

CHAPTER I

THE DEVELOPMENT STRATEGY

THE DEVELOPMENT STRATEGY

Introduction

- 1.1 This document is the Final Written Statement of the Scottish Borders Structure Plan. It has been submitted to the First Minister for approval. The Plan has been prepared following a Consultative Draft stage, carried out in late 1998 and early 1999. A separate Publicity and Consultation statement describes the consultative process. Many elements of the Draft Plan have been incorporated into this final version taking account of the comments received and the focus of the strategy is sharper, reflecting the stage which the Plan has now reached. Account has also been taken of the impact of a number of significant events including: the preparation of the Economic Development Strategy; the positive outcome of the feasibility study into the re-opening of the Waverley rail line; the study into the impact of the farming crisis and Agenda 2000; and the influence of a dynamic economy and property market in Edinburgh.

The Importance of the Structure Plan

- 1.2 The Structure Plan and the Local Plans together form the Development Plan for the Scottish Borders. The Structure Plan sets out the strategic policy framework and the Local Plans supply the site specific detail and more local policies and proposals. The Development Plan should provide:
- ◆ a strategy to guide the location of development for 10 to 15 years
 - ◆ firm guidance on the future use of land and pattern of development for the first 5 years of the plan
 - ◆ the incentive of identified opportunities for development and redevelopment
 - ◆ policies and proposals that provide a sound basis for development control
 - ◆ ways to conserve and enhance the urban and rural environment and protect the diversity of the natural and cultural heritage
 - ◆ priorities for implementation.
- 1.3 The Development Plan therefore provides the basis for decisions on planning applications. It is also important for other reasons, in particular:
- ◆ in helping to provide some measure of certainty for the public, landowners and developers as to the future pattern of development and use of land
 - ◆ in safeguarding land for development or infrastructure
 - ◆ in providing a mechanism with statutory force for the local authority to put forward its aims and aspirations as they relate to land use and development.

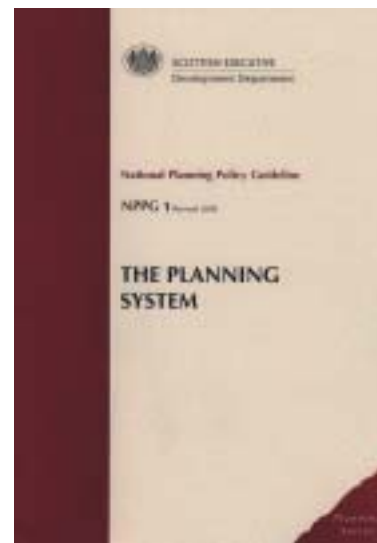
“The Development Plan ... provides the basis for decisions on planning applications.”

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Government advice also highlights the important contribution that Development Plans can make in moving towards achieving sustainable development. They are identified as forming important bridges between the broad aims of sustainable development and decisions on the use of land and buildings.

- 1.4 The Structure Plan provides an important link between national policy and guidance on the one hand and the site specific land allocations and policies of Local Plans and the context for development control on the other. This Plan has been prepared in accordance with the Government's National Planning Policy Guidelines (NPPGs), which are referred to where relevant in the topic chapters. In turn, national policy is increasingly being guided by European Community legislation, particularly in the form of EC Directives and in the planning context, by the European Spatial Development Perspective. The European Union also continues to provide an important source of funding under its various objectives and programmes.
- 1.5 Although the Structure Plan is primarily concerned with strategic land use and transportation issues, its provisions have social and economic as well as environmental impacts. It is therefore a key component of the New Ways Community Plan. At the same time it has links with many other Council plans.
- 1.6 Finally, the Structure Plan recognises the cross border links with adjoining regions which are a major influence on the development strategy. The influence of Edinburgh is particularly significant although Berwick-upon-Tweed, Newcastle and Carlisle are also important to the Eastern and Southern Borders. The Scottish Borders and Dumfries and Galloway together form the unit known as 'South of Scotland' for the purpose of European funding support.



