



**LOCAL REVIEW STATEMENT**  
**REF: 21/00595/FUL**

**ERECTION OF DWELLINGHOUSE WITH  
ACCESS AND ASSOCIATED WORKS**

**LAND EAST OF DEUCHAR MILL HOUSE,  
YARROW, SCOTTISH BORDERS**

**ON BEHALF OF: BUCCLEUCH ESTATES**

**DECEMBER 2021**

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Ref: B-BEDM02

Council Ref: 21/00595/PPP

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Date of Issue: December 2021

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## EXECUTIVE SUMMARY

This Statement is submitted on behalf of Buccleuch Estates Ltd “the Appellant” against the decision of Scottish Borders Council to refuse Planning Permission in Principle for the erection of a dwellinghouse with access and associated works on land east of Deuchar Mill House, on 21st October 2021 (reference 21/00595/PPP). All Core Documents (CD) are referenced in Appendix 1.

The proposed development comprises a new dwelling on **brownfield land** at the existing Building Group Deuchar Mill, on which an existing barn stands. It is agreed between the Planning Authority and the Appellant that the three existing dwellings comprise a Building Group as set out in section (A) of Policy HD2. Disagreement centres on whether the appeal site is well related to the existing Building Group.

The appeal site and the existing barn which stands upon it form a single linear development pattern at Deuchar Mill together with the existing dwellings. At present the Building Group does not benefit from a distinct enclosing landscape feature on its east boundary, which sits undefined at present. The proposed development includes a new tree belt 75 metres long by 7 metres wide on the east boundary of the site which it is considered would distinctly enclose the east boundary of the Building Group and define a definite sense of place locally.

During the course of the Application’s determination, the following consultee responses were received from Council Officers and partners:

- **Contaminated Land – No objection.**
- **Community Council – No objection.**
- **Roads Planning team – Objection.**
- **Nature.Scot – No objection.**
- **Scottish Water – No objection.**

### Reasons for Refusal

Two reasons were cited for the refusal of the Application.

The first stated reason claimed that the proposed development contradicts Policy HD2 of the LDP as “a dwelling situated within this area would be viewed as a more detached development outwith the sense of place created by the context of the group, rather than a logical extension to the existing building group”.

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# F E R G U S O N P L A N N I N G



It is the position of the Appellant that the application site sits together with the existing dwellings at Deuchar Mill, sharing as intimate a relationship with the existing dwelling Deuchar Mill Cottage as any of the other existing dwellings share with each other. The Building Group is currently devoid of a distinct landscape feature defining its east boundary. The proposal represents a unique opportunity to establish a tree belt on the east boundary of the site, replace the existing open sided, steel barn with a sensitively designed new dwelling, and preclude further development to the east by completing the built form at Deuchar Mill. This approach is considered to achieve strict consistency with 2.b.1 of the New Housing in the Borders Countryside Supplementary Guidance.

It is considered that the proposed development is well related to the existing Building Group lying within the local setting and defined sense of place and sharing an intimate relationship with other existing dwellings at Deuchar Mill. The impact of the proposal on the landscape character would be limited and a detailed design which reflects and respects the local built character can be secured by condition. No dwellings have been approved or constructed within the current LDP period and so capacity exists for the expansion of the Building Group. Therefore the appeal proposal is considered to accord with adopted policy and to be acceptable in planning terms.

The second reason for refusal references the consultation responses of the Roads Planning team which objected to the proposed development. Unfortunately the second consultation response failed to focus on the proposal as presented and omitted to consider the requests made in the first consultation response which were satisfied in full by revision of the proposed development. The requests made centred on the provision of sufficient visibility sightlines (120 metres in length) onto the A708 in each direction. Existence of these sightlines have been clearly demonstrated.

These omissions deprived the appointed Planning Officer of the professional advice required to determine the Application and directly caused the mis-placed citation of the second reason for refusal, in spite of the acceptable road safety situation locally.

The Local Review Body, having considered the detail contained within the Planning Application package, together with the information set out herein, will be respectfully requested to allow the Notice of Review and grant Planning Permission in Principle.

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## 1.0 INTRODUCTION AND PROPOSAL SUMMARY

- 1.1 This Statement supports a Notice of Review of the delegated decision of Scottish Borders Council to refuse Planning Permission in Principle for the erection of a dwellinghouse with access and associated works on land east of Deuchar Mill House in the Yarrow Valley.
- 1.2 The site lies adjacent to the east of Deuchar Mill Cottage and south of the A708. The site is bounded to the east by a large agricultural field. Deuchar Mill Cottage is one of three existing dwellings lying across the west boundary of the site, the others being Deuchar Mill House and Deuchar Mill. An existing access to the A708 lies adjacent to the north boundary of the site. An access track paved in tarmac concrete leads west from the highway access providing access to each existing dwelling.
- 1.3 The site itself comprises an open sided barn of fashioned steel construction covered in a profiled sheet roof together with a long established and compacted stone apron which provides a turning head and loading area, rough grass makes up the balance of the site. The barn is in light use for storage of agricultural equipment although no livestock, harvest, fuel/diesel, or high value machinery/vehicles are stored on-site.
- 1.4 The site faces onto the paved access track and the A708 to the north. North of the A708 land rises towards the summit of Deuchar Hill (406 metres) and comprises part of the Tweedsmuir Uplands Special Landscape Area. The channel and bank of the Yarrow Water lie a short distance beyond the south boundary of the site.
- 1.5 The new dwelling is proposed on the brownfield site within reasonable proximity to the existing dwellings to the west and the public road to the north but is set back from both boundaries. Proposed residential accommodation would be split over two levels. It is likely this would take the form of a 1.5 or 2 storey dwelling.
- 1.6 Access is proposed to the site via a new hard surfaced track extending east to an existing field gate. The track was constructed by Scottish Water in mid-2021 as part of their use of the site as a depot from where replacement and extension of the public water network in the Yarrow Valley was based. Vehicles would access the site using these new arrangements and entirely avoid the existing junction with the A708 to the north – which the Roads Planning team have insisted is unsafe. Therefore, all traffic accessing the site would benefit from new safe arrangements and avoid exacerbating any safety issues at the existing junction which may exist. The proposal also includes rearrangement of the existing field gate access to accommodate a layby into the access

