
REQUEST FOR APPROVAL OF THE ROAD CONSTRUCTION CONSENT FOR MAIN STREET, CHIRNSIDE, REFERENCE 21/00860/RCC

Report by Director – Infrastructure & Environment

Executive Committee

7 December 2021

1 PURPOSE AND SUMMARY

- 1.1 This report proposes to seek the approval of the road construction consent, reference 21/00860/RCC, associated with the housing development at Main Street, Chirnside.**
- 1.2 Planning permission for 57 affordable dwellings at Main Street, Chirnside (application 18/00147/FUL) was granted by the Planning & Building Standards Committee on 15 October 2019 to Springfield Properties Plc.
- 1.3 The subsequent application for road construction consent, dated 21 May 2021, generated 28 objections during the consultation period. A further 3 objections have been received since the end of that statutory 28 day period.
- 1.4 27 of these objections received within the consultation period were based on the route of the proposed surface water outfall. This route is subject to Scottish Water scrutiny and is not being considered as part of the road construction consent process.
- 1.5 One objection raises concerns which are of a technical and engineering nature and it is the policy of this Council that such unresolved matters are referred to this Committee for determination.
- 1.6 A copy of the submitted information currently being considered in relation to the road construction consent application can be found on the Council's E-Planning [portal](#), reference 21/00860/RCC.
- 1.7 A copy of the draft road construction consent is attached in Appendix E of this report.

2 RECOMMENDATIONS

- 2.1 I recommend that the Executive Committee, whilst acknowledging the content of all objections and in particular the valid objection, approves the road construction consent, reference 21/00860/RCC, for the development off Main Street, Chirnside.**

3 BACKGROUND

- 3.1 Planning application 18/00147/FUL for 57 affordable dwellings, submitted by Springfield Properties Plc, was considered and subsequently approved, by the Planning & Building Standards Committee on 15 October 2019. At this meeting, the recommendations of the Roads Planning Service were accepted by the Members. A location plan and site layout are shown in Appendix A and B respectively.
- 3.2 The development was considered against the principles of Designing Streets, a policy statement issued by the Scottish Government for street design and the recommendations of the Roads Planning Service at the application stage were based on this ethos.
- 3.3 In line with the current Local Development Plan, a maximum of 4 new dwellinghouses can be served via a private access, any more must be served by a public road.
- 3.4 It is a requirement of the Roads (Scotland) Act 1984 that anyone wishing to build a new road must first secure the approval of the local roads authority via a road construction consent (RCC).
- 3.5 An application for RCC is the process for seeking approval of the engineering and technical detail associated with the road infrastructure approved via the planning process.
- 3.6 RCC, reference 21/00860/RCC, was applied for on 18 May 2021.
- 3.7 During the statutory 28 day neighbour notification period, there were 28 objections received. 27 of these were based on the route of the surface water outfall and in particular, its relationship with a proposed allotment site, while one related to the main junction on to the Main Street.
- 3.8 The current Scheme of Delegation delegates the following authority to the Chief Planning Officer - *"Determination of all applications for road construction consent, except where there are unresolved technical or engineering objections, and to enforce the terms and conditions of such consents"*.
- 3.9 In line with the current Council Scheme of Delegation, any unresolved objections to an RCC of a technical or engineering nature must be considered by the Executive Committee.
- 3.10 The objections relating to the surface water route are a matter for Scottish Water to consider and do not raise road construction issues and so are not matters for consideration as part of the road construction consent approval process. They are not therefore included for consideration within this report. A drawing showing the original wayleave route for the sewer is however shown in Appendix C for Members' information.

Since the original objections to the sewer route were submitted, the developer has realigned the sewer so as not to interfere with the allotment site.

3.11 The sole objection regarding the junction of the development with the Main Street, Chirnside, is deemed to meet the criteria outline in the Scheme of Delegation and is therefore the subject of this report. A copy of this objection is attached in Appendix D.

4 ASSESSMENT AND CONSIDERATION OF OBJECTIONS

4.1 The objection which necessitates this report, copy attached in Appendix D, covers several points relating mainly to the junction of the development access road onto Main Street, Chirnside. Each of the points raised in the objection are addressed below.