Trends and Opportunities

- 1.7 The **economy** of the Scottish Borders has, over a long period and particularly since the 1980s, been experiencing the effects of structural employment change. Reliance on agriculture, textiles and more recently electronics has meant that job losses in these sectors have caused significant social and economic difficulties for the affected communities. Whilst the Scottish Borders as a whole has historically had low rates of unemployment by national standards, the rates have converged since the mid-1990s as the UK rates have fallen due to employment growth. Furthermore, concealed within the average figure for the Scottish Borders are particular skill shortages and significant and persistent pockets of unemployment in specific locations.

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“The most significant trend ... is the projected growth of jobs in Edinburgh ...”

- 1.8 The Scottish Borders Gross Domestic Product (GDP) remains below the Scottish, UK and European averages and allied to this is an average weekly earnings structure that places the Scottish Borders some 20% below the UK average. This is largely due to the over-dependence on agriculture and manufacturing and the under-representation of the service sector:
- 1.9 Travel to work data suggests a considerable dependence on Edinburgh and the Lothians for jobs, particularly by residents living in the northern part of the Scottish Borders. Proximity to the capital does, however, offer opportunities for the future. There are also flows into and across the region for work.
- 1.10 The most significant trend likely to affect employment in the Scottish Borders is the projected growth of jobs in Edinburgh-the development of the south-east wedge of the city is particularly relevant in terms of proximity. The indications are that labour supply will have to be drawn from a wide area and that housing provision for employees may not be able to be accommodated within the city. It is therefore likely that the Scottish Borders will be able to take advantage of Edinburgh job opportunities in terms of accommodating development pressure for housing and employment. In this way the Scottish Borders could successfully play its part in a regional strategy for south east Scotland which spreads the location of jobs as well as commuter housing.
- 1.11 Allied to the predicted employment growth in Edinburgh are opportunities to diversify the local economy and strengthen indigenous firms as well as attracting new employers. The Economic Development Strategy aims to manage change in ways that will create a vibrant and competitive local economy.
- 1.12 The **population** of the Scottish Borders has been increasing since reaching its lowest level in the early 1970s. Between 1981 and 1991 the population increased by around 4,200 or 4.3% and, since 1991, more slowly - from 104,100 in 1991 to 106,400 in 1999. The general pattern of population growth since the early 1970's has been sustained by net in-migration which offsets the net natural decrease, i.e. deaths exceeding births.
- 1.13 In comparison with the Scottish average, the population structure of the Scottish Borders is weighted towards the older age groups and this pattern is anticipated to continue. The proportion of the population over retirement age was 22% in 1999 and this is projected to rise to 25% by 2011. The changing age structure of the population is particularly influenced by the age structure of the migration flows, with more young people moving out.

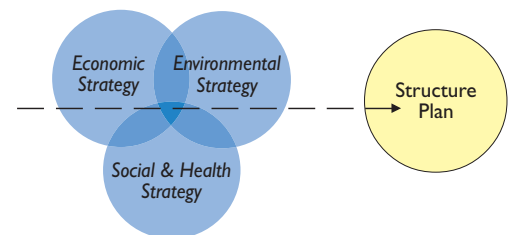
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- 1.14 In line with Scottish and UK trends, the level of **household** growth (+4,400) between 1999 and 2011 is projected to be far greater than the population growth (+730). The increase in the number of households stems principally from the national trends associated with reducing household size. These trends include increasing numbers of single person households, people living longer and household break-up as a result, for example, of increasing rates of divorce.
- 1.15 Population and household projections generated by the Government are based on a continuation of past trends. In the case of the Scottish Borders these trends are pointing towards a slowing of the growth rate over time, mainly due to reduced net in-migration. The trend reflects a number of factors including the reduction in employment and the availability of alternative locations for commuter housing in the Lothians and Fife. The Structure Plan Development Strategy seeks to slow these trends and, over time, to reverse them.

The New Ways Community Plan

- 1.16 The Structure Plan will play an important role in implementing the New Ways Community Plan. The Community Plan aims to link social, economic and environmental action to enhance the quality of life: all underpinned by the principles of sustainable development. The Economic Development Strategy focuses on four interconnected themes: getting people to their full potential; thriving organisations; a connected place; and vibrant communities. The community planning process, supported by the three corporate policy pillars of economic, environmental and social and health strategies, is helping to drive a change in perceptions about the Scottish Borders, both within and outwith the region. This, coupled with the opportunities offered by the growth in Edinburgh employment, a Scottish Borders railway link and the expansion of local university and health facilities, offers the real prospect of increasing employment and population.
- 1.17 The role of the Structure Plan in fostering this climate of change is to promote a development strategy which promotes sustainability principles, has the best chance of long lasting success and which recognises and builds on the unique character of the Scottish Borders and its individual communities. The preferred development strategy is set out in the next section.