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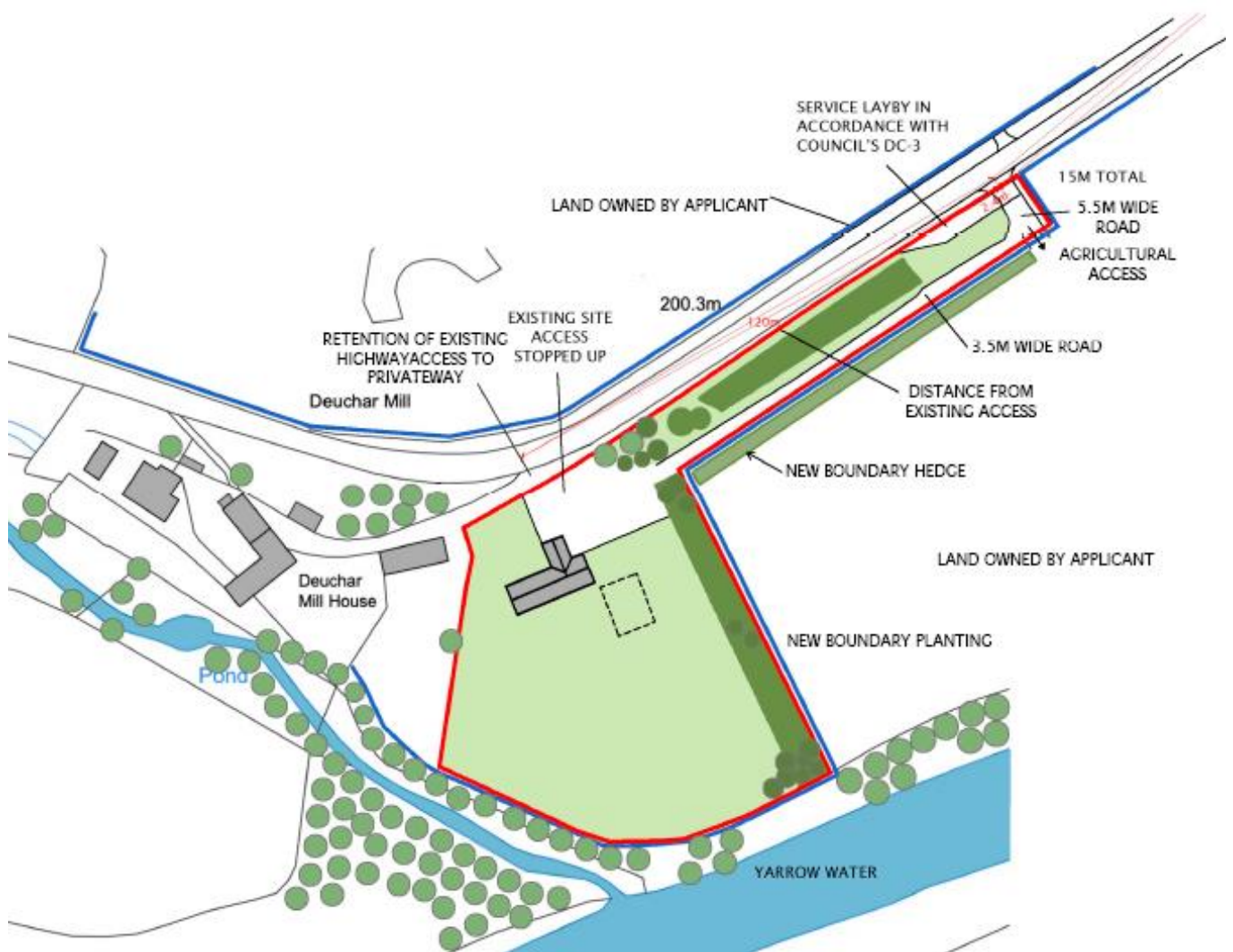
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track on land within the Applicant's ownership, thereby allowing vehicles to stop for deliveries fully beyond the carriageway of the A708.

- 1.7 The proposed dwelling will be serviced by connection to a privately held septic tank and soakaways within the Applicant's control. The Applicant proposes to connect to the mains water network which has recently been renewed with substantially increased capacity in the Yarrow Valley.



**Fig 1:** Proposed site layout from 10059-0-02(B) Site Plan – as Proposed (Source: Camerons Strachan Yuill Architects).



## 2.0 REFUSAL OF APPLICATION BY SCOTTISH BORDERS COUNCIL AND PLANNING POLICY CONTEXT

2.1 Planning Application 21/00595/PPP was refused on 21st October 2021. The Decision Notice cited two reasons for refusal, set out below:

**“1. The proposed development at this site would be contrary to policy HD2 of the Scottish Borders Local Development Plan (2016), and contrary to the guidance within the adopted New Housing in the Borders Countryside Supplementary Planning Guidance Note (2008), in that the proposed development would not relate sympathetically to the sense of place of the existing building group, and would potentially lead to ribbon development along a public road.**

**2. The proposal does not comply with Policy PMD2 of the Local Development Plan 2016 in that it would fail to ensure there is no adverse impact on road safety.”**

### Local Development Plan

2.2 Policy HD2 contains six sections, each of which details circumstances in which new houses will be considered acceptable. Section (A) which addresses development relating to Building Groups is considered to represent the pertinent material consideration in the determination of the appeal proposal.