4.2 Proximity of junction to existing private garage

It is the opinion of the Roads Planning Service that the existence of the garage will not have a detrimental impact on the functionality of the proposed junction. There is ample visibility available to make all road users aware of each other in this vicinity. Vehicles leaving the site will have a clear view of any vehicle in the process of exiting the garage.

4.3 Proximity of private access to proposed junction

There is no legislation which states that a private driveway cannot be in such close proximity to a junction serving a development of this nature.

4.4 Junction visibility

When considered against the principles and guidance within Designing Streets, appropriate visibility splays for such a junction within a 30mph zone are 2.4m x 43m in each direction. These have been indicated within the submission drawings and can be achieved on site within land under the control of the applicant. These splays will also be acceptable should the Main Street remain at 20mph after the conclusion of the current trial.

4.5 Removal of part of footway

It is accepted that the provision of a junction will result in a length of carriageway having to be crossed. This, however, is an acceptable feature within settlement boundaries: The junction width will be kept to a minimum and the provision of a footway on either side of the junction will be an improvement on the surfacing of the existing "footway" which previously acted as an access to the former garage and was not a formal footway in terms of construction. The design also includes dropped kerbs at the radii which will allow for easier crossing of the junction area.

4.6 Level of traffic on Main Street

It is the opinion of the Roads Planning Service that Main Street, even with the presence of on-street parking, will cater for the increase in traffic associated with both the current phase of development and the potential future extension should it be forthcoming. The capacity of Main Street is of such a level that the vehicles generated by both the proposed and potential future development will not have a detrimental impact on the capacity or

free flow of traffic. A Transport Statement was submitted as part of the planning application process which forms the basis of this opinion. It should also be noted that the main east – west traffic route in the vicinity bypasses the village centre and does not traverse the Main Street.

4.7 *Proximity of parked cars to junction*

Due to the nature of the existing development on the Main Street, most cars park on the southern side of the street with the new junction being proposed on the north side. Due to the garage directly opposite the junction, and the lack of development and parking on the northern side, it is the opinion of the Roads Planning Service that parked vehicles will not have a detrimental impact on the proposal. There is also an element of parking proposed on the initial section of the access road where residents of the Main Street will be able to park.

4.8 *Impact on existing drainage*

The proposal has been considered by both Scottish Water and the Council's own Flood Protection Officers and neither party has raised any objections. There have also been no objections raised by either party regarding the surface water drainage for the development or the Sustainable Urban Drainage (SUDS) features it incorporates.

4.9 *Location of development within village*

Whilst Officers accept that the Council does look to cut down on the carbon footprint/pollution within the area, it also has a level of housing supply to meet and the vast majority of these dwellings are located within settlement boundaries. To provide large numbers of dwellings outwith settlement boundaries would result in the residents having to rely even more on a car for travel, hence increasing carbon emissions. When a development is within a settlement, there is a greater likelihood that residents will walk to visit friends or local amenities such as shops, pubs etc and use existing public transport connections where possible to travel further afield

4.10 The remaining objections related to the route of the surface water sewer associated with the development, shown in Appendix C. Part of this is shown going through land to the west of the development site which is currently in use as allotments by the Chirside Allotment Society and by Chirside Football Club. As previously mentioned, the consideration and any subsequent approval thereof is a matter for Scottish Water to review and is not included within the RCC process.

5 IMPLICATIONS

5.1 Financial

There are no costs attached to the recommendation contained in this report.

5.2 Risk and Mitigations

Should the Committee not agree to approve the road construction consent, the developer would be required to provide an amended submission taking on board any comments and recommendations of the committee. As well as causing an obvious delay in the provision of the affordable housing, any

amendments to the junction layout may also require the planning permission to be revisited or resubmitted. The end result of this may be the withdrawal of the proposal in its entirety. This would have a detrimental impact on the Council's responsibilities with meeting the affordable housing stock levels previously agreed. Furthermore, if the application is refused without justification, there is a risk of a claim being made that the Council have been unreasonable and a claim may be made for award of costs to the Scottish Ministers.

5.3 Integrated Impact Assessment

This is a routine report for statutory purposes, not a new or revised strategy of policy for decision and, as a result, completion of an integrated impact assessment is not an applicable consideration.

