

---

# **Land at Edinburgh Road, Jedburgh**

## **Crabtree & Crabtree Ltd.**

---

Scottish Borders Local Development Plan 2  
Submission to the Main Issues Report

2019

**BARTON WILLMORE**

68/70 George Street  
Edinburgh  
EH2 2LR

T: 0131 220 7777

E: [REDACTED]

Ref : 30203

Desk Top Publishing and Graphic Design by Barton Willmore

This artwork was printed on paper using fibre sourced from sustainable plantation wood from suppliers who practice sustainable management of forests in line with strict international standards. Pulp used in its manufacture is also Elemental Chlorine Free (ECF).

Copyright

The contents of this document must not be copied or reproduced in whole or in part without the written consent of Barton Willmore LLP.

All plans are reproduced from the Ordnance Survey Map with the permission of the Controller of HMSO. Crown copyright Reserved. Licence No. AR152684.

Document Status:	DRAFT
Author:	AW/CT
Checked by:	CL
Authorised by:	ST
Issue Date:	2019

# Contents

- 1.0 Introduction
- 2.0 Site & Surrounding Area
- 3.0 Planning Context
- 4.0 Response to MIR
- 5.0 The Opportunity
- 6.0 Summary & Conclusions

# 1.0 Introduction

This representation to the Main Issues Report (MIR) of the emerging Scottish Borders Local Development Plan 2 (LDP) has been prepared by Barton Willmore on behalf of our client [REDACTED] (the Client). The Client [REDACTED] is located off the A68 Edinburgh Road (the site) on the northern edge of the town of Jedburgh.

Our client seeks to amend the allocation of the Site within the LDP from business and industry to one which supports roadside food and drink uses, with a view to creating a new positive gateway feature into the town that will complement the existing facilities in the area.

Development of the site represents an appropriate and deliverable addition to the existing settlement and will contribute to the economy and tourism of Jedburgh, at this major route into the settlement.

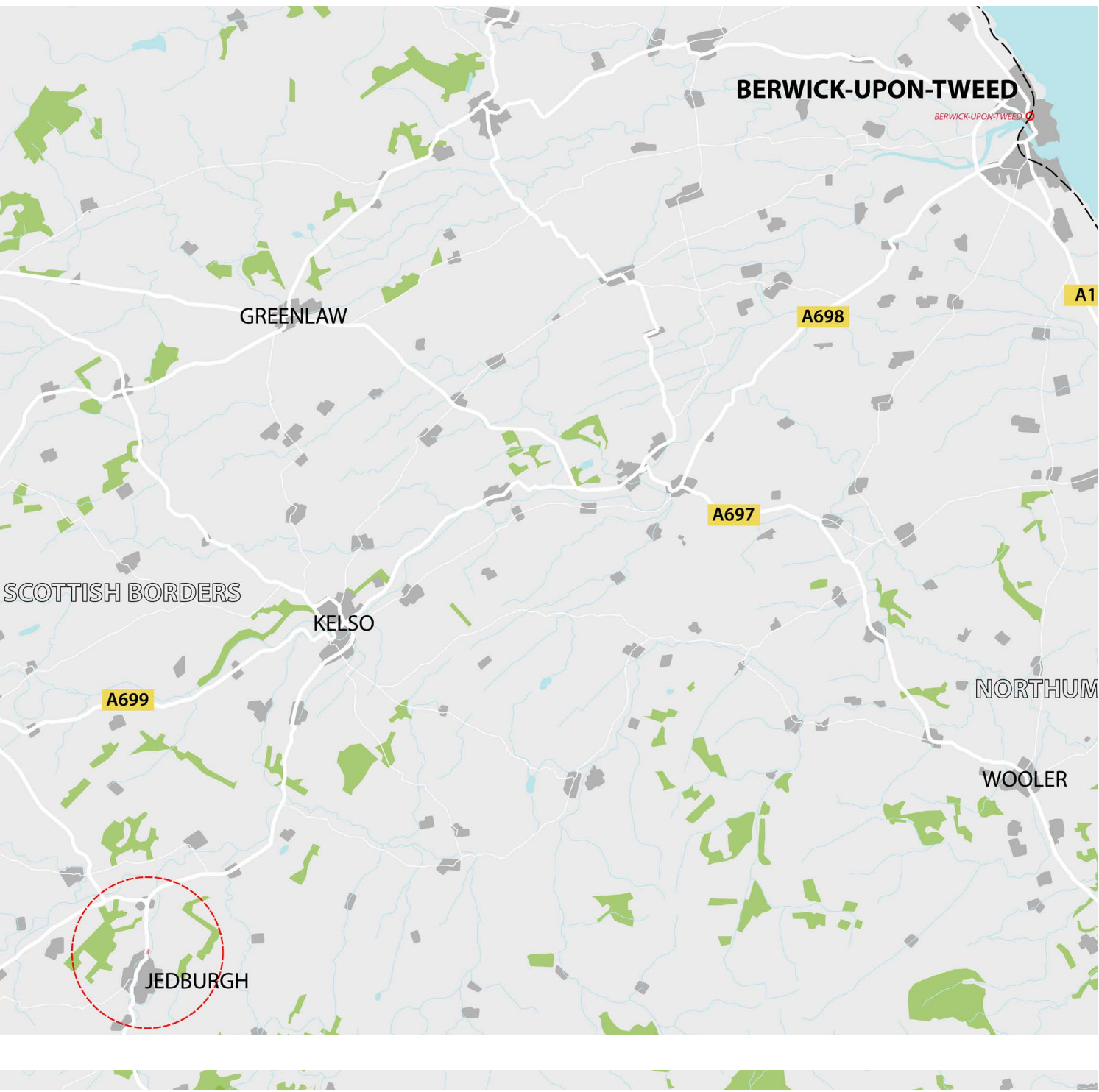
Previous planning applications and development plan representations have been submitted for the site to secure its use (alongside the adjacent site) for class 1 convenience retail use. None of these approaches have been successful despite significant local support. The site has been marketed for its existing industrial use for circa 5 years with no significant end users coming forward, and only temporary lettings being secured, with these lettings being for uses that are of low value, both to the site owner and also to the local economy.

