



Local Authority Variations Scottish Borders

RDG Section	Departures from National Guide	Comments
2.1 Consents		
2.1.4 Design Guidance and Adoption Standards		
2.2 Design		
2.2.6 Road and Lane Widths		
2.2.7 Street Details		
2.2.9 Transport Assessments	Variations apply	SBC is likely to ask for a Transport Statement for residential developments consisting of 20 to 49 dwelling units and a Transport Assessment for developments in excess of 49 units. This is confirmed in the Guidance and Standards appendix in our Local Development Plan.
2.3 Adoption of Infrastructure <i>Policy Regarding Adoption and Maintenance (Roads, SUDS, Landscaping (Public Open Space) etc)</i>		
2.3.1 Adoption of Roads		
2.3.2 Adoption of Parking Areas		
2.3.3 Housing Courts		
2.3.4 Service Areas		
2.3.5 Adoption of Road Lighting and Electronically Controlled Signals etc		
2.3.6 Adoption of Cycle Tracks		
2.3.7 Adoption of Cycle Parking, Bus Shelters, etc		
2.3.8 Adoption of Sustainable Urban Drainage Systems (SUDS) for Roads		
2.3.9 Pipes and Culverts Under Roads		
2.3.10 Structures Agreements		
2.3.11 Road Bonds		
2.3.12 Delineation Public/Private		
2.3.13 Dilapidation Surveys		
2.3.14 Quality Audit including Safety Audit		
2.4 Applying for Construction Consent		
2.4.1 Responsibility for Design		

(continued)

RDG Section	Departures from National Guide	Comments
2.4.2 Application for Consent Details	Variations apply	SBC has its own application forms for applying for Road Construction Consent. The forms and Notes for Guidance can be obtained by contacting placeroadsplanning@scotborders.gov.uk
2.4.3 Construction Period		
2.4.4 Amendments to Consent		
2.4.5 Recycled Materials		
2.4.6 Road Lighting and Signing		
2.4.7 Private Signs		
2.4.8 Road Bond		
2.4.9 Construction Consent Forms	Variations apply	SBC has its own application forms for applying for Road Construction Consent. The forms and Notes for Guidance can be obtained by contacting placeroadsplanning@scotborders.gov.uk
2.4.10 Non-Standard Materials		
2.4 Applying for Construction Consent <i>(continued)</i>		
2.4.11 Failure to Comply		
2.4.12 Inspection Procedures During Construction		
2.4.13 Applying for Adoption of Development Roads		
2.4.14 Addition to List of Public Roads		
2.4.15 Release of Road Bond		
3.1 Road Design Standard		
3.1.1 Junctions		
3.1.2 Private Access		
3.1.3 Design Details		
3.1.4 Pedestrians and Cyclists		
3.1.5 Servicing		
3.1.6 Statutory Undertaker Services		
3.1.7 Rural Areas		
3.1.8 Street Planting Considerations		
3.1.9 Additional Considerations		
3.2 Transport Assessments		
3.3 Quality Audit		

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RDG Section	Departures from National Guide	Comments
3.4 Construction Design		
3.4.1 Geotechnical Considerations		
3.4.2 Specifications		
3.4.3 Subgrade Drainage		
3.4.4 Carriageway Construction		
3.4.5 Speed Reducing Methods		
3.4.6 Footway, Footpath and Cycle Track Construction		
3.4.7 Kerbs and Edging	Variations apply	SBC looks for a 100mm kerb upstand height for conventional roads rather than 125mm. We expect a 25mm upstand height at vehicular access points, rather than 25mm to 40mm, and for shared surface roads without footways we look for a 50mm upstand height rather than 40mm.
3.4.8 Accesses		
3.4.9 Road Drainage and SUDS		
3.4.10 Landscape Treatment		
3.4.11 Lighting Design		
3.5 Parking Principles		
3.5.1 The Application of Parking Principles		
3.5.2 Environmental Considerations		
3.5.3 What is a Parking Space?		
3.5 Parking Principles (continued)		
3.5.3 What is a Parking Space?		
3.5.4 Parking Standards in Urban Areas		
3.5.5 Shared Use Provision		
3.5.6 Extensions and Change of Use		
3.5.7 Commercial Vehicles		
3.5.8 Coaches		
3.5.9 Provision for Cycle Parking		
3.5.10 Provision for Powered Two-Wheeler Parking		
3.5.11 Provision for Disabled Parking		
3.5.12 Planning Obligations		
3.6 Parking Design and Layout		
3.6.1 Pedestrians		
3.6.2 Vehicles		
3.6.3 Disabled Parking Design		

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RDG Section	Departures from National Guide	Comments
3.6.4 Residential Parking Design	Variations apply	SBC does not accept a garage as counting towards a parking space.
3.6.5 Powered Two-Wheeler Parking Design		
3.6.6 Cycle Parking Design		
3.7 Parking Standards for Use Classes		
	Variations apply	Other than for general housing, including housing association housing, SBC uses the SEStran Parking Standards for parking provision levels. For general housing please refer to the Guidance and Standards appendix in our Local Development Plan. For cycle parking standards we use the SEStran Parking Standards .
3.8 Quality Audit Summary Report		
3.9 Structures Technical Approval		
3.10 SUDS Schedule		