2.3 Section (A) of Policy is replicated below:

#### *“(A) Building Groups*

*Housing of up to a total of 2 additional dwellings or a 30% increase of the building group, whichever is the greater, associated with existing building groups may be approved provided that:*

- a) the Council is satisfied that the site is well related to an existing group of at least three houses or building(s) currently in residential use or capable of conversion to residential use. Where conversion is required to establish a cohesive group of at least three houses, no additional housing will be approved until such a conversion has been implemented,*
- b) the cumulative impact of new development on the character of the building group, and on the landscape and amenity of the surrounding area will be taken into account when determining new applications. Additional development within a building group will be refused if, in conjunction with other developments in the area, it will cause unacceptable adverse impacts,*



c) *any consents for new build granted under this part of this policy should not exceed two housing dwellings or a 30% increase in addition to the group during the Plan period. No further development above this threshold will be permitted.*

*In addition, where a proposal for new development is to be supported, the proposal should be appropriate in scale, siting, design, access, and materials, and should be sympathetic to the character of the group."*

2.4 The Policy sets out a range of sustainability, placemaking and design, accessibility and open space/ biodiversity requirements, whereby the proposal must:

- Take appropriate measures to maximise the efficient use of energy and resources, in terms of layout, orientation, construction and energy supply;
- Make provision for sustainable drainage;
- Incorporate appropriate measures for separate storage of waste and recycling;
- Incorporate appropriate landscaping to help integration with the surroundings;
- Create a sense of place, based on a clear understanding of context;
- Be of a scale, massing and height appropriate to the surroundings;
- Be finished externally in materials, the colours and textures of which complement the highest quality of architecture in the locality;
- Be compatible with, and respect, the character of the surrounding area, neighbouring uses and neighbouring built form;
- Be able to be satisfactorily accommodated within the site;
- Provide for appropriate boundary treatments to ensure attractive edges, and to help integration with the surroundings;
- Incorporate access for those with mobility difficulties;
- Not have an adverse impact on road safety in terms of the site access;
- Incorporate adequate access and turning space for vehicles including those used for waste collection purposes.
- Retain physical or natural features which are important to the amenity or biodiversity of the area.





### Supplementary Guidance

- 2.5 The Supplementary Guidance ‘**New Housing in the Borders Countryside**’ includes the following criteria for any new housing in the countryside:
- No adverse effect on the viability of a farming unit or conflict with the operations of a working farm;
  - Satisfactory access and other road requirements;
  - Satisfactory public or private water supply and drainage facilities;
  - No adverse effect on countryside amenity, landscape or nature conservation;
  - No adverse impact on ancient monuments, archaeological sites, or on gardens or designed landscapes;
  - Appropriate siting, design and materials in accordance with relevant Local Plan policies.
  - The safeguarding of known mineral resources from sterilisation unless this is acceptable following an assessment of the environmental implications.
- 2.6 The section of the Guidance, which covers the expansion of existing Building Groups, states that all applications for new houses at existing Building Groups will be tested against an analysis of:
- a) the presence or, otherwise of a group; and
  - b) the suitability of that group to absorb new development.
- 2.7 The Guidance sets out that the existence of a Building Group “will be identifiable by a sense of place which will be contributed to by:
- natural boundaries such as water courses, trees or enclosing landform, or
  - man-made boundaries such as existing buildings, roads, plantations or means of enclosure.”
- 2.8 When expanding an existing building group, the Guidance includes the following points:
- The scale and siting of new development should reflect and respect the character and amenity of the existing group;
  - New development should be limited to the area contained by that sense of place;
  - A new house should be located within a reasonable distance of the existing properties within the building group with spacing guided by that between the existing properties;
  - Ribbon development along public roads will not normally be permitted.



### 3.0 GROUNDS FOR APPEAL AND CASE FOR THE APPELLANT

3.1 The decision of the Planning Authority to refuse the Application is challenged on the basis of the Grounds of Appeal set out below. It is the submission of the Appellant that the proposal accords with the relevant adopted policy of the Local Development Plan and Supplementary Guidance and that there are no material considerations which justify the refusal of the Application.

**GROUND 1:** The proposed development represents the erection of a dwelling on a site which is well related to an existing Building Group at Deuchar Mill and would contribute positively to the local sense of place and setting.

**GROUND 2:** The proposed development is acceptable in transport terms and would not create an unacceptable adverse road safety impact or, indeed, any adverse road safety impact on the local public road network. Adequate visibility sightlines onto the highway can be achieved in both directions.

3.2 During the course of the Application’s determination, the following consultee responses were received from Council Officers and partners:

- **Contaminated Land – No objection.**
- **Community Council – No objection.**
- **Roads Planning team – Objection.**
- **Nature.Scot – No objection.**
- **Scottish Water – No objection.**

**GROUND 1: THE PROPOSED DEVELOPMENT REPRESENTS THE ERECTION OF A DWELLING ON A SITE WHICH IS WELL RELATED TO AN EXISTING BUILDING GROUP AT FRIARSHAUGH AND WOULD CONTRIBUTE POSITIVELY TO THE LOCAL SENSE OF PLACE AND SETTING.**

3.3 It is the Appellant’s position that the appeal site lies within the setting and forms part of an existing Building Group at Deuchar Mill as it currently exists and that the proposed dwelling would enhance the defined sense of place.