NEW WAYS COMMUNITY PLAN



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The Development Strategy

I.18 The Development Strategy is in four parts:

- ◆ Principal Aim of the Structure Plan
- ◆ Key Elements of the Strategy
- ◆ Founding Principles
- ◆ Area Strategies.

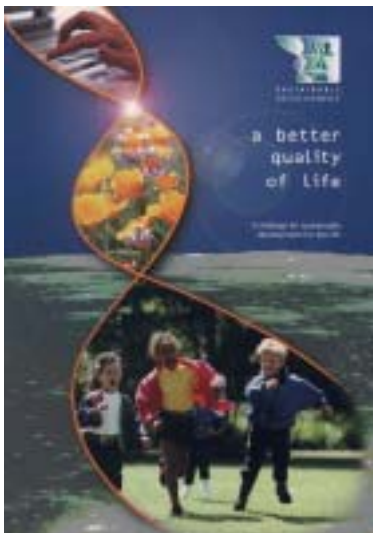
The four parts are complementary and therefore need to be read together to give a complete picture of the strategy. The Key Diagram (rear cover) illustrates the main aspects of the strategy and complements the text.

Principal Aim of the Structure Plan

I.19 The Structure Plan represents one of the first opportunities in the Scottish Borders for the principles of 'sustainability' to be incorporated into a key policy document. There are many different definitions of sustainability - or sustainable development - but one of the most commonly used definitions is:

"Sustainable development is development which meets the needs of the present without compromising the ability of future generations to meet their own needs".

Brundtland Commission, 1987



A strategy for sustainable development for the UK - Department of the Environment, Transport and the Regions.

I.20 Sustainability is not just about environmental issues, rather it is an approach which aims to integrate economic, social and environmental considerations in the pursuit of global environmental goals. In doing so, it has the potential to enhance the quality of life locally as well as the quality of the environment. It is also a powerful tool to address the Government's objectives to achieve social inclusion and greater equality of opportunity. With its emphasis on quality of life, the promotion of sustainability can play an important role in enhancing the image of the Scottish Borders to investors and visitors.

I.21 Given the range of issues that sustainability must necessarily address, it is clear that progress will depend on the combined efforts of existing and future partnerships, a common co-ordinated approach and the integration of policy on a broad front. The New Ways Community Planning process will be an important mechanism to achieve such an approach. The Council's approach to sustainability is embodied in its Corporate Plan, encompassing the Economic Strategy *New Ways*, Social and Health Strategy and Environmental Strategy.

I.22 The Structure Plan as the Council's strategic land use document, can play a vital part in addressing many aspects of sustainability. In

particular; it can guide development to the most sustainable locations. Such locations should, as far as possible:

- ◆ take account of the views of the community
- ◆ offer a choice of transport modes and minimise the need to travel
- ◆ complement other land uses
- ◆ avoid unacceptable environmental impacts
- ◆ make the best use of resources such as land and infrastructure.

I.23 It is recognised that neither the Scottish Borders as a whole, nor individual communities, can become completely self-sufficient. However, moving in the directions just described could make a major contribution towards the reduction of the Borders' dependence on jobs, services and facilities outwith the area and thus help to achieve more sustainable communities. At the present time it is acknowledged that communities such as West Linton, Peebles, Newcastleton, Stow, Lauder, Eyemouth and Duns look outwith the area for certain services and facilities. The degree of dependence upon Edinburgh, Carlisle and Berwick-upon-Tweed could be reduced, and the level of interdependence between Scottish Borders towns could be increased, as the Scottish Borders develops and grows.

