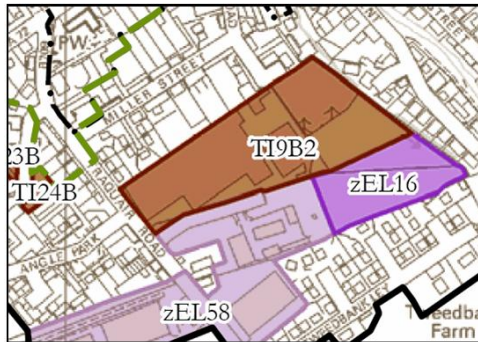


SUPPLEMENTARY PLANNING GUIDANCE PLANNING BRIEF

CLOUGH MILLS INNERLEITHEN APPROVED APRIL 2006



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INTRODUCTION:

This **Brief** sets out the main opportunities and constraints relating to the allocated site, and is intended to create an outline framework for its future development within the forthcoming local plan period. The comments within the subheadings below indicate where detailed attention is required to **specific issues** and where **contributions** will be sought from the developer. The comments should be read in full consultation with relevant guidance at both Local Authority and national level. A selection of related guidance is provided at the end of the document.

SITE DESCRIPTION:

This **2.54** Ha Brownfield site contains an amalgam of derelict land and buildings, associated with Innerleithen's industrial mill heritage. The existing buildings are of varying quality and condition with the **former manager's house** currently in residential use, and the **former engine house** exhibiting both **architectural merit** and **visual presence**. The site is located to the south of the town centre and is accessed from **Traquair Road** and **Waverley Road**.

The site is proposed for Housing in the **Scottish Borders Local Plan: Finalised Plan (December 2005)**. The site is allocated for **40** units. The settlement of Innerleithen is a **priority area for regeneration**. A **visual assessment** and a further **historical land use analysis** have indicated the potential for on site liabilities associated with previous or historic site uses and adjoining land may also hold similar liabilities. This is to be addressed within the detailed assessment for the site.

DEVELOPMENT VISION:

This **Brownfield site** with an **urban character** is considered suitable for a **mixture** of forms of residential development which may include **higher density apartment blocks** and **terraces**. Whilst a lower density development may be acceptable in accordance with the allocation in the finalised local plan, it is considered that a higher density type of development may provide a **“best fit”** with a Brownfield redevelopment site within the urban fabric of Innerleithen. The development should **minimise on site road infrastructure** and should **fully integrate** with surrounding streets. A **visual focus** will be created at the **centre of the site** utilising a **remodelled engine house** as part of Innerleithen’s industrial mill heritage.

1. Constraints/ opportunities:

- i. Constraints which require to be addressed through appropriate contributions (see Developer Contributions section) include deficiencies in existing and potential **vehicular access points** and in the future capacity of the **Traquair Road/ Hall Street junction**. There is an **existing lack of capacity** in the **Waste Water Treatment Works**, and deficiencies in terms of **secondary school sports facilities** and **limited primary education capacities** in the **catchment area**. Attention should be given to the need to remediate any **on site liabilities** associated with previous or historic site uses. The **former engine house** is considered worthy of retention within the site where practicable.
- ii. Opportunities include the **regeneration** of the site into positive use including appropriate **reuse of brownfield land**, **retention**, **reuse** and **interpretation of buildings of character** and **former uses**. The creation of **formal** and **informal** recreation space may create a **focal point**. The site to integrate with the **employment area** to the south of the site, and provide improved **pedestrian connections** to the town centre. The proposals may allow the formation of a **dedicated car park** to the rear of **Miller Street** to the north of the site accessed through the allocated site.
- iii. The site shall also contribute towards the local and wider provision of **affordable housing**, (see Developer Contributions section).