3.4 It is common ground between the Appellant and the Planning Authority that a Building Group exists at Deuchar Mill and that capacity does exist for expansion by another 2 no. dwellings. However, Report of Handling 21/00595/PPP states “a dwelling situated



within this area would be viewed as a more detached development outwith the sense of place created by the context of the group, rather than a logical extension to the existing building group". The appointed Planning Officer considers that the proposed dwelling would have "a much more pronounced visual impact" than the existing barn.

- 3.5 Disagreement centres on the landscape feature which defines the Building Group's sense of place. The Appellant does not agree with the appointed Planning Officer that it is the east boundary of Deuchar Mill Cottage [west boundary of the site] "consisting of a stone wall and mature vegetation". Instead, it is considered that the existing Building Group is not defined by an existing distinct landscape feature on its east boundary. It is however considered that the proposed development represents a unique opportunity to both develop a brownfield site and create a distinct landscape feature enclosing the Building Group.
- 3.6 It is considered that the assertion that the east boundary of Deuchar Mill Cottage represents a distinct landscape feature is both **factually incorrect and untenable**. Firstly, it must be noted that the coniferous trees referred to do not sit on the east boundary of Deuchar Mill Cottage – they comprise part of the south boundary as seen on Fig.2. Secondly, the stone wall which comprises the entirety of Deuchar Mill Cottage's east boundary is a diminutive structure (visible on Fig.2.) standing perhaps 1.2 metres tall at the very most. The wall does not define the existing dwelling (Deuchar Mill Cottage) or still less the Building Group; rather it is entirely subservient to the existing dwelling and insufficiently tall to even preclude views to and from the existing ground floor window.
- 3.7 It is considered that the spatial context of Deuchar Mill has grown from the corn mill confirmed by the Ordnance Survey Map to be operating on-site at least as early as 1858. While the Mill and managers house (Deuchar Mill House) are both pre-existing in 1858, the subsequent maps in 1898 & 1965 denote eastward expansion in the erection of a Cottage and laying of a hardstanding apron – straddling and extending into the appeal site. The compacted stone (hardstanding) apron remains visible inside the north boundary of the site to this day.

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**Fig 2:** Photograph taken from the site looking west towards Deuchar Mill Cottage (Source: Ferguson Planning).

- 3.8 The economic drivers of built development at Deuchar Mill (i.e. production requirements of the corn mill) simply eclipsed other considerations in their day and there is no evidence of landscape design or manipulation to enclose the existing Building Group to the east. This context is visibly evident in Fig.2.
- 3.9 Therefore, it is considered that the built environment at Deuchar Mill is not currently contained on its east boundary and stands to benefit from a distinct landscape feature enclosing the Building Group on this axis. This context fits easily with the brownfield nature of the site but contrasts with the Building Group’s other boundaries with the A708 enclosing the north boundary, an established belt of mature trees enclosing the



Building Group to the west, and the riverbank falling away to the south representing distinct landscape features.

- 3.10 The proposed tree belt on the east boundary of the site is considered to represent a distinct landscape feature which would enclose the Building Group and preclude further development eastward into the countryside, in line with the guidance provided in 2.b.1 of the New Housing in the Borders Countryside Supplementary Guidance. The scale of the proposed tree belt is substantial and would stand **7 metres wide by 75 metres long**, while a full-bodied hedgerow is proposed enclosing the south-east boundary of the track. The effect of the feature is considered to be significant not only to the site but to the whole Building Group. Any further development to the east would lie beyond the sense of place of the Building Group and represent development in the open countryside – easily resistible under Policy HD2.
- 3.11 The proposed development is considered to accord with criteria a) of Section (A) due to the position of the site in relation to the existing dwellings, the absence of any distinct landscape feature enclosing the existing Building Group to the east, and the inclusion of a new tree belt distinctly enclosing the Building Group to the east in the appeal proposal.
- 3.12 The appeal proposal is for the erection of a single detached dwelling in a relatively large plot – 0.56ha (1.38ac). The density of proposed development is considered to be broadly representative of the existing pattern of development at Deuchar Mill and represents the final plot available for expansion of the Building Group.
- 3.13 The existing Building Group (including the barn on-site) defines visual aspects locally. The proposed tree belt would screen views into the site from the east, this is considered to represent an improvement in local character as views of an open sided steel barn would be replaced with one of a copse comprising native tree species. Existing dwellings all but preclude views of the site from the west and so no impact on visual character would be created. Views from the north and south would represent replacement of a steel barn with a purpose-designed dwelling and are considered to be neutral, at worst. Therefore, the proposal is considered to accord with criteria b) of section (A).
- 3.14 The Building Group at Deuchar Mill comprises three existing dwellings, extension by two additional dwellings is allowed for by the Policy. The proposal is considered to accord with criteria c) of section (A) as no new dwellings have been consented within the current LDP period and one new dwelling is proposed.

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- 3.15 The Planning Authority and Appellant agree that there is an existing Building Group at Deuchar Mill as defined in section (A) of Policy HD2. It is considered that the proposed development is well related to the existing Building Group lying within the local setting and defined sense of place. The tree belt proposed on the east boundary of the site represents a distinct landscape feature which would enclose the existing Building Group, define its eastmost extent, and preclude further development. This position is considered to achieve strict consistency with the advice contained in 2.b.1 of the New Housing in the Borders Countryside Supplementary Guidance.
- 3.16 There have been no new dwellings consented within the current LDP period and it is considered that there are no significant cumulative impacts associated with the proposed development. Therefore, the principle of development is considered to be acceptable in accordance with section (A) of Policy HD2.
- 3.17 This position meets with the aim set out in the preamble of Policy HD2 to “*promote appropriate rural housing*” associated with existing Building Groups where character is not adversely affected. SPP also supports this in its encouragement for “rural development that supports prosperous and sustainable communities”, while recognising that the “character of rural and island areas and the challenges they face vary greatly across the country, from pressurised areas of countryside around towns and cities to more remote and sparsely populated areas”. The Yarrow Valley indisputably represents the later scenario and is in need of investment to deliver appropriate, sustainable development.