This latest approach to the site seeks to present a use that will benefit the local town by providing a roadside provision, suitable to serve the needs of those traveling to and from Jedburgh to Edinburgh and beyond.

We have considered the site, its surrounding uses, its planning context and the content of the MIR.

The following submission highlights the reasons we consider that now is a suitable time to introduce a change to this part of Jedburgh that will benefit the town and the wider Scottish Borders area.





## 2.0 Site & Surrounding Area

The site incorporates an area of circa 0.43 ha (c.1 acre) off the A68 Edinburgh Road, as it arrives from the north into Jedburgh. Within the site, stands a single storey, late 20th Century Industrial style building, at circa 1200m Gross Floor Area (GFA). This building fills much of the site with a small area of parking to the north and a yard area to the south. The building has had a number of temporary users over recent years, with it currently being used for building materials storage alongside car repairs.

These occupiers are on a 12 month rolling license. The existing uses only employ 3 staff, who are in attendance on an occasional basis. The use for car repair leads to a number of vehicles in varying states of repair to be sitting in the yard.

In terms of the immediate area, the surrounding uses are of a mixed nature. Immediately to the north, a low-rise industrial style building is used by the Riverside Car Centre as a car showroom and sales centre. It also appears to accommodate a printing company.

Immediately to the east of the site is the River Jed, with the Jedburgh Camping and Caravanning site located on the opposite bank, across a small single-track road bridge. A public walkway runs along the western bank of the River and provides the eastern boundary to the site.

To south of the site 'Border Meringues' occupies a building of a similar style. This appears to have facilities for making the meringues, but primarily is focused on the sale of meringues through a small shop and restaurant at the southern end of the building.

On the opposite side of Edinburgh Road to the west of the site, the area is dominated by both the Edinburgh and Jedburgh Woollen Mill buildings, with sizeable areas of car parking. Whilst these buildings were arguably industrial in nature in their original form, they both offer retail sales of clothing and footwear whilst also having restaurant or coffee shop facilities incorporated.

South of the woollen mills site is a petrol filling station with an associated retail kiosk and car wash facility.

