

## Memorandum

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**From:**

Julie Verrill

**Date**

09/09/2021

**To**

Paul Grigor (Scottish Borders Council)

**cc**

Ruaraidh Thompson (Ferguson Planning)

Tim Ferguson (Ferguson Planning)

Graeme Low (Cundall)

**Subject**Deuchar Mill – Planning Ref 21/00595/PPP

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### 1.1 Introduction

This memorandum has been written to support consultation with the Scottish Borders Council (SBC) regarding the erection of a single dwelling and associated access on land east of Deuchar Mill House, Yarrow.

The site is currently agricultural land with an existing access provided off the A708. An additional access is also provided adjacent to the proposed access, to facilitate access to existing Deuchar Mill properties.

It is understood that a previous proposal to retain the existing access to facilitate access to the proposed dwelling has been rejected by SBC on standards and safety grounds.

A new proposal to improve an existing field access located approximately 120m to the east of the existing site access has been now been developed as shown in Figure 1.1.



**Figure 1.1 – Proposed New Access Location**

The current form of the existing field access is shown in Photograph 1.1.



**Photograph 1.1 – Existing Field Access and Proposed New Access Location**

## **1.2 Planning History**

A similar application, 18/00355/PPP, was previously refused due to restricted visibility to the west for vehicles exiting the site, in addition to forward visibility for traffic approaching the access from the west.

This planning application was refused under Policy PMB2 of the Local Development Plan in that it would have an adverse impact on road safety, with SBC stating that visibility should be achieved in both directions of 2.4x120m onto the public road, in addition to 120m forward visibility for vehicles travelling east. Further information was included within a technical note submitted to SBC in June 2021 in association with Planning Application Ref 21/00595/PPP, although SBC remained concerned about the level of available visibility at the development access.

## **1.3 Identified Risks and Mitigation**

### **1.3.1 Accident History**

A review of Personal Injury Accident data using the CrashMap database indicates that no accidents have been recorded in the vicinity of the site over the last ten years. Figure 1.2 provides an extract from the database.



**Figure 1.2 – Accident History (Existing Field Access Location shown in red)**

The A708 is therefore currently operating in a safe manner in the vicinity of the existing field access.

**1.3.2 Trip Generation / Distribution**

It is proposed to erect a single dwelling house and Table 1 below shows the trip rate data extracted from TRICS v7.8.1 for ‘Residential – Private Housing’ for 1 dwelling in addition to quantifying the level of trips generated by the dwelling over the course of a day. The associated TRICS output is appended to this memo.

	Daily Trip Rate	
	Arrivals	Departures
Daily Trip Rate (per dwelling)	3.809	4.085
Daily Trip Generation (1 units)	4	4

