

**CONSULTATION RESPONSE TO  
PLANNING OR RELATED APPLICATION**

<b>Comments provided by</b>	Roads Planning Service	<b>Contact e-mail/number:</b>
<b>Officer Name and Post:</b>	Paul Grigor Roads Planning Officer	<a href="mailto:pgrigor@scotborders.gov.uk">pgrigor@scotborders.gov.uk</a> 01835 826663
<b>Date of reply</b>	25 <sup>th</sup> April 2022	<b>Consultee reference:</b>
<b>Planning Application Reference</b>	22/00422/AMC	<b>Case Officer:</b> Ranald Dods
<b>Applicant</b>	Granton Homes Ltd	
<b>Agent</b>	EMA Architecture and Design	
<b>Proposed Development</b>	Erection of block of residential flats comprising 14 No units with associated parking and access (approval of all matters specified in planning permission 19/00182/PPP)	
<b>Site Location</b>	Site In Grounds Of Kingsmeadows House Kingsmeadows Kingsmeadows Road Peebles Scottish Borders	

*The following observations represent the comments of the consultee on the submitted application as they relate to the area of expertise of that consultee. A decision on the application can only be made after consideration of all relevant information, consultations and material considerations.*

<b>Background and Site description</b>	
<b>Key Issues (Bullet points)</b>	<ul style="list-style-type: none"> <li>• Access</li> <li>• Drainage</li> <li>• Services</li> </ul>
<b>Assessment</b>	<p>The principle of development on this site has already been accepted through earlier applications. The comments from Roads Planning are therefore based on the specific design and construction details of the prospectively adoptable road and associated infrastructure.</p> <ul style="list-style-type: none"> <li>• The extent of road which requires to be constructed to an adoptable standard is from Kingsmeadows Road to a turning area at the entrance to the car parking. The turning area needs to be sufficient enough to allow turning for refuse and service vehicles within the public domain. Swept path analysis should be provided to show appropriate turning manoeuvres.</li> <li>• An element of the parking requires to be public to cater for visitor parking and this will equate to 25%, resulting in 4 spaces.</li> <li>• The service strip shall be a minimum of 2 metres in order to cater for all public utilities.</li> <li>• The service strip and the swale/filter trench should be on opposite sides of the road.</li> <li>• The road will require kerbing to provide edge restraint over its full length. This can be laid flush for drainage purposes next to the swale.</li> <li>• Confirmation of what drainage infrastructure Scottish Water are prepared to adopt and which infrastructure is to remain private must be provided. It is not good practice to have private drainage infrastructure within the public road and the drainage layout may require to be altered to address this.</li> <li>• The swale would be better served on the opposite side where the ground is more permeable.</li> <li>• The construction specifications for the prospectively adoptable areas of road</li> </ul>

	<p>are inadequate. Overall construction depth should be 450mm.</p> <ul style="list-style-type: none"> <li>• Details of the proposed street lighting layout are required to ensure there is no conflict with the existing trees.</li> </ul> <p>Until the above points have been satisfactorily addressed, I am unable to comment further on, or offer support to, this application.</p>			
<b>Recommendation</b>	<input type="checkbox"/> Object	<input type="checkbox"/> Do not object	<input type="checkbox"/> Do not object, subject to conditions	<input checked="" type="checkbox"/> <b>Further information required</b>
<b>Recommended Conditions</b>				
<b>Recommended Informatives</b>	Road Construction Consent is required before any work commences on constructing the prospectively adoptable road serving the development. As part of this process, security is required before any house building work commences.			

Signed: DJI