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**GROUND 2: THE PROPOSED DEVELOPMENT IS ACCEPTABLE IN TRANSPORT TERMS AND WOULD NOT CREATE AN UNACCEPTABLE ADVERSE ROAD SAFETY IMPACT OR, INDEED, ANY ADVERSE ROAD SAFETY IMPACT ON THE LOCAL PUBLIC ROAD NETWORK. ADEQUATE VISIBILITY SIGHTLINES ONTO THE HIGHWAY CAN BE ACHIEVED IN BOTH DIRECTIONS.**

- 3.18 The Roads Planning Officer issued two consultation responses on the Application.
- 3.19 The application proposal originally included vehicle and pedestrian access to the site from the existing access to the north. The first issued on 1st June 2021 objected to those arrangements, stating:

“A similar application, 18/00355/PPP, was previously refused and I have copied part of our response below.

*“Due to the horizontal alignment of the road, visibility is restricted to the left when exiting the site. Forward visibility on approach to the access when travelling east is also restricted which impacts on the ability to spot a stationary vehicle waiting to turn right whilst having the appropriate stopping sight distance.”*

Having revisited the site, there are no material changes which would allow me to reconsider the previous position. The alignment of the A class road past this site is such that the visibility is restricted as detailed above.

Visibility splays of 2.4 by 120 metres in both directions<sup>1</sup> onto the public road from the access would be required, along with 120 metre forward visibility for vehicles travelling east, in order to react to a vehicle waiting to turn right into the development site.

In order to achieve the required visibility, significant regrading works on the embankment opposite the development site, on the inside of the bend of the A708, would be required. However without the required visibility splays I am unable to support this application for the reason listed below.”

- 3.20 Following protracted negotiations over summer 2021 between the appointed Planning Officer, the Roads Planning Officer, and Appellant’s agent (Ferguson Planning) and the Project Engineer (Cundall Johnston); revised information discontinuing access from the north and instead making use of the new access to the east was submitted on 22nd

<sup>1</sup> All underlines represents the emphasis of this author for members’ specific attention.



September 2021. This included both revision A of 10059-0-02 Proposed Site Plan (Fig.1.) and Cundall's September Memo (CD10).

- 3.21 The revised proposal includes access to the site 120 metres to the east, taking advantage of an existing field gate. The memo prepared by Cundall includes a Visibility Splay Plan (drawing no. 1030902-TCXX(90)4001 – available in Appendix 2) which demonstrates visibility sightlines (aka vis' splays) onto the A708 of 120 metres in both directions, as well as a 120 metre long sightline for oncoming vehicles of vehicles which have become stationary on the east-bound carriageway to turn right (into the site). This fully satisfies the requirements laid out by the Roads Planning Officer in his first consultation response of 1st June.
- 3.22 Subsequently, the Roads Planning Officer issued a second consultation response on 22nd October 2021. That response attempted to justify the maintenance of Roads Planning's objection:
- "The position of the Roads Planning Service still remains the same in that we are recommending refusal of this application on road safety grounds. The existing access is unable to safely accommodate the additional traffic movements this new dwelling would bring and the proposal for moving the access 120 metres is also not acceptable. As stated in my email to Cundall, new accesses onto A class roads outwith settlements are not supported unless there is economic justification or a road safety improvement. By road safety improvement I am meaning closing off a poor access and replacing it with a much safer access, thus resulting in no net gain in the number of accesses on this road."
- 3.23 Unfortunately the consultation response of 22nd October has erred in several matters of fact and judgement.
- 3.24 Firstly, the response comments on road safety issues affecting "the existing access". The existing access to the A708 lies north of the site and is not included in the proposed development, as revised on 22nd September, and later refused by the appointed Planning Officer. The proposed development relies on a new access, making use of an existing field gate which lies east of the appeal site.
- 3.25 The consultation response of 22nd October commenting on the existing access was an error of fact.

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- 3.26 Secondly, there is no statutory or regulatory basis to resist “new accesses onto A class roads”. Scottish Planning Policy (SPP) 2014 discourages new “junctions” onto trunk roads. However, it must be noted that new accesses are not prohibited and, in any case, the A708 is not a trunk road. An extract of the Council’s publicly available record substantiating these facts is included in Appendix 3.
- 3.27 Furthermore, as a point of principle, it is not accepted that new accesses onto A Class roads are generally inappropriate. While roads such as the A707, A708, & A697 serve an important role in the Borders – they are not as heavily trafficked or as intensely used as the A7, A68, & A6091 (which are all trunk roads). Importantly, average speeds of travel on the trunk road network are uniformly higher than those on lesser A Class roads.
- 3.28 Thirdly, even if the consultation response of the Roads Planning Officer is to be accepted uncritically the existing access (north of the site) is not included within the appeal site, the proposed development does not rely on use of that access, and delineation to prevent future occupiers of the proposed dwelling using that access is included in the proposed development. It is incorrect to tie an assessment of the proposed development to potential stopping-up of the existing access to the north – particularly as the proposed dwelling’s drive is delineated from that access.
- 3.29 The road safety impact of the proposed development is considered to be acceptable. Substantial visibility sightlines onto the highway in both directions have been demonstrated to the standard identified in the consultation response of Roads Planning of 1st June. The subsequent consultation response of Roads Planning of 22nd October has failed to provide an assessment of road safety impacts competent in the discipline of transport planning and deprived the appointed Planning Officer of the professional advice he required to determine the Application.

