodson Associates' Drawing No.P13603 / 700 (Rev. A), shall be implemented and brought into use..

Reason: To ensure that the standard of infrastructure modification proposed to the trunk road complies with the current standards, and that the safety and free flow of traffic on the trunk road is not diminished.

10. No development shall commence until a Path Planning Study has been submitted to and approved in writing by the Planning Authority and thereafter, no development shall take place except in strict accordance with those details. The submitted details shall include:

- a) All existing core paths, rights of way, or other used paths/ tracks;
- b) Areas where statutory rights of access will apply and any areas proposed for exclusion from statutory access rights for reasons of privacy, disturbance or curtilage, in relation to proposed buildings, structures or fenced off areas;
- c) Any diversions of paths - temporary or permanent - proposed for the purposes of the development;
- d) A scheme of access improvement works which include improving the condition of Core Path 107 and 101 within the site and provision of additional path furniture required in terms of signage, seating etc.

Reason: To protect and improve path access through the development site.

11. CCTV cameras approved under this permission shall not incorporate a field of view of private residential property. The field of view to be applied shall be agreed with the Planning Authority prior to installation of the cameras

Reason: To minimise loss of privacy of neighbouring properties.

12. No development shall take place until the applicant has secured and implemented an approved programme of archaeological work and reporting in accordance with a Written Scheme of Investigation (WSI) outlining an Archaeological Field Evaluation. Development and archaeological investigation shall only proceed in accordance with the WSI.

The requirements of this are:

- The WSI shall be formulated and implemented by a contracted archaeological organisation working to the standards of the Chartered Institute for Archaeologists (CIfA) approval of which shall be in writing by the Planning Authority.
- If significant finds, features or deposits are identified by the attending archaeologist(s), all works shall cease and the nominated archaeologist(s) will contact the Council's Archaeology Officer immediately for verification. The discovery of significant archaeology may result in further developer funded archaeological mitigation as determined by the Council.
- Limited intervention of features, or expansion of trenches will only take place if approved by the Council's Archaeology Officer
- Initial results shall be submitted to the Planning Authority for approval in the form of a Data Structure Report (DSR) within one month following completion of all on-site archaeological works. These shall also be reported to the National Record of the Historic Environment (NRHE) and Discovery and Excavation in Scotland (DES) within three months of on-site completion.
- Further development work shall not take place until the Planning Authority has determined the potential for further archaeological impacts and, if required, a further requirement for mitigation.
- Development should seek to mitigate the loss of significant archaeology through avoidance by design in the first instance according to an approved plan.

- If avoidance is not possible, further developer funded mitigation for significant archaeology will be implemented through either an approved and amended WSI, a new WSI to cover substantial excavation, and a Post-Excavation Research Design (PERD).

The results of additional excavations and an appropriately resourced post excavation research design shall be submitted to the Council for approval within 1 year of the final archaeological works, and published in an appropriate publication within 3 years.

Reason: The site is within an area where ground works may interfere with, or result in the destruction of, archaeological remains, and it is therefore desirable to afford a reasonable opportunity to record the history of the site.

13. No development shall commence until the following Ecological Mitigation Measures have been submitted to and approved in writing by the Planning Authority and thereafter, no development shall take place except in strict accordance with those details. The submitted details shall include:

- a) Species Protection Plan (including measures for bats, badger, red squirrel, breeding birds, reptiles and amphibians)
- b) Biosecurity Plan for few-flowered leek
- c) A Lighting Plan
- d) A Landscape and Habitat Management Plan

Once approved, the proposed development shall be carried out in strict accordance with the approved details.

Reason: To ensure that species and habitats affected by the development are afforded suitable protection for the construction and operation of the development.

14. No development shall commence until an Ecological Clerk of Works (ECoW) shall be appointed to carry out pre-construction ecological surveys, to inform a Construction Environmental Management Plan and to oversee compliance with the Construction Environment Management Plan (CEMP), Species Protection Plan, Biosecurity Plan and Landscape and Habitat Management Plan.

Reason: To secure effective monitoring of and compliance with the environmental mitigation and management measures associated with the Development.