5.4 Sustainable Development Goals

During consideration of both the planning application and the road construction consent application associated with this development, Officers considered the movement of people and vehicles around the development, through Chirnside and to the rest of the Borders and beyond. A layout was determined which would provide suitable pedestrian connectivity to the village and the public transport services it provides. This is in an effort to encourage residents to use public transport wherever possible rather than rely solely on the private car for transport. The principles of Designing Street were taken into consideration during the processing of both the planning application and the road construction consent. These principles require that priority is given to pedestrians and cyclists over vehicular traffic and appropriate measures were incorporated in to the overall design of the development.

5.5 Climate Change

The layout being considered for approval incorporates safe pedestrian routes throughout the development and into the village beyond. This will encourage residents to walk around the local area and allow for connection to public transport services to allow travel to the Borders and beyond using sustainable transport modes. This is to encourage development within areas where residents can walk to some services within a 20 minute timescale and use public transport for accessing others. The drainage for the development has been designed to allow for climate change in terms of capacity. Furthermore, the materials chosen are such that they will be able to withstand changes in climatic events.

5.6 Rural Proofing

There is no new or amended policy or strategy as a result of this report.

5.7 Data Protection Impact Statement

There are no personal data implications arising from the proposals contained in this report.

5.8 Changes to Scheme of Administration or Scheme of Delegation

There are no changes required to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals in this report.

6 CONSULTATION

- 6.1 The Director (Finance & Corporate Governance), the Monitoring Officer/Chief Legal Officer, the Chief Officer Audit and Risk, the Director (People Performance & Change), the Clerk to the Council and Corporate Communications have been consulted and any comments have been incorporated into the final report.

Approved by

John Curry

Signature

Director Infrastructure & Environment

Author(s)

Name	Designation and Contact Number
Derek Inglis	Lead Roads Planning Officer - 01835 826639
Alan Scott	Senior Roads Planning Officer - 01835 836640

