

Tim Ferguson  
Ferguson Planning  
Shiel House  
54 Island Street  
Galashiels  
TD1 1NU

Our ref: SP36\_001  
Your ref:  
Date: 12 November 2020

Dear Tim

**Earlston Road, Stow, Scottish Borders.**

I refer to your recent correspondence and our subsequent discussions regarding the above. I note that the end client is now preparing to bring the site at Earlston Road forwards for a small amount of new homes (four in number) and that you have requested information around the transport aspects of this small site. Figure 1 attached shows the site location.

*Background*

Over time, there have been several discussions with Scottish Borders Council (SBC) around this site. The summary is that over four homes would need to be served by public road (and at four total, then the site in question could be served from a private access). SBC have consistently made this point.

Furthermore, comprehensive comments were made regarding the site as part of Local Development Plan site appraisals and for convenience, I repeat what was said by SBC in August 2018 below:-

*“For this site I previously observed:*

*“This site should not be zoned for development as the surrounding road network is too constrained. Earlston Road is narrow with a considerable level of on-street parking so that single file traffic is forced along significant lengths. The footways in Earlston Road are very narrow to the extent that a person with a pram or wheelchair is forced to use the carriageway and the roadside footway is so steep that part of it stepped, so not allowing ‘barrier free’ access. Furthermore, it is not possible to provide a footway over Townhead Bridge and the public road leading to the site beyond the bridge is narrow and steep with no suitable point of access because of the road gradients”.*

*While adequate sight-lines can be achieved at the proposed road junction location it is on a particularly steep part of the road. The difficult nature of site access is compounded by the need for a bridge/culvert to negotiate the steep ravine/Crunzie Burn so close to the public road.*

*I do concede that the proposal is for a particularly low density development and there is an opportunity for more direct pedestrian access to the town via a surfaced and lit lane albeit a steep one.*

*In fairness, the site stacks up well from a sustainable transport point of view in that public transport is available in reasonably close proximity by bus and by rail and local services are within easy walking distance.*

*In conclusion, I am not opposed to a minimal level of development on this site. I certainly would not support a level of development that would need to be served by a new public road i.e. 5 or more houses at present (6 or more if the number of dwellinghouses permitted off a private access is increased from 4 to 5, in line with the National Roads Development Guide, through the LDP process). My preferred option though, if there is to be housing development on this site, would be for an adjustment of the settlement boundary and for there to be as few houses as possible.”*

#### *Transport aspects of site*

*As noted by SBC, “the site stacks up well from a sustainable transport point of view in that public transport is available in reasonably close proximity by bus and by rail and local services are within easy walking distance.”*

Figure 2 attached to this letter shows the site in the context of its surroundings.

To expand on this, the site plans propose a usable link for non motorised travellers past Cruzion Cottage and directly towards the existing footways on Earlston Road. Using this route the A7 would be around 400m from the centre of the site.

From this point, the medical centre is around a further 300m walk with the railway station serving the Borders railway some 100m farther (meaning the station is around 800m from the site).

All local facilities within Stow are within easy walking distance of the site.

Bus stops lie on the A7 either side of Station Road and these are also accessible on foot.

For its scale, the settlement is uniquely positioned in that bus and rail services are accessible on foot whilst local facilities are equally accessible by non motorised modes and the site itself, whilst of modest size, would form an accessible extension to the settlement.

#### *Junction format and location*

Please see attached to this letter our sketch SP036/SK/004 showing the projected access location and associated visibility splays. Passing speeds here are fairly low and SBC have already noted that adequate sight lines can be attained, albeit some vegetation clearance may be necessary.

*Summary*

In summary, the possibility of taking access to this site has been discussed from time to time with SBC over the past few years. SBC have always stated that a small amount of houses on the site (i.e. below the public road threshold) would be their preference were the site to be developed and the proposed development achieves this through proposals for four new homes.

The site is accessible on foot to local services and onward travel opportunities by bus and heavy rail and a choice of travel modes is therefore presented.

I trust you will find the above in order, Tim. However, should you have any queries then please do not hesitate to contact me directly.