Jedburgh Town Centre is located approximately 800 metres to the south of the site. It is a linear town centre that appears to be relatively well occupied.



Figure 2: Site Plan

# 3.0 Planning Context

The adopted Local Development Plan covering the site is the Scottish Borders Local Development Plan, which was adopted in May 2016.



Within the Adopted Plan, the site is allocated as part of a Business and Industrial Safeguarding site under reference zEL33. Under this reference, and titled as Edinburgh Road, it highlights that the wider 2.3ha area is a *'district safeguarded business and industrial site as defined by policy ED1'*.

It is noted from the settlement plan attached to the Adopted Plan, that there is over 26ha of land allocated in Jedburgh alone for Business and Industrial safeguarding. This is a notably high level of employment land for a small settlement like Jedburgh.

A key extract of policy ED1 in relation to District Sites is shown on the opposite page.

Whilst this part of policy ED1 offers some flexibility, it is considered, given the planning history of the site, that it would be more appropriate to change the allocation of the site within the emerging LDP to one of mixed use, allowing a mix of commercial uses that will benefit the town, both in terms of employment uses and tourism related uses. Consideration in this regard must be given to the nature of the uses surrounding this site, where none are particularly focused on Business and Industrial uses any more.

In addition to the consideration of the policies covering the site itself, consideration must also be given to the policies affecting the proposed uses that we seek to deliver on the site. In this regard, Policies ED3 and ED4 of the Adopted Plan are focused on the management of retail proposals with minimal reference to class 3 (food and drink) proposals. Although it is noted that the text in paragraph 1.4 states: 'The preferred order of locations set out above in the sequential approach will be applied to proposals for a range of appropriate uses which generate significant footfall, as well as retail and commercial leisure'. Whilst this does not clearly cover class 3 use, it is not clear exactly what uses it does cover.

Paragraph 68 of Scottish Planning Policy suggests retail and commercial leisure uses, offices, community and cultural facilities and, where appropriate, other public buildings such as libraries, and education and healthcare facilities. Food and drink uses are not included.

As it stands, the Adopted Plan, whilst offering some flexibility which could allow the change of the site from business and industrial to a roadside food and drink development, is not definitive. Therefore, we seek the site to be re-zoned within the emerging LDP.

Further to the above, we have considered some of the key sections of the emerging LDP in this regard in the following section.



---

## 2. DISTRICT SITES

Although District sites do not merit the same level of stringent protection as Strategic sites there remains a preference to retain these within employment uses.

However, development other than Classes 4, 5 and 6 may be accepted on district business and industrial sites identified in Table 1 in order to, where appropriate, allow a more mixed use area.

Proposals for development outwith Class 4, 5 and 6 will be considered against the following criteria:

- a) the loss of business and industrial land does not prejudice the existing and predicted long term requirements for industrial and business land in the locality, and
- b) the alternative land use is considered to offer significant benefits to the surrounding area and community that outweigh the need to retain the site in business and industrial use, and
- c) there is a constraint on the site whereby there is no reasonable prospect of its becoming marketable for business and industrial development in the future, or
- d) the predominant land uses have changed owing to previous exceptions to policy such that a more mixed use land use pattern is now considered acceptable by the Council.

# 4.0 Response to MIR

This representation, whilst primarily promoting a specific site for re-zoning, also seeks to respond to the issues raised in the MIR. In this regard, the following section considers the key parts of the MIR in relation to this site and the proposed future use.

The MIR contains 5 key themes:

- Growing our Economy;
- Planning for Housing;
- Supporting our Town Centres;
- Delivering Sustainability; and
- Regeneration

Due to the current allocation of the site and the proposal to promote this site for continued employment related uses, albeit not within use classes, 4, 5 & 6, we have focused on the section on 'Growing our Economy'.