Background Papers: N/A

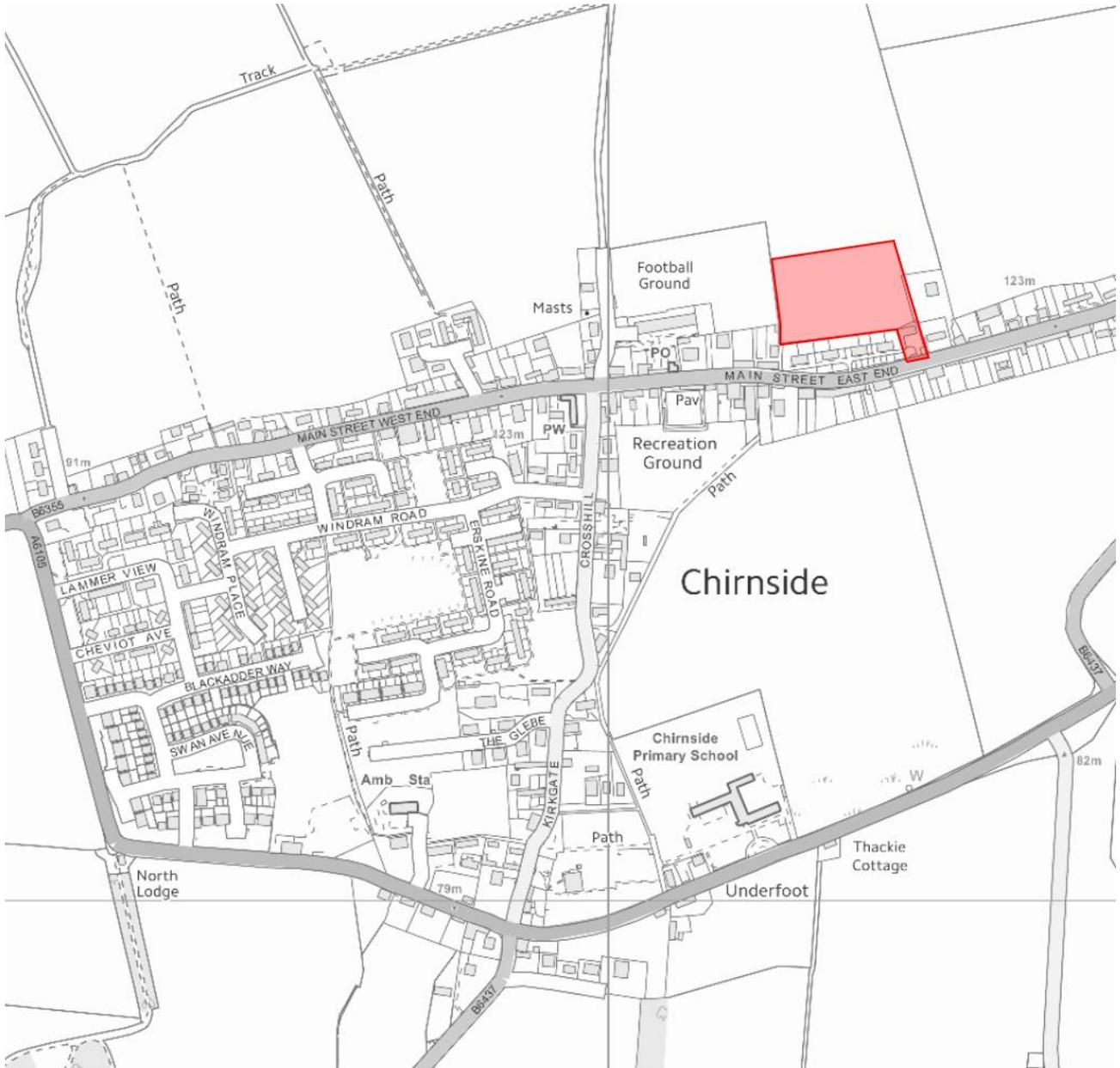
Previous Minute Reference: N/A

Note – You can get this document on tape, in Braille, large print and various computer formats by contacting the address below. Alan Scott can also give information on other language translations as well as providing additional copies.

Contact us at Roads Planning Service, Council Headquarters, Newtown St. Boswells, Melrose TD7 5EQ ascott@scotborders.gov.uk