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## 4.0 CONCLUSIONS

- 4.1 The Notice of Review, supported by this Statement, requests that the Council overturns the decision to refuse Planning Permission in Principle for Application 21/00595/PPP and grant consent for the erection of a dwellinghouse with access and associated works on land east of Deuchar Mill House in the Yarrow Valley.
- 4.2 The proposed development is for the erection of a new dwelling on a site which sits within the sense of place of the existing Building Group at Deuchar Mill. The proposed dwelling is enclosed with the Building Group within the tree belt proposed on its east boundary. The proposed tree belt will stand 75 metres long by 7 metres wide and represent a distinct landscape feature precluding further development beyond the boundary it creates. The proposed dwelling would have minimal impact on the amenity of surrounding properties and local landscape. Lastly the Building Group has capacity to expand by two dwellings over the LDP period and no new development has been approved to date. Therefore the proposal is considered to accord with section (A) of Policy HD2.
- 4.3 The proposed development makes arrangements for safe access to the site without creating an unacceptable adverse impact on road safety. The proposed access is served by full 120 metre sightlines of visibility in both directions and is significantly safer than the existing access by which vehicles and pedestrians access the existing dwellings at Deuchar Mill. The professional advice and scaled plan of Cundall Johnston substantiates the safety of the arrangements with the consultation response of Roads Planning has avoided commenting on.
- 4.4 Should Planning Permission in Principle be granted, approval of the deferred details will be required at the next stage of the planning process. Therefore the scale, layout, appearance of elevations, and landscaping can be controlled by the Planning Authority.
- 4.5 The Local Review Body is respectfully requested to allow the appeal for the erection of a dwellinghouse with access and associated works.

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## APPENDIX 1

### Core Documents

The following drawings, documents, and plans have been submitted to support the Notice of Review:

- Notice of Review Form;
- CD1 Local Review Statement;
- Application Form;
- CD2 (Application) Planning Statement;
- CD3 10059-0-01 Location Plan, prepared by Camerons Strachan Yuill Architects;
- CD4 10059-0-02 Site Plan – as Proposed, prepared by Camerons Strachan Yuill Architects;
- CD5 10059-0-03 View of Proposed House in Context, prepared by Camerons Strachan Yuill Architects;
- CD6 Preliminary Ecological Assessment, prepared by Ellendale Environmental;
- CD7 Representation Letter dated 14/07/2021, prepared by Ferguson Planning;
- CD8 10059-0-01(A) Location Plan, prepared by Camerons Strachan Yuill Architects;
- CD9 10059-0-02(A) Site Plan – as Proposed, prepared by Camerons Strachan Yuill Architects;
- CD10 Memorandum dated 09/09/2021, prepared by Cundall Johnston;
- CD11 10059-0-02(B) Site Plan – as Proposed, prepared by Camerons Strachan Yuill Architects;
- CD12 Report of Handling 21/00595/PPP; and
- CD13 Decision Notice 21/00595/PPP.

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# F E R G U S O N P L A N N I N G



## APPENDIX 2

1030902-TCXX(90)4001 Visibility Splay Plan, prepared by Cundall Johnston

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DO NOT SCALE FROM THIS DRAWING

Notes

Issue	Date	Description	By	Chkd	Verfd
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Project  
DEUCHAR MILL