I.24 The principal aim of the Structure Plan is therefore:

PRINCIPAL AIM

To encourage growth which supports the development of a sustainable Scottish Borders community and within it, the development of individual sustainable communities which:

- ◆ Have access to:
 - a range of permanent, quality jobs
 - educational and health facilities and resources
 - a range of shops and services
 - a choice of methods of transport including cycling and walking opportunities
 - leisure, recreational and cultural facilities
 - a range of multi-use green space, and
- ◆ Benefit from:
 - enjoyment of the Borders' countryside, rivers, woodlands and coast
 - high quality natural and cultural heritage assets
 - vibrant and distinctive towns and villages
 - new development which makes best use of resources, is well integrated with its surroundings, and is of a high quality, environmentally sensitive design
 - a high quality, safe and healthy environment, and

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- ◆ Have the strength and capacity to:
 - engage in meaningful partnership with others
 - participate in decisions which affect them
 - contribute to improving their own environment
 - allow equality of opportunity for all to get involved.

Key Elements of the Strategy

I.25 Achieving the Principal Aim means focussing on four 'key elements': **Sustainable Growth; Development Hubs; Managing Change;** and **Environmental Quality**, each of which is described below. The key elements provide clear strategic direction and justification of the approach being followed.

Sustainable Growth

“The aim is to continue to strive to create jobs locally ...”

I.26 The need to provide the right conditions for economic prosperity is a key priority of the Council. The aim is to continue to strive to create jobs locally, whilst also enabling Scottish Borders communities to take advantage of job opportunities outside the region, particularly in Edinburgh. This forms part of an ongoing process of restructuring the economy and managing change as set out in the Joint Economic Development Strategy. Opportunities for the Scottish Borders could include the further development of high technology industries, offices, tourism and forestry.

I.27 The Structure Plan can play its part by setting out a clear locational strategy complemented by policies to protect and enhance environmental quality. It provides for a range and choice of land for housing, business and industry, in locations served by excellent transport links and infrastructure. These locations are most likely to be found in the Central Borders which is best placed to capitalise on the reinstatement of the former Waverley railway line. The improved accessibility offered by a rail link would also provide many direct and indirect benefits contributing to sustainable economic growth. These benefits include the stimulation of population growth which itself contributes to economic prosperity through the generation of spending power.

Development Hubs

I.28 The second key element of the strategy is closely related to the first - 'Sustainable Growth' - because it promotes a pattern of development aimed at creating a critical mass of population and households in the locations which have the greatest potential to give long term benefit to the whole of the Scottish Borders. Increasing the region's population in areas where spending on

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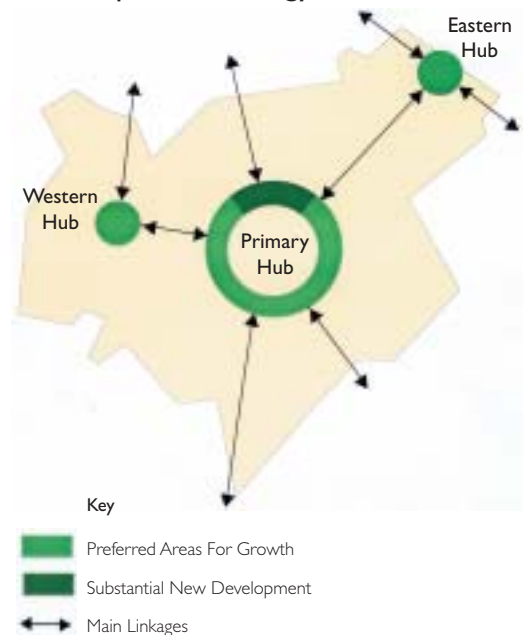
services and facilities is most likely to take place locally, offers the best chance of achieving self-sustaining growth. In turn, this can have a beneficial effect on the potential viability of businesses. The integration of land use and development can also be most successfully achieved when development is located to maximise the opportunities for walking and cycling and to take advantage of buses and existing and future railways.

1.29 Although the region does not have a 'centre' in the form of a single large town, it does contain a concentration of towns in the Central Borders connected by relatively frequent bus routes and accessible to the proposed line of the railway. This area contains 60% of the population of the Scottish Borders and the majority of its job opportunities; receives the greatest number of business location enquiries; and is centrally located for much of the Scottish Borders. While these towns are individually distinctive, they also act as an interdependent network, or 'hub' with the potential to provide a broad range of jobs, services and facilities. Substantial development in any one of the hub towns has the potential to benefit the others.