Appendix A

Location Plan



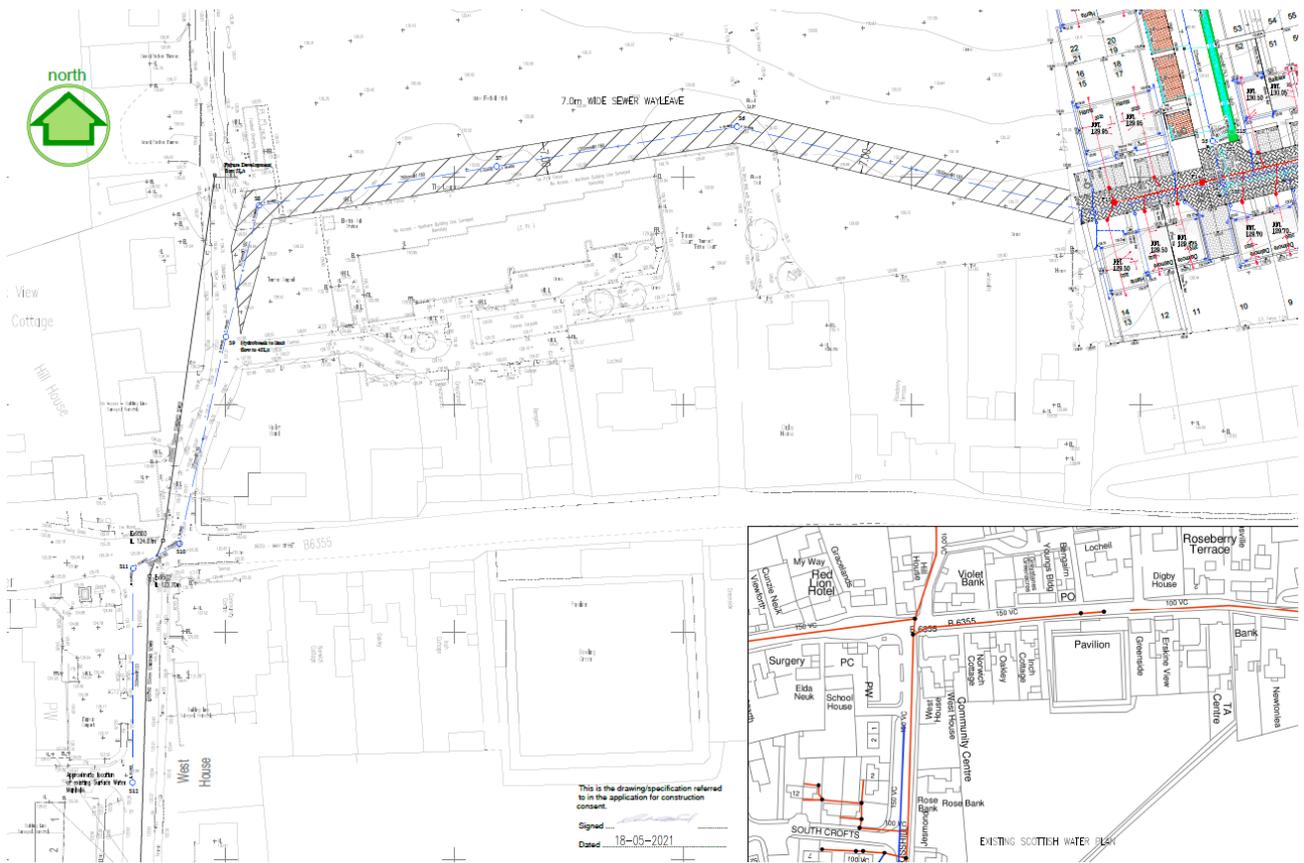
Appendix B

Site Plan



Appendix C

Off Site Drainage Wayleave



Appendix D

Objection

Main street
Chirnside
Berwickshire
TD11 3XS
6/6/21

Chief Planning Officer,

As a local resident of the area of Main Street Chirnside which will be affected by the proposed new roadway on the land formally occupied by Steels Garage I wish to object on a number of points;

1. This new access should not be allowed because there is an existing private garage entrance directly opposite to proposed roadway.

2. There is an existing private driveway entrance on the same side of the street as the proposed road and would be very near to the new junction.
(If the junction already existed, the two private accesses would not be granted permission because of their proximity to said junction so I do not understand why a new access would even be considered).

3. A new major junction on a main road would need a line of sight splay in the region of 70 metres in either direction. This would not be possible to the east due to the existing boundary wall of the neighbouring house of the proposed new roadway. The line of sight may also be obstructed to the west as there are large grass bankings.

Because of the position of parked cars towards the east, vehicles would be approaching the proposed new access from that direction would be on the wrong side of the road, making it very dangerous for anyone trying to turn left from the new junction.

There would be no clear line of sight to the east at all if there were ever a vehicle parked (legally) at the bottom of the private drive.

As the new access road would have to have a less steep gradient than the existing access to the site, the position that a driver would be in at the junction would not allow an unobstructed view along the street towards the east.

4. The formation of a major junction with the main road would remove a large section of the pavement on the north side of the street, making it unsafe for pedestrians, wheelchair users and parents with prams\ young children. Because of the varied width of the footpath on the south side of the street, the north side

is the only safe option for people to walk from the east end towards the crosshill.

5. The main street is already very busy and congested, there is a danger that if the new roadway was allowed, more than 100 more cars could be using this stretch of road and making it very dangerous and unsafe for local residents.

6. Many of local residents have to park on the street as most of the houses are of a terraced/ semi detached nature and allowing a new roadway would make it illegal for them to park outside their own homes due to laws regarding parking opposite or in the proximity of a junction. This would also mean that the residents wouldn't be able to stop outside their own front doors to drop off shopping or have any deliveries to their homes. This would also restrict tradesmen etc to work at people houses as they would not be able to park vans anywhere near to where they were working.

It would also be very unfair to residents who are elderly, disabled or families with young children (most of the residents in the area affected come into one of these categories) as they would now have to find alternative parking which could be as far away as the east end or the crosshill areas of the village, causing more congestion further along the street.

7. The area of road where the proposed new junction would exit is already prone to flooding and adding a large expanse of non porous tarmac in the form of a new housing development access road would only add to the problem and there is a serious threat to damage to properties in the event of heavy rain fall causing flash flooding as the water runs down the hill.

I am led to believe that a new access road cannot drain onto a main road and must be contained before it reaches the road it joins.

This could also be a hazard in the winter as a frozen road surface could be potentially lethal as vehicles approach the junction.