15. No development shall commence until a Construction Environment Management Plan shall be submitted for the approval in writing by the Planning Authority. The CEMP shall include

- a) Risk assessment of potentially damaging construction activities (which includes improvement works to Waterside Road)
- b) Identification of "biodiversity protection zones".
- c) Method Statements to avoid or reduce impacts during construction, to include the location and timing of sensitive works to avoid harm to biodiversity features, the times during construction when specialist ecologists need to be present on site to oversee works, include the use of protective fences, exclusion barriers and warning signs.
- d) A Drainage Management Plan
- e) A Site Waste Management Plan
- f) An Accident Management Plan
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW)

The approved CEMP shall be implemented throughout the construction period and operational phase as appropriate, strictly in accordance with the approved details, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that all construction operations are carried out in a manner that minimises their impact on the environment, and that the mitigation measures are fully implemented.

16. No development shall commence until the means of surface water drainage to serve the site which complies with Sustainable Urban Drainage Systems (SUDS) regulations has been submitted to and agreed in writing with the Planning Authority and thereafter the development shall be completed in strict accordance with the agreed details.

Reason: To agree suitable means of surface water drainage from the site.

17. No development shall commence until the precise specification of the heat pump, including its acoustic specification has been submitted to and approved in writing with by the Planning Authority and thereafter the development shall be carried out in strict accordance with the agreed details.

Reason: Further information is required to ensure an appropriate form of development which does not detract from the residential amenity of the surrounding area.

Informatives

1. The applicant is advised that the site is at a medium to high risk of flooding from surface water and to mitigate against this flood risk the application is advised to utilise the use of water-resilient materials and construction methods.
2. The applicant is advised that should the proposed road improvement works required under Condition 6 extend into the Jed Water the separate licencing and/or approval from Scottish Natural Heritage may be required as a result of the works affecting the River Tweed Special Area of Conservation.

DRAWING NUMBERS

Drawing Number	Plan Type	Date Received
SB_00_00_DR_A_00001	Location Plan	04.10.2017
SB_00_00_DR_A_00002	Site Plan	04.10.2017
SB_00_00_DR_A_00002	Site Plan	04.10.2017
SB_00_00_DR_A_00010	Topographical Survey	04.10.2017
SB_00_00_DR_A_00002_C	Site Plan	04.10.2017
SB_00_00_DR_A_00150	SBD Site Plan	04.10.2017
HP1/0517	Tree Survey	04.10.2017
HP2/0517	Tree Survey	04.10.2017
SB_00_00_DR_A_00005	Site Plan	04.10.2017
1025.50_SB_00 GF_DR_00100	Ground Floor Plan	04.10.2017
1025.50_SB_00 GF_DR_00101	First Floor	04.10.2017
1025.50_SB_00 GF_DR_00102	Second Floor	04.10.2017
1025.50_SB_00 GF_DR_00102	Roof Plan	04.10.2017
1025.50_SB_XX_DR_A_00300	Long Section	04.10.2017
1025.50_SB_XX_DR_A_00300	Cross Sections	04.10.2017
1025.50_SB_XX_DR_A_00305	Site Section AA, BB, CC	04.10.2017
1025.50_SB_XX_DR_A_00305	Site Section CC, DD	04.10.2017
1025.50_SB_XX_DR_A_00310	3D Views	04.10.2017
1025.50_SB_XX_DR_A_00400	North Elevation	04.10.2017
1025.50_SB_XX_DR_A_00401	South Elevation	04.10.2017
1025.50_SB_XX_DR_A_00402	East and West Elevations	04.10.2017
P13603 / 700 Rev A	Proposed Alterations and Swept Path Analysis	08.12.2017
L01	Landscape Plan	13.11.2017

Approved by

Name	Designation	Signature
Ian Aikman	Chief Planning Officer	

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

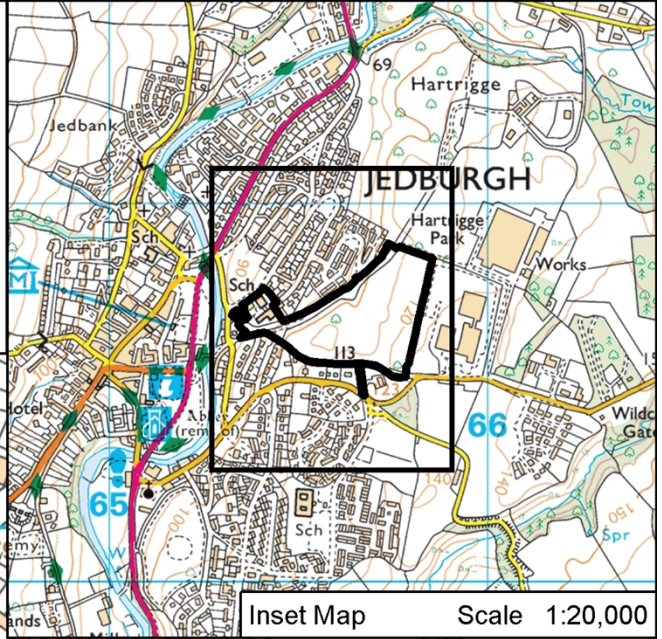
Author(s)