1.30 At the same time, given the geographical scale and diversity of the Scottish Borders, there are two other hubs, centred on the Eyemouth/Duns area to the east and Peebles to the west. They provide important centres for their respective hinterlands and their roles as employment and service providers could be enhanced. There are different issues to be addressed in each case. Eyemouth has benefited from substantial investment through the provision of infrastructure and serviced employment land. The town lies adjacent to the A1 corridor and has easy access to the East Coast mainline railway station at Berwick-upon-Tweed. Duns is Berwickshire's main administrative centre for government, education and health services. In contrast, Peebles benefits from its proximity to Edinburgh, but this creates pressure for commuter housing and the need for complementary employment opportunities.

1.31 The strategy is therefore to promote a 'Primary Hub' in the Central Borders, an Eastern Hub and a Western Hub. The focus for the Eastern Hub will be Eyemouth, reflecting its strategic transport location, but opportunities for development will also be sought in Duns. The Western Hub will centre on Peebles with the focus for most new development lying to the east of the town (see Diagram 1). The preferred area for growth in the Scottish Borders will be the 'Primary Hub', embracing the six main Central Borders towns of Galashiels, Melrose, Kelso, Jedburgh, Hawick and Selkirk. Additional housing, retail and employment-generating development will be focussed in the Primary Hub and to a lesser degree in the Eastern and Western Hubs. Demand for housing within the Primary Hub is initially most likely to arise within the Galashiels-Melrose-St. Boswells corridor because it already has a

Diagram 1
Scottish Borders
Development Strategy



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concentration of services and facilities on which to build and it is most accessible to the proposed first phase of the Borders rail link. Opportunities for growth and development, particularly employment-generating development, will be encouraged throughout the Primary Hub. The Eastern and Western Hubs concept recognises the size and diversity of the Scottish Borders and provides a mechanism to address development pressures which will arise outwith the Primary Hub.



“... a Borders rail link, is considered to be key to the ... strategy ...”

- I.32 The successful implementation of the strategy will mean a presumption against **substantial** development outwith the hubs. A modest scale of development can still be accommodated, provided that the scale is appropriate to the locality and that it does not prejudice the overall thrust of the strategy. The strategy is to guide development as far as possible towards the development hubs and to be readily accessible to the strategic public transport network. The strategy also recognises the needs and opportunities within rural areas and supports an appropriate scale of development.
- I.33 The strategy will provide for a growth in households in the Scottish Borders that exceeds the level estimated to arise from the continuation of past trends. This additional growth is broadly consistent with the anticipated effects of a Borders railway. **A fast, frequent and integrated transport system, incorporating a Borders rail link, is considered to be key to the successful long-term implementation of the strategy.** The increase in pressure for development due to the railway, and consequent implications for land use, are likely to extend beyond the period of this Structure Plan. Without the railway, it will be more difficult to guide development to the Central Borders where it would have greatest benefit for the region as a whole and where it can best contribute towards a sustainable settlement strategy for south east Scotland.

Managing Change

- I.34 The Scottish Borders faces difficult and challenging problems arising from the loss of jobs in key industries in the Borders - farming and manufacturing, especially textiles - together with the associated changes in the distribution of population resulting in a decline in some areas. Changes in shopping patterns nationally have contributed to economic difficulties for traders and new roles for town centres. Changes in subsidy arrangements for the farming industry point to falls in output and profit and consequent implications for the viability of farms and associated businesses involved in agricultural engineering and supplies.
- I.35 Although the solution to long term structural change in employment patterns is inevitably affected by national economic trends, **regeneration strategies at the local level can do much to promote confidence and improve the chances of encouraging investment.** Regeneration initiatives require a combination of social,

economic and environmental measures and a partnership approach. The Council and its partners have already made a significant commitment to investing in necessary infrastructure as well as maximising the use of spare infrastructure capacity. The main role of the Structure Plan is to set out a clear vision, as summarised in the first two key elements of the Strategy, bringing together the necessary environmental, economic and social components as they affect development and land use. More specifically, the Structure Plan can help enable environmental improvement, protect and enhance town centres and provide for high quality sites for housing and industry. In the case of the farming industry, the Structure Plan can encourage appropriate forms of diversification.