8. In a time where more and more local authorities are trying to cut down on pollution in residential areas I feel it would be going against all sense of judgement to allow a new roadway and junction to be allowed which would increase pollution from an extra 100 or so extra vehicles in an already congested area of a small village. (initially a 57 house development but as always there will be a phase 2 so 100 extra vehicles is possibly a low estimate)

Draft Road Construction Consent



21/00860/RCC

FORM CC2

**SCOTTISH BORDERS COUNCIL
PLANNING, HOUSING and RELATED SERVICES
ROADS (SCOTLAND) ACT 1984 SECTION 21
CONSTRUCTION CONSENT TO CONSTRUCT OR EXTEND A ROAD
CONSTRUCTION CONSENT REF.**

Scottish Borders Council, hereinafter referred to as the Council, acting under and by virtue of Section 21 of the Roads (Scotland) Act 1984, hereby grant Construction Consent to:

**Springfield Properties Plc., 3 Central Park Avenue, Larbert,
Falkirk FK5 4RX**

(hereinafter referred to as "the developer"), for roadworks in connection with the development at:

East Comrades Park, Main Street, Chirnside, Duns

in accordance with (a) the schedule of drawings, particulars and specifications submitted to and approved by the Council which plans are docketed and signed by the Planning & Development Standards Manager as relative hereto; and (b) the relative provisions of the said Roads (Scotland) Act 1984.

In addition, Construction Consent is subject to the attached Schedule of Conditions.

It should be noted that responsibility for the accuracy and suitability of the design lies with the applicant and that the granting of Construction Consent does not relieve the applicant of this responsibility. The Council has the right to request alterations to the design or specification of the roadwork at any time prior to adoption of the road.

Date: 7th December 2021

Planning, Housing and Related Services
Council Headquarters
Newtown St. Boswells
MELROSE
TD6 0SA

Alan J Scott

PP PLANNING AND DEVELOPMENT STANDARDS MANAGER

**THIS CONSENT DOES NOT EXEMPT THE APPLICANT FROM THE NEED TO OBTAIN ANY
OTHER CONSENT WHICH MAY BE REQUIRED BY OTHER ENACTMENTS SUCH AS
PLANNING CONSENT OR BUILDING WARRANT.**

**SCOTTISH BORDERS COUNCIL
PLANNING, HOUSING and RELATED SERVICES
ROADS (SCOTLAND) ACT 1984 SECTION 21
CONSTRUCTION CONSENT TO CONSTRUCT OR EXTEND A ROAD**

Schedule of drawings, particulars and specifications relating to Construction Consent Ref. 21/00860//RCC granted in connection with the construction/extension of roads in connection with the housing association development at:

East Comrades Park, Main Street, Chirnside, Duns

Drawings:

<u>Dwg N^o</u>	<u>Date</u>	<u>Title</u>
Chirn-Eng-001 Rev C	24-09-2021	Roads Layout
Chirn-Eng-002 Rev C	17-09-2021	Roads Long Sections
Chirn-Eng-003 Rev A	24-09-2021	Road Construction Details
Chirn-Eng-004 Rev B	15-09-2021	Road Adoption Plan
Chirn-Eng-005 Rev A	08-07-2021	Manhole Schedules
Chirn-Eng-006 Rev A	12-07-2021	Drainage Long Sections
Chirn-Eng-007 Rev I	20-03-2019	Site Design Layout
Chirn-Eng-008	13-02-2018	Refuse Vehicle Swept Path
Chirn-Eng-011 Rev A	15-07-2021	Drainage Construction Details
Chirn-Eng-016	09-2021	Kerbing Layout
Chirn-Eng-017	09-2021	Service Route Layout
ALD_3685 Rev A	22-07-2021	Street Lighting Layout

12 N^o drawings refer to this application

Particulars:

All Street Lighting shall be constructed as per the Scottish Borders Council Road Lighting Design Brief. This document is site specific and will be provided upon application to Scottish Borders Council Road Lighting Section.

Specifications:

The specification for the road and road drainage work shall be in accordance with the 'Manual of Contract Documents for Highway Works'.