2. Basic infrastructure:

- i. **Access:** The **main vehicular** access to be from **Traquair Road** via a **T-junction** with a further vehicular and pedestrian access taken from **Waverley Road**. **Contributions** to be sourced towards the **upgrading** of the **Traquair Road/ Hall Street** junction.
- ii. Site to integrate with surrounding development through the provision of improved pedestrian connections. As a result of the development the existing **pedestrian route** to the east of the site to be upgraded to **adoptable standards** (see Developer Contributions section). A further **pedestrian route** should be provided linking through the site to **Waverley Road**, dedicated where appropriate. Upgraded pedestrian links from **Tweedbank Ley** to be secured through the redevelopment of the **employment land** to the south of the site.
- iii. **Layout:** Opportunities shall be found to create a **network** of **connected residential streets** providing **natural traffic calming** through squares/ buildings or other features. The street pattern may include **short cul de sacs**. There may be an opportunity for **off-street car parking** to be created to the rear of houses on Miller Street, backing onto the development site. This is considered desirable and a **suitable vehicular access** from the site to this area should be created where practicable in the layout.
- iv. Internal roads to meet “**Standards for Development Roads**”. The Finalised Local Plan specifies parking to be provided at a ratio of **2** spaces per dwelling unit (**discounting garages**) for residents parking allocated to individual properties and **25%** visitor parking in addition. **Communal parking provision** to be provided at a ratio of **1.5 to 1.75** spaces per dwelling unit including visitor parking.
- v. Upgrades to the **Traquair Road/ Hall Street junction** to be considered as part of an agreed **Transport Assessment** for the site.

3. Urban Design/ Conservation/ Cultural Heritage:

- i. Issues such as **planting/ lighting/ retention of existing vegetation/ services/ detail of levels etc** must be considered in an **integrative manner** within submitted plans for the site. A **Design Statement** is required, containing an assessment of the main issues associated with **integrating** the site and including envisaged **mitigation** measures. The statement in **written form** with **supporting illustrative material** should be submitted

with the planning application and should be carried forward into **detailed plans** which clearly exhibit the main design components. This approach is seen as critical to ensuring that development at the site is properly **integrated** and complementary with its **surroundings** and with **intentions regarding future development**. The comments below are all seen to be necessary components of this integrative approach:

- ii. **Form:** The site is considered to be of an **urban character** and may be suitable for a **higher density network of streets**, featuring both **flatted buildings** of an **appropriate scale** and **terraced courtyard** and other **higher density forms** connected with **green** and **hard landscaped spaces**. Subject to appropriate assessment and removal of potential on site liabilities, site may contain **2 No** distinct **Development Areas** with a higher density central area. It should be noted that housing of a lower density may also be acceptable where appropriate in accordance with the local plan allocation.
- iii. **Area I (area shown white on plan)** may achieve a **minimum density** of **30 units/ ha**, with a variety of **form** and **mix of unit size**, characterised by **connected courtyards** and **greenspace**. A **frontage type development** is considered to have potential at the western edge of the site.
- iv. **Area II** may achieve a **minimum density** of **40 units/ ha** with associated **open space** provision. Within **Area II**, the former **engine house** is a fine structure which should be **retained** and **reused** where possible through sympathetic adaptation and extension to form habitable space. An alternative option which may be considered is the **removal** and **replacement** of this building with a **feature building** and the appropriate retention and reuse of materials within the site. Cognisance should be made in terms of the former **manager's house**, out with the development site, which must retain both existing **amenity** and a **strong visual relationship** with the site. **Open space** should include **interpretation** of the site's former Mill uses and link with pedestrian routes linking with **Waverley Road**. **Communal parking** to be provided where appropriate within **Area II**, which should contain the main **affordable housing** provision.