Yours sincerely



Alex Sneddon  
for **Transport Planning Ltd**  
e: alex@tranplanworld.co.uk

Encl sketches Figure 1, Figure 2, Sketch SP036/SK/004

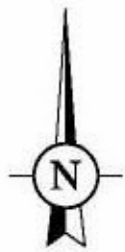


**Earlston Road, Stow**

Site Location Plan

**Key**

- A Site of Proposed Development



Earlston Road, Stow

Bruce Weir

Site Location Plan

Drawing Number:  
SP036 Figure 1

Scale:  
NTS @ A3

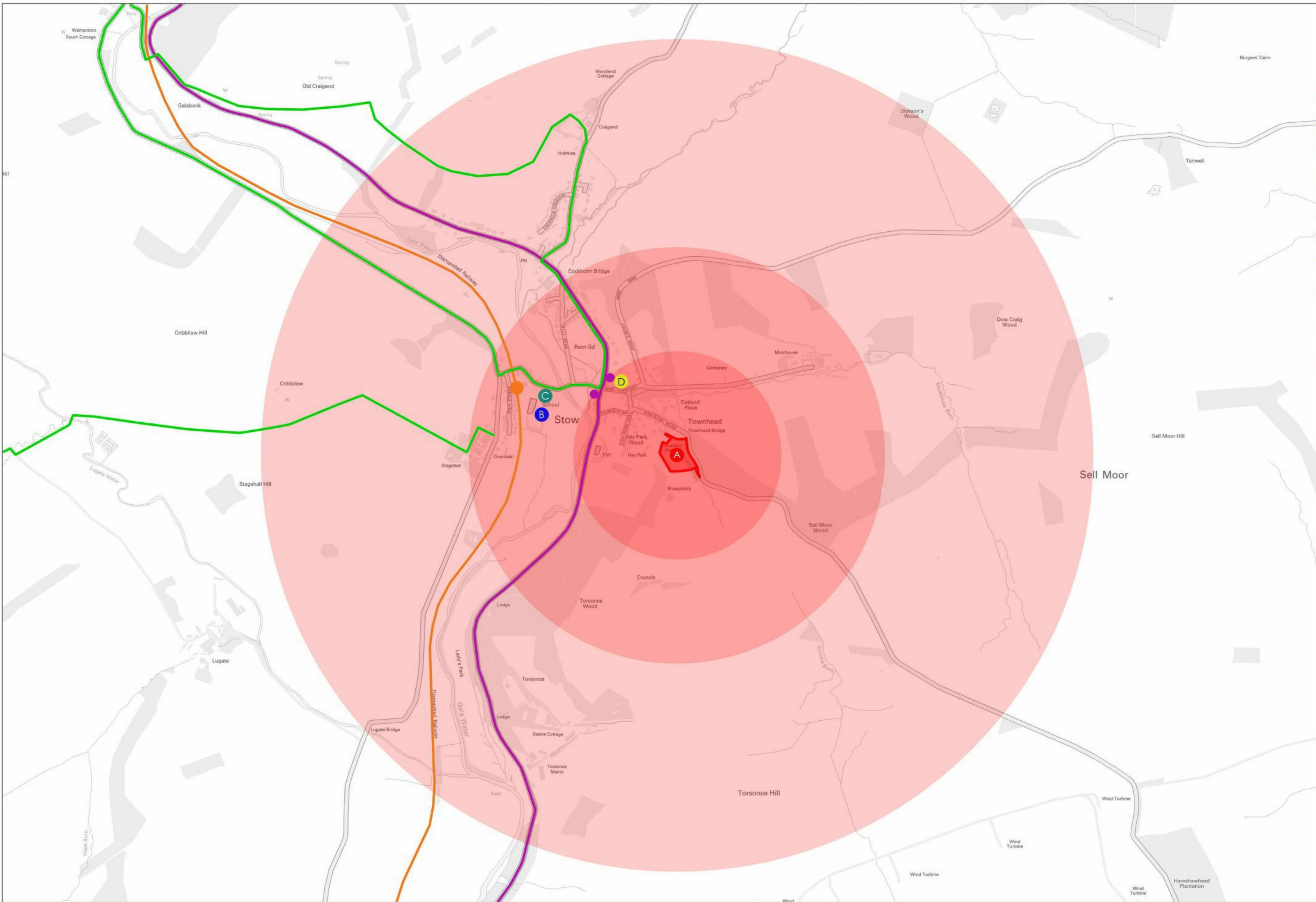
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Date:  
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Checked by:  
AS





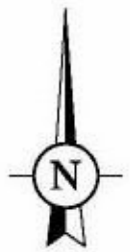


**Earlston Road, Stow**

Accessibility Plan

**Key**

- A Site of Proposed Development
- B Stow Primary School
- C Stow Health Centre
- D Stow Post Office and Village Shop
- Core Path
- Bus Stop/Route
- Train Station/Route
- 400m Isochrone from Site
- 800m Isochrone from Site
- 1600m Isochrone from Site