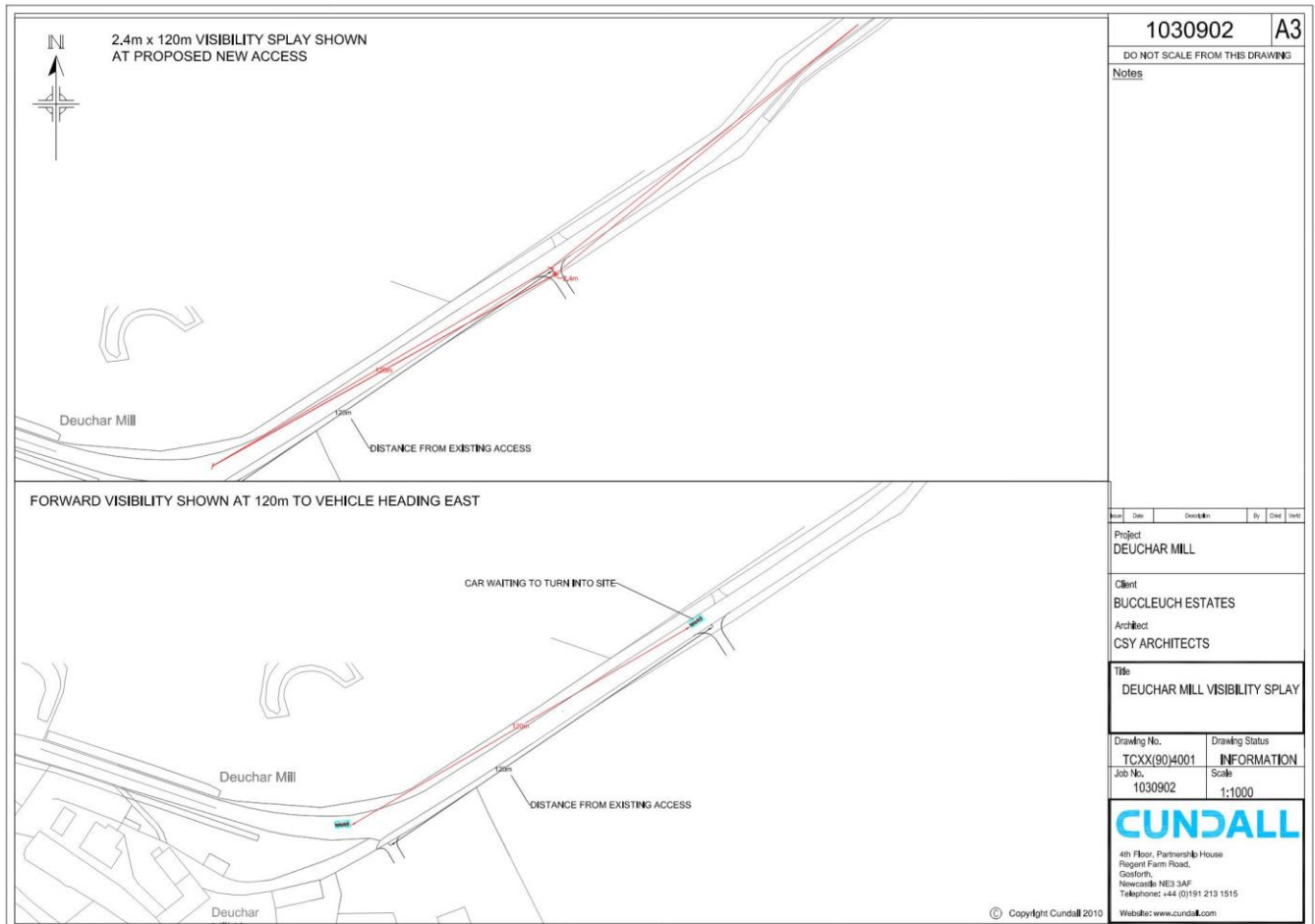
**Table 1 – Trip Generation**

As can be seen from the above summary, the development is forecast to generate 8 two-way vehicle trips over the course of an average weekday and will therefore have a negligible impact on the adjacent highway network and operation of the access.

The site is located in a rural area, approximately 14km to the west of Selkirk, the closest large town. Additional settlements of Tweedbank and Galashiels are also located to the east of the site. It is therefore expected that the majority, if not all of development generated trips will access and leave the site from the east, with a negligible number of vehicles turning right into the site from the eastbound A708. The risk of rear end collisions as a result of a vehicle waiting to turn right into the site is therefore negligible.

## 1.3.3 Visibility Review

A review of Visibility splays of 2.4x120m has been undertaken at the proposed access junction. Figure 1.3 below demonstrates that this can be achieved in both directions at the proposed new access location. The figure is included at a larger scale in Appendix A.



**Figure 1.3 – Proposed Access Junction Visibility**

A 120m forward visibility on approach to the junction from the west can also be achieved as demonstrated in Figure 1.3. As previously highlighted, the development is forecast to generate a negligible number of trips on a daily basis, with 4 arrivals over the course of a full day and very few (if any) of these are expected to access the site from the west. The risk of the proposed access causing a safety concern is therefore negligible.

## 1.4 Initial Risk Assessment

An initial risk assessment has been undertaken to support the revised access proposals and Table 2 below indicates the identified risk level of risk (based on High, Medium, Low) and the potential mitigation measure to be applied.