Signed: *Alan J Scott*
pp Planning & Development Standards Manager

Date: 7th December 2021

**SCOTTISH BORDERS COUNCIL
PLANNING, HOUSING and RELATED SERVICES
ROAD CONSTRUCTION CONSENT REF. 21/00860/RCC
SCHEDULE OF CONDITIONS**

1. All adoptable work including any prospective public parking is shown coloured on Drawing N^o Chirn-Eng-004 Rev B and must be carried out by a contractor first approved by the Council. It should be noted that prospective public parking cannot be allocated to properties.
2. The surface course on the carriageways and footways shall not be laid without the Council agreeing in writing that the building works served by them are substantially complete and that all service connections to individual building plots have been extended beyond the limits of any carriageway or footway.
3. The street lighting to be approved by the Council in writing, installed to the approved design and operational between each dwelling and the existing public road prior to that dwelling being occupied.
4. Access to the site to be granted during normal working hours to Council employees for inspection purposes and samples of construction materials to be provided free of charge on request for testing purposes.
5. Wheel washing facilities to be provided on-site that prevent mud being deposited on the public roads off-site as well as on the prospective public road(s) serving occupied houses on-site.
6. The developer and/or their contractor must comply with the Council's 'Inspection Procedures for Developments' a copy of which is included below.
7. Where the combined extent of any utility work undertaken by or on behalf of the developer in any road leading to the development site is such that the Council is of the opinion that it has resulted in a significant deterioration of that road then the developer will be responsible for resurfacing/reconstructing the road to the satisfaction of the Council.
8. The developer agrees to meet the Council's site supervision and materials testing costs in accordance with our scale of charges (copy attached).
9. All construction work shall be in accordance with the Council's 'Standards for Development Roads' and the 'Manual of Contract Documents for Highway Works'.
10. Curtilage parking when measured from the back of the service strip or footway must be at least 6m in length if one car deep and at least 12m in length if two cars deep. The gradient of the parking/turning area must not be steeper than 1 in 15. Any excess length of driveway leading to the parking/turning area may be as steep as 1 in 8.
11. All existing land or other drains severed by the road construction are to be connected into a drainage system in accordance with a scheme of details to be agreed by the Council.
12. The carriageway (and footways, footpaths and cycle paths if part of the consent) shall be constructed to at least binder course level and the street lighting shall be installed and be

operational between the public road and each dwelling before the dwelling is occupied.

13. All gully frames, manhole covers and other ironwork in the carriageways, footways, footpaths and cycle paths shall be set at the temporary surface level before any dwelling is occupied.
14. The roads approved in this consent shall be used only for road purposes, as regulated by the Roads (Scotland) Act 1984; from the time the first house served by them is occupied.
15. **Springfield Properties PLC.** as owner grant the Council and Public Utility Authorities free of charge a right of servitude to allow maintenance work to be carried out in the service strips coloured brown on Drawing N° Chirn-Eng-004 Rev B.
16. No fences, walls, rockeries or other landscape features shall be erected on, or trees or hedges planted in, the service strips coloured brown on Drawing N° Chirn-Eng-004 Rev B without permission having been granted in writing by the Council.
17. The visibility splays must be kept free of any obstruction to visibility in perpetuity.
18. Conditions 14 to 17 must be included in conditions of sale or title granted to successors in title.
19. The developer and/or their agent agree to the reproduction by the Council of any drawing included in the application documents for use for a Roads Authority purpose.
20. The developer shall, upon requesting the Council to adopt the roads within the development, supply a copy of the as-built drawings and all roads submitted for adoption must connect with an existing public road.
21. Upon completion of the carriageway surface course the developer will be responsible for providing appropriate road markings and traffic signs through liaison with the Council's Traffic Section.
22. Prior to the occupation of the first house, the developer shall provide and erect street name plates through liaison with the Council's Traffic Section.
23. This consent is valid for 5 years from the date it was granted. The Council may grant an extension in time, but any such extension may require amended drawings, different conditions of consent and a revised level of security for the outstanding work.

Your lawyer's attention should be drawn to conditions 14 to 19 of this consent

Signed: *Alan J Scott*
pp Planning & Development Standards Manager

Date: 7th December 2021

APPEALS

1. If the developer is aggrieved by the decision of the Council to grant consent subject to any of the conditions imposed, they may appeal to the Scottish Ministers in accordance with the Roads Construction Consent (Appeals Procedure) (Scotland) Regulations 1986 within 28 days of receipt of this notice.
2. Any notice of appeal should be sent to the Scottish Ministers, The Scottish Government, Transport Department, Victoria Quay, Leith, Edinburgh EH6 6QQ.
3. The Scottish Ministers shall notify the Council and all Section 21 parties in writing of the appeal and give them the opportunity to make written representations.