Environmental Quality

I.36 This element of the strategy is about conserving and enhancing the existing natural, cultural and historic environment (i.e. built environment, archaeological remains, historic monuments etc.). The Scottish Borders' environmental heritage is important, not only as a valuable resource - both in its own right and in maintaining the local distinctiveness of communities - but also in providing direct and indirect jobs and helping create the right conditions for investment. Protecting this heritage is therefore a key role for the Structure Plan. This does not mean 'no development', rather it is about giving the highest level of protection to the most important assets, aiming to achieve no net loss of biodiversity and managing change in ways that minimise environmental impact, integrate development with natural processes and create community benefits.

Founding Principles

I.37 The key elements of the strategy are the basis for three 'founding principles' setting out the criteria which underpin the Structure Plan. These principles are intended to give force to the Principal Aim of the Plan and to guide the other topic-based policies. They will be treated as "material considerations" in the determination of planning applications.

I.38 **Principle S1** is the overarching principle related to sustainability which both protects the environment and drives forward the movement towards sustainable communities. The acquisition and maintenance of adequate baseline data on the environment and biodiversity, as part of the Local Biodiversity Action Plan process, is fundamental to the Council's ability to plan and integrate development in a sustainable way.

Scottish Borders

Local Biodiversity Action Plan



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I.39 **Principles S2 and S3** focus on the development strategy, providing a growth target and a locational strategy for development, guided by the Plan's Principal Aim. The 12% target for household growth represents a figure some 2% higher than the Government's projection but is considered to be an achievable goal based on the findings of the rail study and - dependant on its implementation - is in line with the key elements of the strategy. The strategy for sustainable growth is focussed on the Primary Hub and to a lesser extent the Eastern and Western Hubs as described earlier. The scale of development regarded as 'substantial' will depend on the local context. In general terms, development both within and outwith the hubs, will be guided to the strategic public transport network as defined by bus frequencies.

I.40 Progressing the implementation of the areas identified in Principle S3 for substantial new development will be taken forward by investigative studies and the Local Plan process as necessary. Accommodating the required growth within the Primary Hub may require consideration of new villages or satellite development as complements or alternatives to settlement expansion. Such developments will offer greatest benefits to the Scottish Borders where they are located to take advantage of a future rail link and in particular where they are accessible to the first phase of the railway. As indicated in Principle S3, final decisions on longer-term locations for development (anticipated to be beyond the Structure Plan period) will be guided by progress on the railway.

PRINCIPLE S1

Environmental Impact

Proposals for substantial development will be assessed against relevant sustainability criteria with the aim of minimising harmful environmental impacts and moving towards sustainable development.

PRINCIPLE S2

Growth

The Council will encourage sustainable development which supports a 12% increase in households by 2011 and which conforms to the development strategy.

PRINCIPLE S3

Development Strategy

The locational strategy will be based on the following criteria:

- (i) Development to be guided to existing towns and villages or to planned locations where readily accessible to the principal public transport corridors
- (ii) The principal focus for development to be the primary hub (Central Borders)
- (iii) The secondary foci for development to be the Eastern and Western hubs of:
 - ◆ Peebles (the Peebles/Innerleithen/Central Borders axis)
 - ◆ Eyemouth (the Eyemouth/Duns/Berwick-upon-Tweed triangle)
- (iv) Substantial new development within the Structure Plan period to be supported in principle in the following location:
 - ◆ east of Galashiels within the Galashiels/Melrose/St Boswells corridor
- (v) Longer term substantial development to be supported in principle in the following locations:
 - ◆ the Newtown St.Boswells/St. Boswells area
 - ◆ the Galashiels-Selkirk axis
 - ◆ the Peebles/Innerleithen/Central Borders axis dependent on progress on the railway
- (vi) Upgrading and improvement of major road corridors, in particular the A7 and the A68
- (vii) Support for a Borders rail link, following the former Waverley line, between Edinburgh and the Central Borders but extending in future south to Carlisle
- (viii) Substantial new development to be discouraged in locations which:
 - ◆ are outwith the primary hub, or
 - ◆ are considered would lead to a significant increase in car commuting, or
 - ◆ would be unlikely to gain benefit from a future railway
- (ix) Careful control of the location and design of housing in the countryside
- (x) Regeneration to be focussed on town centres, and areas experiencing economic difficulties and/or population decline, particularly Hawick
- (xi) Support for the development of vacant, derelict and brownfield sites in settlements, where this presents a realistic alternative to greenfield development and where it can be achieved without inappropriate town or village 'cramming'.