Earlston Road, Stow

Bruce Weir

Accessibility Plan

Drawing Number:  
SP036 Figure 2

Scale:  
NTS @ A3

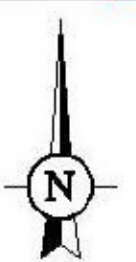
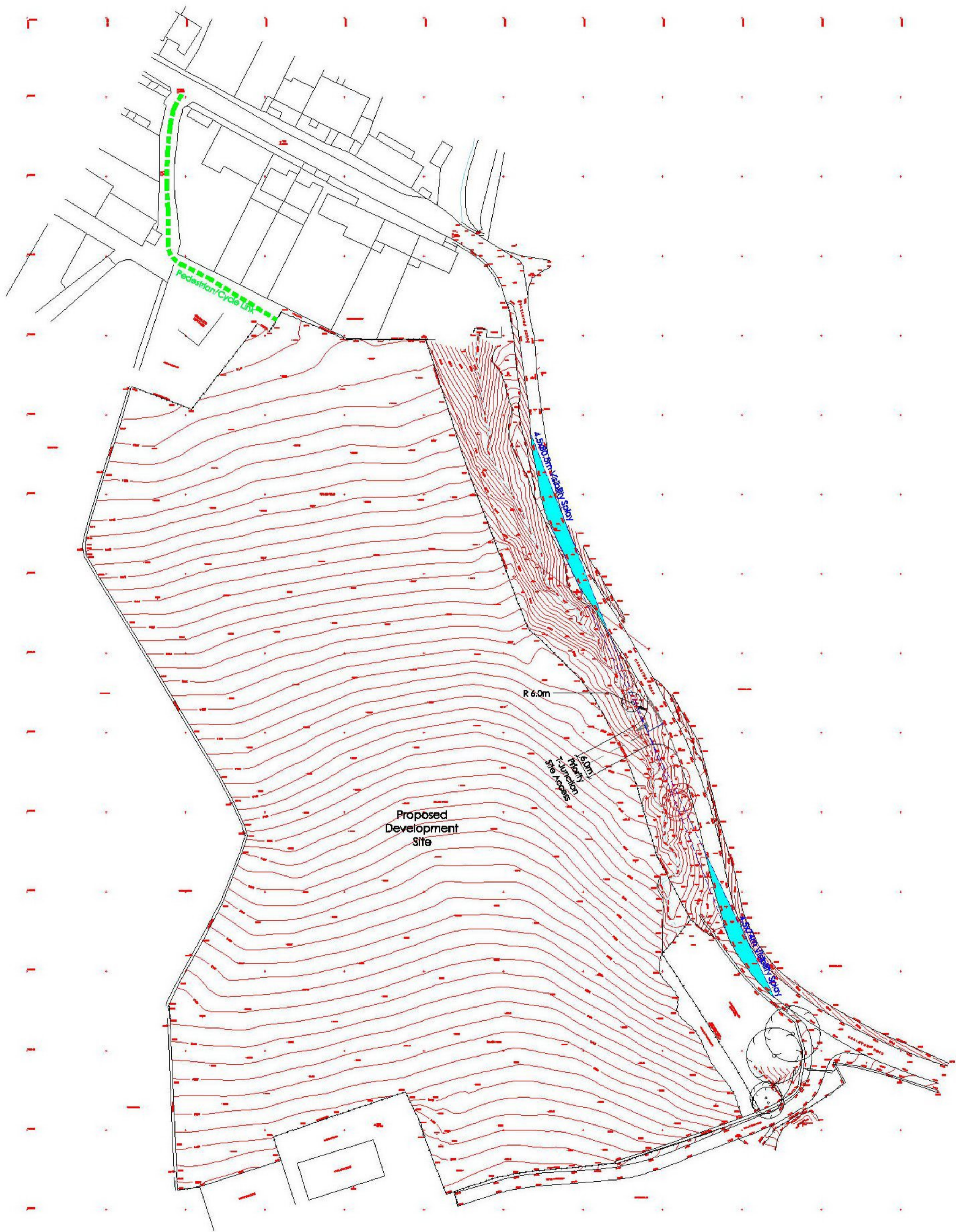
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Date:  
Nov 2020

Checked by:  
AS







Earlston Road, Stow

Bruce Weir

Potential Site Access with Visibility Splay

Drawing Number:  
SP036/SK/004

Scale:  
1:1000 @ A3

Drawn by:  
NW

Date:  
June 2020

Checked by:  
AS



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