Client  
BUCCLEUCH ESTATES

Architect  
CSY ARCHITECTS

Title  
DEUCHAR MILL VISIBILITY SPLAY

Drawing No. TCXX(90)4001	Drawing Status INFORMATION
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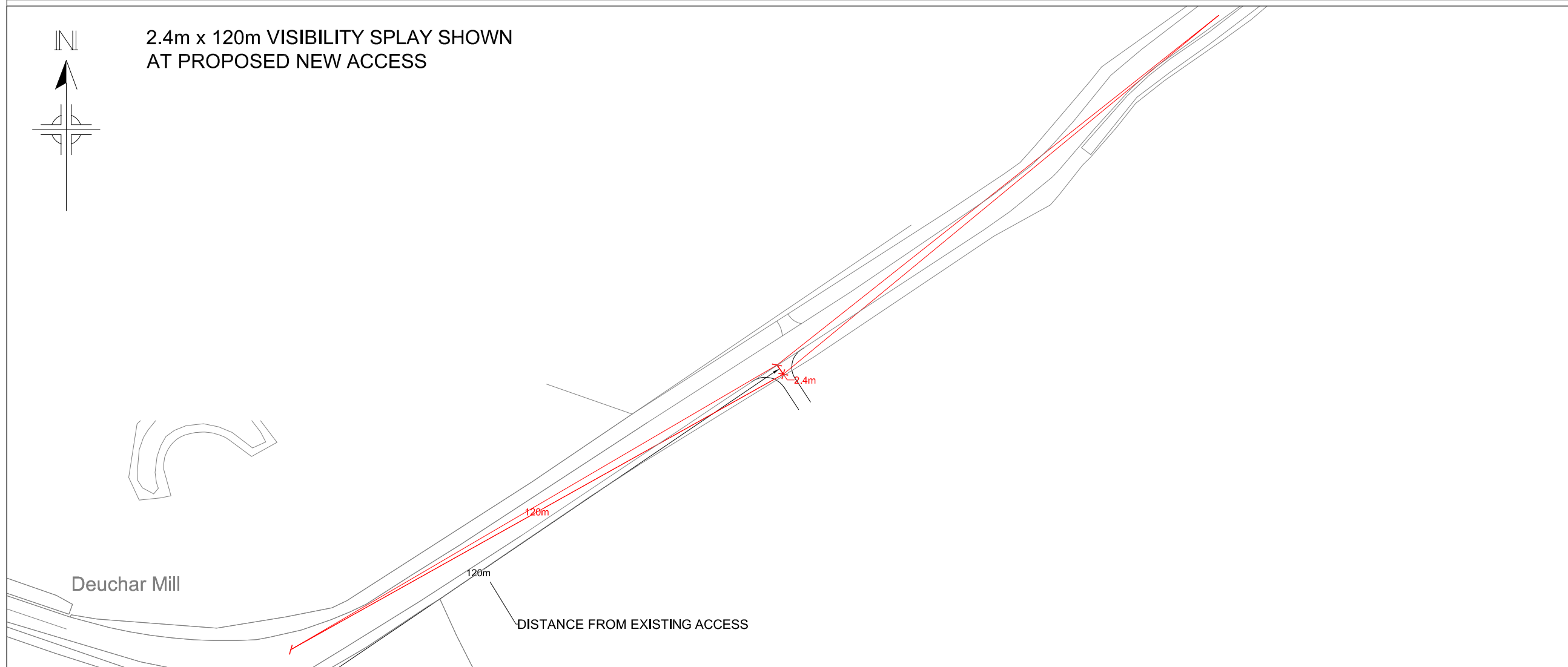
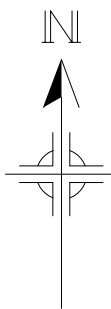
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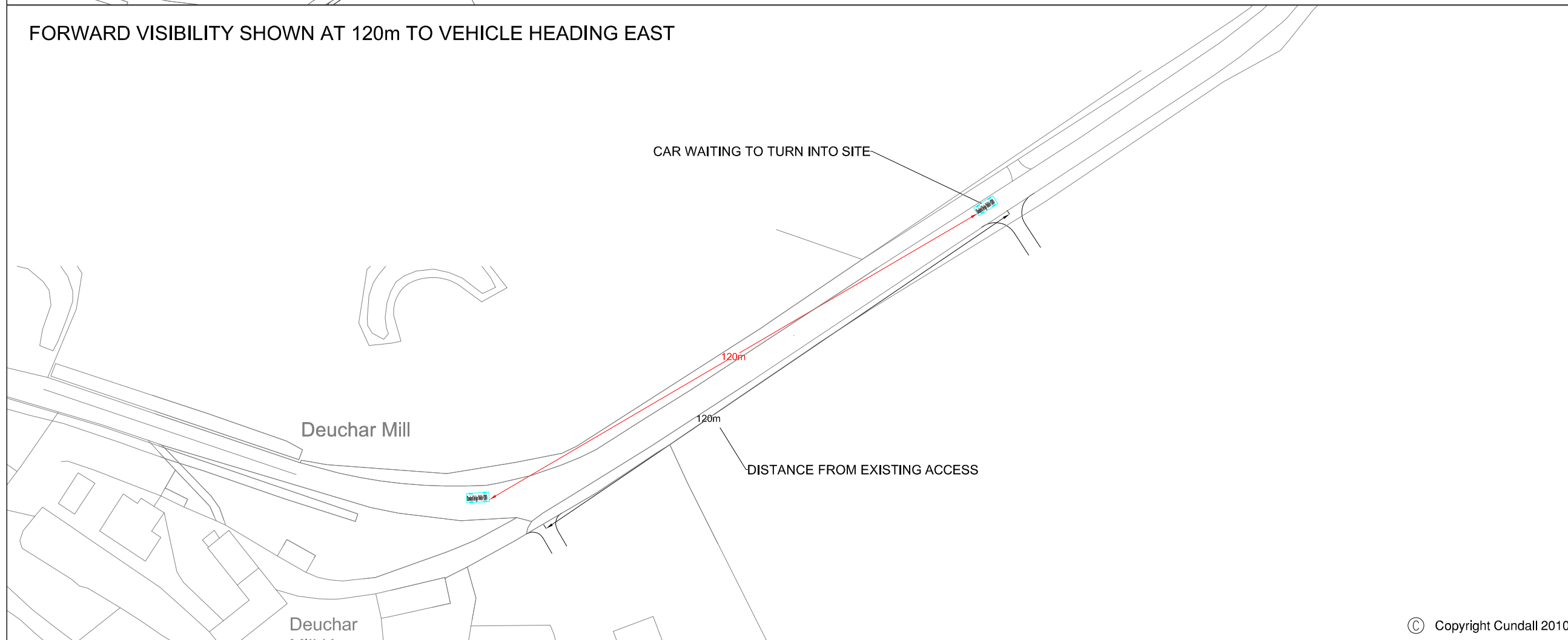
4th Floor, Partnership House  
Regent Farm Road,  
Gosforth,  
Newcastle NE3 3AF  
Telephone: +44 (0)191 213 1515

Website: www.cundall.com

2.4m x 120m VISIBILITY SPLAY SHOWN  
AT PROPOSED NEW ACCESS



FORWARD VISIBILITY SHOWN AT 120m TO VEHICLE HEADING EAST



# F E R G U S O N P L A N N I N G



## APPENDIX 3

Official Summary of Trunk Roads and “A” Class Roads kept by Scottish Borders Council

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## Scottish Borders Council - List of Roads Summary Page

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	Kilometres	Miles
Trunk Roads*	160.5	99.7
"A" Class Roads	458.4	284.7
"B" Class Roads	599.3	372.2
"C" Class Roads	767.2	476.4
"D" Class Roads	1,154.2	716.8
"D" Class Roads - Former Burghs	239.3	148.6
"D" Class Roads - Landward	914.9	568.2
<b>Total Length (excluding Trunk*)</b>	<b>2,979.1</b>	<b>1,850.0</b>