Risk	Level	Mitigation
Visibility for vehicles turning right into the site, heading east	Low	None as forward visibility of 120m can be provided

Junction visibility in both directions	Low	None as it is possible to provide 120m visibility in both directions
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**Table 2 - Risks and Mitigation**

The proposed development will generate a negligible number of trips and 120m visibility is achievable from and to the proposed access location. It is therefore considered that the current proposals will not be to the detriment of the safe operation of the adjacent road network

**Appendix A**

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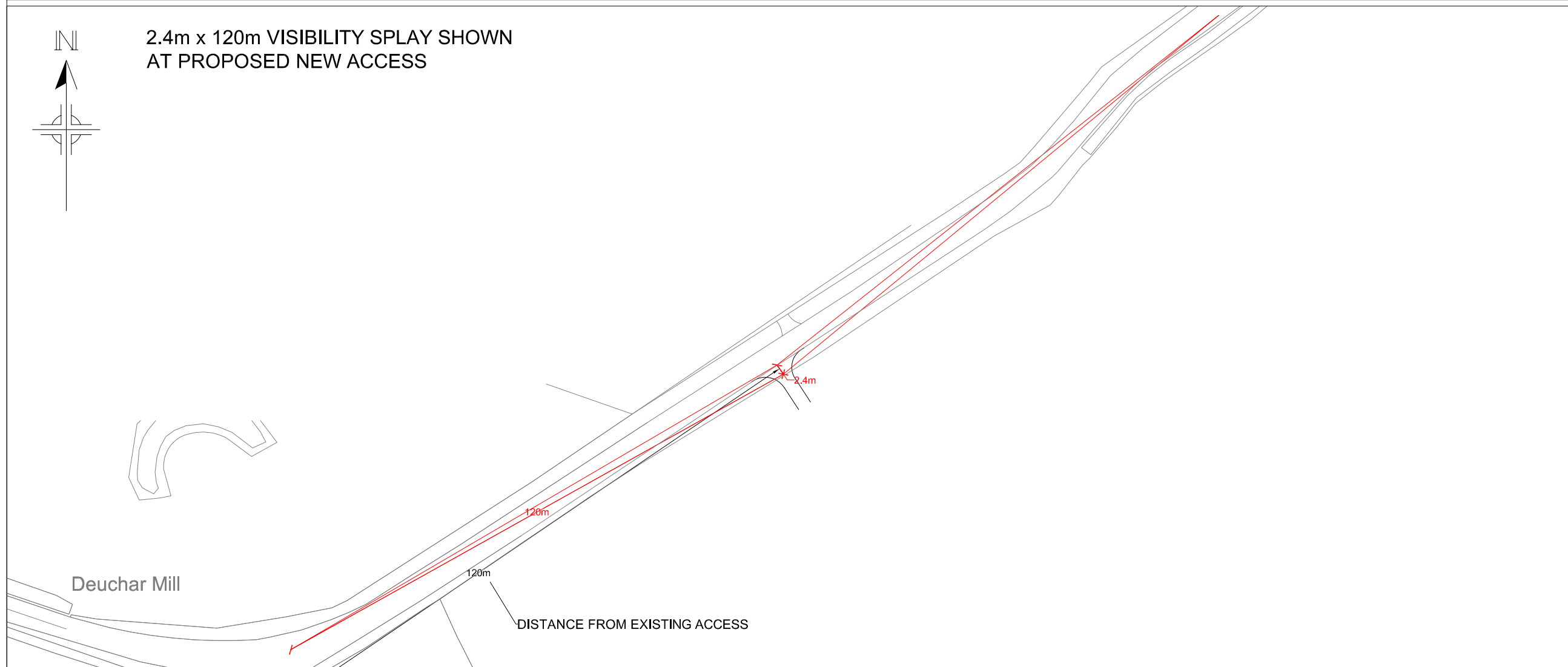
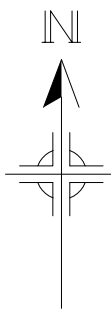
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2.4m x 120m VISIBILITY SPLAY SHOWN  
AT PROPOSED NEW ACCESS



FORWARD VISIBILITY SHOWN AT 120m TO VEHICLE HEADING EAST