Name	Designation
Scott Shearer	Peripatetic Planning Officer



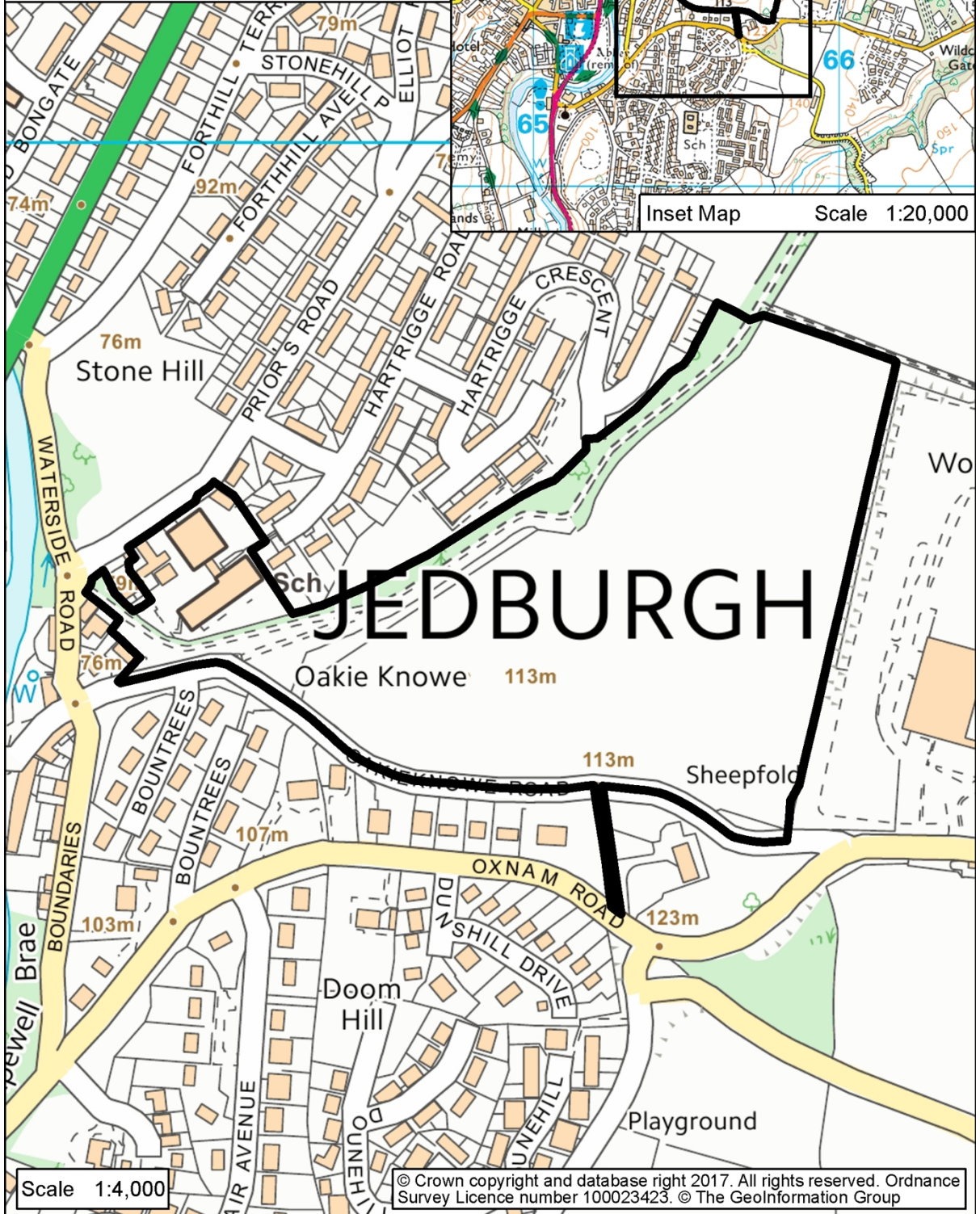
17/01363/FUL

Jedburgh School
Jedburgh



Inset Map

Scale 1:20,000



Scale 1:4,000