## Aims

The MIR sets out the key aims of the emerging LDP. The aims that are particularly relevant to this proposal are as follows:

### **GROWING OUR ECONOMY**

*The LDP2 must provide opportunities for economic growth and job creation. It is vital there is a sufficient supply of business land across the Scottish Borders. Further land must be allocated in locations where a shortfall is identified and funding and delivery mechanisms must be put in place which will help ensure sites are fully serviced and are readily available for use. Sites allocated for specific uses, particularly those of a strategic nature, should continue to be safeguarded although further flexibility within policy should be allowed, where appropriate, to ensure there are adequate opportunities for businesses seeking to set up. Improvements to the road network and public transport must continue to be supported.*

In addition to the above, the aims state the following:

- *Provide an adequate range of sites and premises for business/ industrial uses*
- *Promote economic development opportunities along the railway corridor*
- *Promote the regeneration of town centres to make them vibrant and viable focal points within our communities*
- *Maximise and promote the Scottish Borders tourism potential and build strong visitor economy*

---

### **MIR Q1: AIMS**

**Do you agree with the main aims of the LDP2? Do you have any alternative or additional aims?**

We welcome the aims of the MIR in general, with particular reference to those relating to 'growing the economy'. It is considered that the Scottish Borders, which now benefits from the Borders railway line, should look to capitalise on this strategic link and seek to create an attractive place to do business. Key to this for the Scottish Borders however is the visitor economy and making the area attractive and accessible to a wider range of visitors.

### **MIR Q2: Policy ED1 Business and Industrial Land**

**Do you agree with the preferred option to retain the existing 'Strategic High Amenity' site categorisation and amalgamate the remaining categories? Do you agree with any of the alternative options including to retain the current policy position? Or do you have another alternative option?**

The preferred option in this regard, states the following:

*'Business and industrial sites are placed within one of two new categories. The 'High Amenity Business' category seeks stringent promotion and retention of Class 4 uses. The second category would be 'Business and Industrial' which*

*accommodates Class 4, 5 and 6 uses. For both these classes other high quality complimentary commercial activity may be acceptable as well as non-industrial business / employment generating uses if they enhance the quality of the business park as an employment location. For the second category employment generating uses other than Class 4, 5 and 6 can only be considered where a 'sequential test' has found that no suitable alternative sites are available and other relevant policy criteria requirements are satisfied.'*

It is welcomed that the Council recognise the need for flexibility within their areas traditionally zoned for use classes 4, 5 & 6. However, we would question why this flexibility cannot be implemented with the existing categories remaining in place. With the preferred option, there is flexibility offered, but at the same time, the proposal appears restrictive for those Strategic High Amenity sites, focusing on use class 4 primarily.

We would therefore propose an alternative whereby the existing categories of business and industrial sites are maintained, but there is flexibility built in where the proposed uses are complimentary to the surrounding area. Notwithstanding this, we remain of the view that the site (on Edinburgh Road) no longer meets the expectations of a Business and Industrial site.

### **MIR Q3: Additional Industrial and Business Land**

**Do you think there are any settlements in which new or more business and industrial land should be allocated, and if so where?**

Whilst we do not have any suggestions for new or more business and industrial site, we do suggest that the site's current allocation for Business and Industry is surplus to requirements, and the Council should consider its removal from the recognised network of Business and Industry sites.

Considering the uses surrounding [REDACTED] it is noted that they have all strayed from the original use classes 4, 5 & 6. There is a focus in this area now, on eating and drinking, and tourism related retail type uses, with both of the Woollen Mill buildings offering retail facilities, cafés and/or restaurants, and the Meringue facility offering a small café/restaurant for customers to eat in or take away.

The site to the north is now a car sales facility. Our client's site is the only site in the immediate area that remains within the Business and Industrial description, and that is only through temporary lettings of low quality.

We therefore propose that the Edinburgh Road allocation for Business and Industry be removed from the emerging LDP.

# 5.0 Opportunity

Given the changing nature of this part of Jedburgh, with tourism and food and drink related uses being prevalent rather than business and industrial uses as suggested by the development plan allocation, it is considered that now is an appropriate time to promote this site to be removed from the business and industrial land supply.

Instead, we consider that this area can be presented as a mixed-use area or a specific gateway location within the emerging LDP.

A significant aim of the Council over the life of the emerging LDP, and beyond, is to promote and encourage increased visitor or tourism related activity in the region, and therefore it is considered that appropriate facilities need to be made available to accommodate this.