ADDITION OF A ROAD TO LIST OF PUBLIC ROADS

1. Where upon the satisfactory completion of a private road constructed in accordance with a Construction Consent granted under Section 21 of the Roads (Scotland) Act 1984 the person granted such consent applies to the Council to have the road(s) adopted the Council shall within 12 months of the application add the road(s) to the 'List of Public Roads' subject to any defective work being made good.
2. All submissions should include two paper copies and one electronic version of the drawings submitted for Construction Consent and contain all relevant as built details. The areas offered for adoption should be shown in colour on an adoption plan which should clearly indicate the ownership of all areas so coloured.

SCOTTISH BORDERS COUNCIL - ROAD CONSTRUCTION CONSENT
INSPECTION PROCEDURES FOR DEVELOPMENTS

1. Two weeks notice must be given to the Planning & Development Standards Manager of the start of roadwork together with names and telephone numbers of responsible persons who may be contacted in connection with the construction of the works.
2. During the construction period, irrespective of whether or not it is intended that the road(s) be subsequently adopted as public, the Planning & Development Standards Manager's representative must be afforded access to the site to ensure that the works are being undertaken in conformity with the Construction Consent.
3. The developer and/or their contractor should provide every facility to enable the Planning & Development Standards Manager's representative to examine the works being executed and the materials being used, but will remain responsible for ensuring that standards are met.
4. In accordance with Section 140(6)(b) of the Roads (Scotland) Act 1984, Scottish Borders Council reserves the right to charge for expenses incurred in inspecting and testing arising from the granting of Construction Consent. Samples of the various materials proposed to be used should be supplied, free of cost to the Council, together with particulars as to the source of supply or manufacture of such materials, or, at the discretion of the Planning & Development Standards Manager, test certificates may be submitted indicating the suitability of the materials proposed for use.
5. The developer or his contractor must give the Planning & Development Standards Manager's representative a minimum of 2 working days notice (excluding weekends) of:-
 - a. Drainage trench excavation,
 - b. Drainage trench backfill,
 - c. Testing of adoptable drainage sewers,
 - d. Completion of formation,
 - e. Commencement of kerbing,
 - f. Commencement of each pavement layer to the carriageways, footways and footpaths,
 - g. Each concrete pour (including blinding) and commencement of steel fixing where reinforced concrete is used,
 - h. Striking of formwork,
 - i. Setting out of road lighting plant positions and backfilling of cable trenches,
 - j. Completion of verges/service strips.

These are minimum requirements and, in certain cases, the developer may be required to notify the Planning & Development Standards Manager's representative of additional construction stages.

6. Upon completion of the road(s), irrespective of whether the road(s) are intended to be subsequently adopted as public, a request should be made to the Planning & Development Standards Manager to have a completion inspection carried out. As a result of this inspection, a list of any remedial work required to bring the road(s)/Street Lighting up to the Local Roads Authority's standards will be prepared. The road/Street Lighting can be adopted one year after satisfactory completion, at the request of the developer, subject to any defective work being made good.

SCALE OF CHARGES FOR SITE INSPECTIONS**SUPERVISOR**

Roads Planning Site Inspector	£40.47 per hour
Lead Roads Planning Officer	£58.15 per hour
Senior Structural Engineer	£55.59 per hour
Senior Roads Planning Officer	£46.99 per hour
Street Lighting Supervisor	£42.93 per hour
Roads Planning Officer	£42.21 per hour
Street Lighting Technician	£34.95 per hour
Roads Planning Technician	£33.16 per hour
Modern Apprentice	£18.70 per hour

MILEAGE

£0.45p per mile

SUBSISTENCE:

Lunch: £3.50

MATERIALS TESTING

Testing of aggregate/bituminous samples: £45 to £48

Please note that the above figures act as a reasonably accurate guide. The actual charges will reflect the expense incurred. The charges will be reviewed on an annual basis at the end of April.

You can get this document on tape, in large print, and various other formats by contacting us at the address below. In addition, contact the address below for information on language translations, additional copies, or to arrange for an officer to meet with you to explain any areas of the publication that you would like clarified.

Contact – Christine Blaszk, Planning, Housing and Related Services, Scottish Borders Council, Council Headquarters, Newtown St. Boswells, Melrose TD6 0SA Tel: 01835 826641 email: placeroadsplanning@scotborders.gov.uk