<b>Trunk Roads</b> (Total Length = 160.539 km or 99.695 Miles)				
<b>Classification / Route No.</b>	<b>Route</b>	<b>Description</b>	<b>Section Length</b>	
A1	London-Edinburgh-Thurso	From boundary with Northumberland at Lamberton Toll to boundary with East Lothian at Dunglass Bridge	29.149 km	18.102 miles
A7	Galashiels-Carlisle	From the Kingsknowe roundabout (A6091) by Selkirk and Commercial Road, Albert Road and Sandbed, Hawick to the boundary with Dumfries & Galloway at MossPaul.	46.247 km	28.719 miles
A68	Edinburgh-Jedburgh-Newcastle	From boundary with Midlothian at Soutra Hill by Lauder, St. Boswells and Jedburgh to Boundary with Northumberland near Carter Bar at B6368 road end	65.942 km	40.95 miles
A702	Edinburgh-Biggarr-Dumfries	From Boundary with Midlothian at Carlops Bridge by West Linton to Boundary with South Lanarkshire at Garvald Burn Bridge north of Dolphinton.	10.783 km	6.696 miles
A6091	Melrose Bypass	From the Kingsknowe R'bout (A7) to the junction with the A68 at Ravenswood R'bout	8.418 km	5.228 miles



<b>"A" Class Roads</b>		<b>(Total Length = 458.405 km or 284.669 Miles)</b>		
<b>Classification / Route No.</b>	<b>Route</b>	<b>Description</b>	<b>Section Length</b>	
A7	Edinburgh-Galashiels-Carlisle	From the boundary with Midlothian at Middleton by Heriot, Stow and Galashiels to the Kingsknowe R'bout (A6091)	31.931 km	19.829 miles
A1107	Hillburn-Eyemouth-Coldingham-Tower Bridge	From A1 at Hillburn by Redhall, Eyemouth and Coldingham to rejoin A1 at Tower Farm	21.509 km	13.357 miles
A697	Morpeth-Wooler-Coldstream-Greenlaw-Carfraemill	From junction with A698 at Fireburnmill by Greenlaw to junction with A68 at Carfraemill. Including Hexpath layby from A697 to bollards	38.383 km	23.836 miles
A698	Hawick-Kelso-Coldstream-Cornhill-Berwick-on-Tweed	From junction with A7(T) by Waverley Bridge, Hawick, via Mart Street to junction with A68 at Cleikimin and from junction with A68 at Bonjedward by Crailing, Kelso Bypass, Birgham and Coldstream to National Boundary at Coldstream Bridge.	47.172 km	29.294 miles
A699	Selkirk-St. Boswells-Kelso	From junction with A7 at Selkirk by Bowden Toll, St. Boswells Green, Maxton, Kelso Old Bridge and Kelso Town Centre to junction with A698 and A6089 at Shedden Park Roundabout	28.276 km	17.559 miles
A6088	Hawick-Bonchester-Carter Bar	From junction with A698 at Haughhead by Kirkton and Bonchester Bridge to junction with A68 at Carter Bar	22.515 km	13.982 miles
A6089	Kelso-Gordon-Whiteburn	From junction with C74 at Kelso by Nenthorn and Gordon to junction with A697 at Whiteburn	21.324 km	13.242 miles
A6090	Bonjedward Triangle	From A68 by Jedneuk to A698	.257 km	0.16 miles
A6105	Earlston-Duns-Berwick upon Tweed	From junction with A68 at Earlston by Gordon, Greenlaw, Duns, Chirnside Bridge and Foulden to National Boundary with Northumberland at Starch House	47.975 km	29.792 miles
A6112	Coldstream-Duns-Grantshouse	From junction with A698 at Coldstream by Lennel, Swinton, Duns and Preston to junction with A1 at Grantshouse	33.507 km	20.808 miles
A72	Glasgow-Peebles-Galashiels	From Boundary with Strathclyde Region at Spittal Burn by Skirling, Castlecraig, Peebles, Innerleithen, Walkerburn, Clovenfords and Wood Street, King Street, Island Street to junction with A7 at Bridge Place, Galashiels	54.686 km	33.96 miles

<b>"A" Class Roads</b>		<b>(Total Length = 458.405 km or 284.669 Miles)</b>		
<b>Classification / Route No.</b>	<b>Route</b>	<b>Description</b>	<b>Section Length</b>	
A701	Edinburgh-Moffat	From Boundary with Lothians Region at Leadburn by Romano Bridge to junction with A72 south of Blyth Bridge and from junction with A72 at Kaimrigend by Broughton and Tweedsmuir to Boundary with Dumfries and Galloway Region south of Tweedshaws	45.497 km	28.254 miles
A703	Edinburgh-Peebles	From Boundary with Lothians Region at Leadburn by Eddleston to junction with A72 at Peebles	15.803 km	9.814 miles
A707	Selkirk-Caddonfoot	From junction with A7 at Selkirk by Market Place, West Port, The Green, Heatherlie Terrace and Yarrow Terrace, Selkirk and thence Caddonfoot to junction with A72 at roundabout near Ashiesteel Bridge	11.477 km	7.127 miles
A708	Selkirk-Moffat	From junction with A707 West of Sekirk Bridge to Philiphaugh Farm (and including West side of triangle via Philiphaugh Farm) thence by Yarrow and Cappercleuch to boundary with Dumfries and Galloway Region at Birkhill	35.888 km	22.286 miles
A721	Kirkurd-Carnwath	From its junction with A72 at Kirkdean Westwards to boundary with Starthclyde Region	2.205 km	1.369 miles