

Peebles and District Community Council.

Planning Sub-Committee

October 1st 2015

Major Items

Rosetta
3G Pitch

Consultations

SESplan – PCC response shown at **Appendix A**
Local Access and Transport Strategy (LATS) – PCC response shown at **Appendix B**
Glentress Master Plan

Planning Applications of Note

Costa Coffee
Kingsmeadows

Planning Applications General

NOTE five bed house in Ederston Road

AOCB

Works on A72
Winter Salting

Planning Portal Links

Rosetta NOTE latest document addition 31/9/15

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=ML16RXNT02Q00>

Vietchs Corner (2) NOTE large illuminated sign “inside” front window

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NTTYABNT8M000>

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NTTYRBNT8M000>

Kingsmeadows (3) NOTE impact of trees on proposed flats access

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NU1MD0NT08G00>

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NU1M4UNT08G00>

<http://eplanning.scotborders.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NRGRK0NT8M000>

All Recent Applications

<http://eplanning.scotborders.gov.uk/online-applications/advancedSearchResults.do?action=firstPage>

Appendix A – PCC response to the SESplanII consultation

Comments from Peebles Community Council on the SES Plan consultation

In general, a well presented comprehensive document.

SES plan vision:

- although we found this section rather vague, we agree with option 1, which is comprehensive with an emphasis on community and sustainability.

Spatial strategy:

- we agree with the preferred option, referring to growth corridors.

Place to do business:

- we agree with preferred option, referring to significant business clusters.

Visitor economy:

- we agree with preferred option.

Wind:

- we agree preferred option.

Heat networks (3.18 in full document):

- we agree importance of efficient use of heat and waste heat.

Minerals:

- this section raises the question of the need for coal, given its serious adverse effects on carbon reduction targets. The alternative option is preferred, that decisions would be based on environmental factors.
- In full document, 3.21, it refers to the “ongoing need for coal”. Why?
- 3.22 refers to gas bearing shale formations and the Scottish government's moratorium on consents for unconventional oil and gas developments. We would wish to resist any ending of this moratorium.

Place for communities:

housing:

- we agree preferred option with steady pace of building.

housing in Edinburgh:

- we agree preferred option, Edinburgh builds an increased proportion of housing need.

affordable housing:

- what would circumstances be where “local needs would justify less than 25% affordable housing”? When the predicted need for social housing is 50%, we would like to see at least 25% being the minimum requirement.
- The requirement for shared community energy systems especially in new housing developments should be emphasised.

Green networks:

- we agree preferred option; they should be identified in strategic development plan.

A better connected place:

- we agree option (a), to direct development areas for cycling and public transport. We suggest including improving facilities for transporting bikes on trains and buses, encouraging joined up, low carbon, transport.
- No attention is given to cross Borders transport which is a major local issue.

Funding transport infrastructures:

- we agree option (a), a sub-regional framework.

Transport priorities:

- yes, we need to prioritise (option (a))

Appendix B

LOCAL ACCESS AND TRANSPORT STRATEGY CONSULTATION RESPONSE PEEBLES & DISTRICT COMMUNITY COUNCIL DATE _____

Roads Network

Maintenance of the current road network is currently very poor.

The current maintenance budget is less than 50% of that estimated to achieve a “standstill” level.

The rate of deterioration in the road network is the highest in Scotland.

The satisfaction level on rural road condition fell from 50% to 28% in the period 2010-13.

The LATS strategy recognizes the key role of the road network in underpinning current and future economic development.

Minor rural roads are particularly important to the visitor experience of motorists and particularly cyclists, a significant growth sector. Visitors do not come to spend time (and money) sitting in lay-byes on the A7.

Significant numbers of high volume visitor attractions are only accessible by minor road links, a concomitant benefit to local road users would also accrue.

SBC should urgently consider raising the relative spend on road maintenance within the overall budget and identify those minor roads with high impact on visitors as a priority.

The major north – south routes are well maintained, and as Trunk Roads any capital expenditure would fall on Central Government.

Cross border routes, in particular the A72, require significant improvement.

SBC should consider pressing the Scottish Government to make further improvement in the existing trunk roads and designate all or part of the main cross border route as Trunk Roads.

We note SBC’s aspiration to see the network improve its ranking in the National Condition Standards from the “bottom quartile” to the “second quartile” but there appears to be no strategy to achieve this.

Paths Network

We note and applaud the significant investment made by SBC in the Multi-Use Path Network in recent years, particularly the ability to attract partners and outside funding in the delivery.

Given the significant impact this investment has had on tourism, local amenity and National Outcomes such as Health and Environmental Impact it is disappointing to note that the LATS foresees a “plateau” in the development of the Paths Network.

It would appear that this “plateau” means there are no plans to expand the network further. Although Para 6.8.3 states “This is likely to require the majority of any additional networks to be maintained locally”.

The LATS should express the strong desire of SBC to grow the network working with partner organisations and land owners subject to future funding opportunities.

Future opportunities to expand the Paths Network should be part of all planning decisions and the LATS should incorporate the policy of safeguarding former railway lines.

The use of local “path groups” in contributing to the maintenance of existing and any future additions to the network has merit both financially and building a sense of community ownership.

SBC in their partnership with local groups must however recognise that there may be start-up and ongoing costs in training, equipment, consumables, maintenance and waste disposal.

The LATS should promote the development of community partnerships incorporating support and ongoing financial commitment to achieve clearly defined outcomes.

Forestry

SBC recognises the importance of the Forestry Industry to the local economy and acknowledges that it has significant impact on the transport infrastructure.

The bulk of the profits and taxes arising from the sale of timber products are not however retained locally.

The Forest Resource is a National Resource, but the cost of impacts arising from harvesting, particularly minor road degradation, is currently borne at a local level.

SBC should urgently seek government support towards the maintenance of minor roads suffering degradation through forestry harvesting operations.

This could be done in partnership with other Local Authorities faced with the same local infrastructure impact.

Financial support may be offset through tax raising in the form of a levy per tonne transported or a satellite tracked charge per mile on specified minor roads suffering greatest impact may be possible as this a direct cost of harvesting (although not currently borne by those making a profit from this commercial activity).

Tracking may have the further benefit of discouraging operators from using non-approved routes.

Parking

SBC recognises that “parking management is an essential part of integrated transport strategy”.

The decision by Police Scotland to remove Warden Control of “illegal” parking and the rise in motorists prepared to ignore parking regulation and the current and future impact of this trend on both local amenity and the local economy has not been fully assessed.

The cost implications of enforcement (as fully detailed in the recent report commissioned by Highland Council) are not insignificant. However the impact of non-enforcement may well be greater.

The LATS should include a commitment to undertake a public consultation, setting out the cost implications and the likely impact of reduced police enforcement.

The provision of secure cycle parking is of increasing importance. Cycle use is increasingly the preferred mode of local transport and many visitors use cycling as their main or only transport.

The individual value of bikes is increasing and bike theft is a significant problem.

The LATS should include a commitment to provide adequate secure cycle parking in towns and at visitor attractions.

Alternative Fuels

The SBC region in comparison with those Local Authorities with dense urban populations is unlikely to be able to justify a cost benefit of installing supplies of new fuels such as hydrogen.

The LATS should not include a proposal to investigate their use in the Borders at this time.