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Diagram 2
Area Strategies



Area Strategies

1.41 The final part of the Development Strategy recognises the diversity that exists within the Scottish Borders and the need for policies and actions to meet the specific requirements of particular areas. Four distinct areas have been identified and their main characteristics and strategic approaches are summarised below. These areas are the Central, Eastern, Northern and Southern Borders (see Diagram 2).

The Central Borders

1.42 The Central Borders:

- ◆ is characterised by a concentration of large settlements connected by good transport networks. This area contains 60% of the Scottish Borders population and includes the towns of Galashiels, Selkirk, Hawick, Jedburgh, Kelso and Melrose
- ◆ provides the principal opportunity for the scale of development necessary to meet the key element of the strategy relating to the development of a Scottish Borders primary hub. Development to fulfil this key element of the strategy will be encouraged in settlements and at planned locations accessible to the area's preferred transport corridors. Substantial new development will be supported initially in the Galashiels/Melrose/St. Boswells corridor (see Principle S3)
- ◆ is the preferred location for any new villages or satellite developments which may be required to provide the necessary scale of development
- ◆ has a substantial housing requirement to reflect the level of growth contained within the Development Strategy
- ◆ contains a concentration of strategic employment sites, including 'single user', and opportunities for specialist 'centres of excellence' linked to the University and the hospital
- ◆ provides regeneration opportunities in Hawick and Selkirk
- ◆ offers cultural and heritage tourism opportunities.

The Northern Borders

1.43 The Northern Borders:

- ◆ is characterised by its physical proximity to Edinburgh and consequent pressures for housing within easy car commuting distance of the capital
- ◆ provides a focus for development centred on the Peebles/Innerleithen/Central Borders axis
- ◆ has a key role for Peebles as the focus of the Western hub for the Scottish Borders in terms of jobs and service provision

- ◆ has a housing requirement reflecting the need for restraint in the North Tweeddale and North Ettrick & Lauderdale Housing Market areas (see Diagram 13, page 108)
- ◆ contains a strategic employment site at Cavalry Park, Peebles
- ◆ offers recreational and tourism opportunities linked to the Edinburgh market.

The Eastern Borders

I.44 The Eastern Borders:

- ◆ is characterised by a few key small towns and many smaller settlements and building groups connected by a fine-grained pattern of roads. It is also important for its proximity to Berwick-upon-Tweed and key north-south transport links by road and rail
- ◆ provides a focus for development centred on the Eyemouth/Duns/Berwick-upon-Tweed triangle
- ◆ has a key role for Eyemouth as the focus of the Eastern hub for the Scottish Borders in terms of jobs and service provision to utilise spare infrastructure capacity
- ◆ has a continuing role for Duns as the administrative centre
- ◆ has a housing requirement to serve the needs of the Berwickshire Housing Market Area
- ◆ contains a strategic employment site at Gunsgreen, Eyemouth
- ◆ provides regeneration opportunities in Eyemouth
- ◆ has the long-term potential for improved local rail commuter services
- ◆ offers particular challenges for the diversification of the farming and fishing industries
- ◆ offers tourism opportunities, particularly linked to the coast.

The Southern Borders

I.45 The Southern Borders:

- ◆ is characterised by its relative remoteness, the absence of any major settlements, long lines of communication, and by hill sheep farming and forestry; looks to Central Borders, Peebles and Carlisle for services and facilities
- ◆ has a modest housing requirement to meet the needs of the rural communities
- ◆ offers particular challenges for the diversification of the farming industry
- ◆ provides forestry development opportunities
- ◆ offers outdoor recreational and tourism opportunities.