It is considered therefore, that [redacted] offers an excellent opportunity to provide an important part of a gateway development to this part of Jedburgh offering roadside food and drink uses which will complement the aim of improving tourism in the area, and increase local jobs.

As it stands, the facility on the site is a low quality, single storey industrial building which is unattractive and detracts from the arrival space as visitors enter Jedburgh.

Furthermore, the site is occupied by temporary users which do not employ significant numbers of workers as they are either too short term, or do not require significant staff to run the storage or car repair operations.

The plan provided indicates a potential layout for the site. This shows the option for a drive through restaurant accompanied by some smaller units that could accommodate other class 3 related uses such as cafés or fast food facilities. This demonstrates that the proposed development can be delivered on this site in keeping with Council standards. A development like this could provide circa 20-30 local jobs for a range of ages and skills.

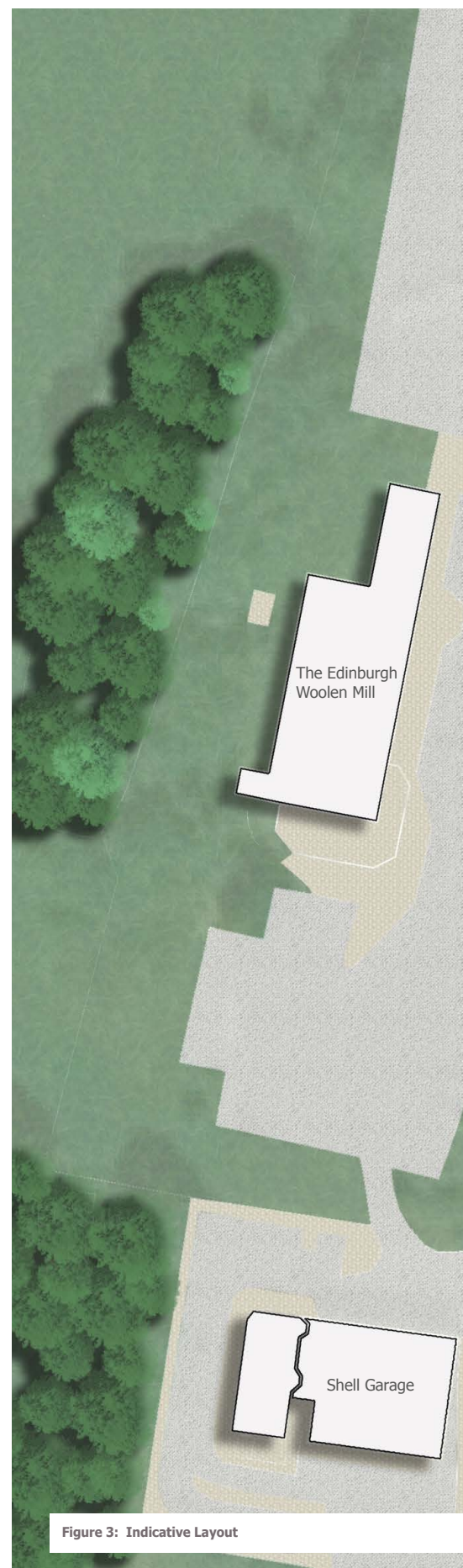
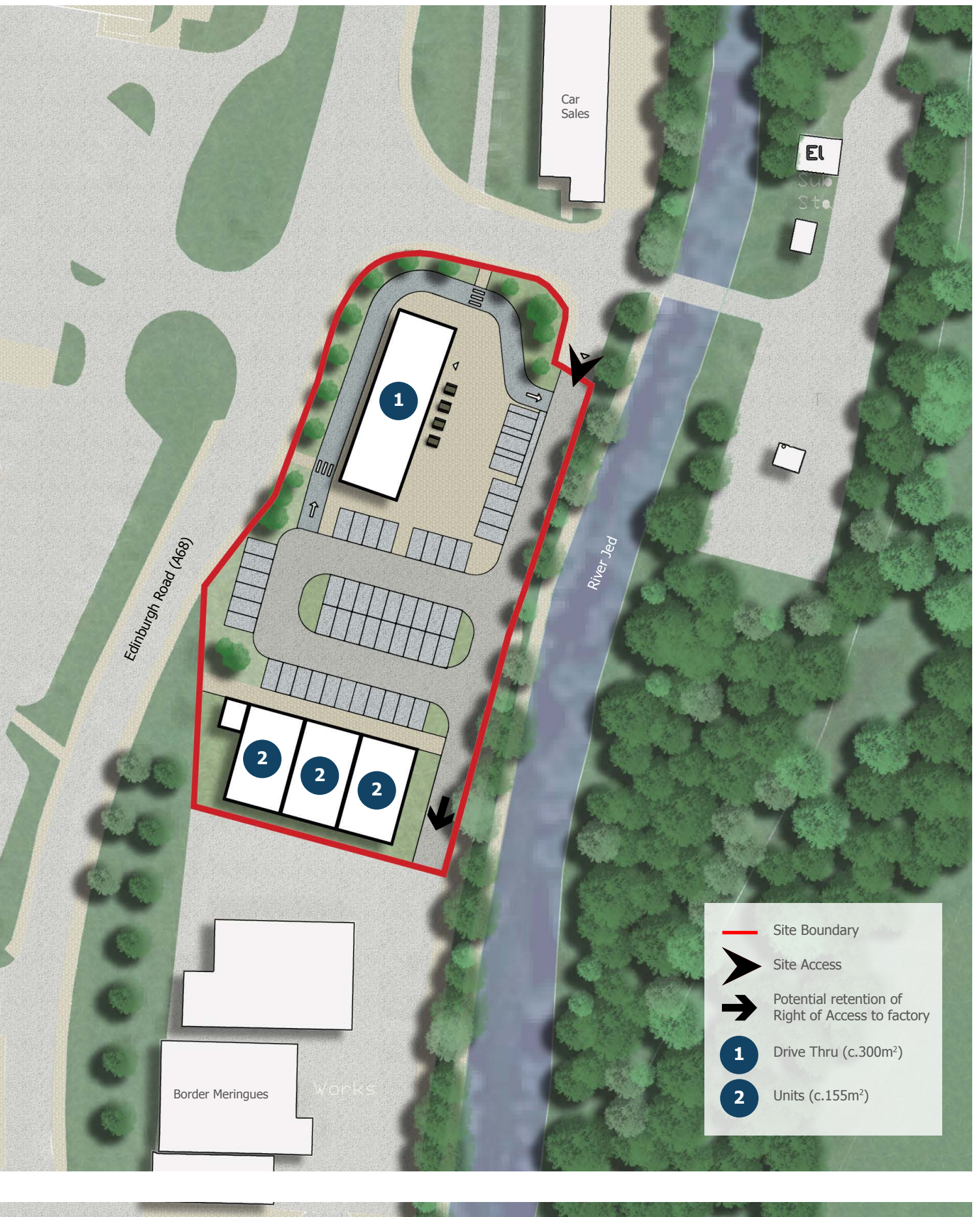


Figure 3: Indicative Layout



## 6.0 Summary & Conclusions

Barton Willmore have prepared this submission on behalf of [REDACTED] to consider the opportunity to change the allocation of the site within the emerging LDP from Business and Industry, to one that is more fitting of the current nature of the uses in the area.

[REDACTED] site has been marketed for several years for it's current use as a business and industry facility with no success. Attempts have been made to secure consent on the site for retail provision, which have been unsuccessful, and it is considered that it now offers an excellent opportunity as a roadside food and drink facility as part of an improving entrance into the settlement.

Policy in relation to Business and Industrial areas seeks more flexibility, and it is noted that the Council has an adequate supply of business and industrial land.

The site is considered to have great potential for creating a gateway feature to the town where visitors are welcomed by a modern high-quality provision of food and drink units including the potential for a drive through facility, which is not currently available in the area.

We trust the submission made today is taken into consideration and look forward to further engagement with the Council in relation to the suggestions and proposals made in response to the MIR.

Should the Council wish to engage with our Client in relation to potential proposals correspondence should be made through [REDACTED] at Barton Willmore in the first instance on [REDACTED]