4. Landscape/ Ecology:

- i. **Planting: Intermittent tree planting** to be created along the southern and eastern site boundaries and continued into the site as part of a **comprehensive landscaping scheme**. Planting on the eastern boundary should also seek to enhance the path which runs parallel to the mill lade. Please refer to **SBC Landscape Guidance Notes** for suitable planting methods and species. Based on an initial visual appraisal indicative and subject to a **Tree Survey**, significant trees to be protected and through a **15m** buffer zone with no ground disturbance.
- ii. **Buffer zones** are based on **BS Standard 5837: 2005, 'Trees in Relation to Construction' and other relevant criteria**, as defined by SBC and have been designed to protect **existing trees** within and beyond the site boundaries. Modifications to the identified exclusion areas may be agreed through further discussion between the developer and SBC subject to further information relating to the **surveyed location** and **sizes of existing trees**.
- iii. **Potential land remediation:** A comprehensive **Risk Assessment** of existing and adjoining land is required in accordance with Part IIa of the Environmental Protection act 1990 and the Town and Country Planning Act (Scotland) 1997 including mechanisms for remediation and management as appropriate.
- iv. The site is seen as a **Major** development in ecological terms. An **Ecological Impact Assessment** is required, including for the presence of **bats** and **breeding birds**.

5. Water Resource Management:

- i. The site is not considered to be at significant risk of flooding however given the position of the site in relation to the River Tweed a **Flood Risk Assessment** is required to confirm this position. A **Drainage Impact Assessment** is also required.
- ii. An appropriate **SUDS** system is required to the agreement of **SEPA, Scottish Water** and **SBC**. SUDS must be designed to be **visually attractive, accessible** and **safe** and with suitable provisions for **long term maintenance**. A single purpose engineered solution should be avoided.

6. Developer Contributions required (as per Draft Developer Contributions SPG):

- i. **Roads:** Contributions towards upgrade of **Traquair Road/ Hall Street junction**.
- ii. **Open space/ play facilities:** On site **provision and long term maintenance** of suitable public amenity space required with appropriate **interpretation** of former uses at the site.
- iii. **Footpaths:** **Suitable** footpaths links to be provided with existing footpath to the east of the site to upgraded to adoptable standards.
- iv. **Schools:** Peebles and Innerleithen catchment contributions may be required and or a contribution towards a community centre.
- v. **Waste Water Treatment–** Innerleithen catchment area (possible, dependant on the Scottish Water programme for development).

7. Affordable Housing needs as per Draft Affordable Housing SPG:

- i. A minimum of **15%** Affordable Housing is required. **On site provision** is recommended setting a requirement for a minimum of **12** affordable units within the site (see Urban Design section and Density Calculation overleaf). The numbers of affordable units are based on assumptions regarding density made in this brief and would vary according to final units agreed and the **results of the forthcoming Housing Needs Assessment**. SBC may also consider offsite provision or a commuted payment as appropriate.

8. Density:

- ii. Surrounding development achieves net densities of between **16** and **32** units/ hectare. Based on an assessment carried out for the allocated site, **75 units** at **32 units/ ha** is suggested as having potential within the **Net Developable Area** (please refer to Density Calculation below) including provisions for affordable housing. This total is an indicative figure and includes provision for affordable housing.

9. Density Calculation

Note: Calculations for density within the site are approximate and are based on the **Net Developable Area** (NDA) (i.e. the areas not excluded by constraint features). This figure includes **Buffered Areas** which may be utilised as garden grounds within the development. The figures assume a density of **30 units ha** in **Zone A** with a **higher density of 40/ ha** in **Zone B**. Please note numbers of indicative units have been **rounded to the nearest 5 units** for clarity.

HMA for Affordable Housing purposes	% Aff. Hou. for HMA (1=100% of developable area of site)
South Tweeddale	0.15

Density for Calculations purposes	No of units/ ha	Land take/ unit in ha
High Density	30	0.033
High Urban Density	40	0.025

Clough Mills, Innerleithen	Number of units for average density	Affordable Units (included within average density calculation on left)
Area 1 (High Density)	57	9
Area 2 (High Urban Density)	21	3
Total Units (including affordable units)	75	
Suggested density for Net Developable Area	32	

Related material:

SBC:

Development Plan: Scottish Borders Local Plan (Finalised) (SBC 2005), Scottish Borders Structure Plan 2001-2011 'The Scottish Borders– The New Way Forward' (SBC 2002), **Supplementary Planning Guidance:** Affordable Housing, Developer Contributions (draft), Biodiversity (draft), **Guidance Notes:** Landscape Guidance Notes, Standards for Development Roads, Minimum Distances: A Good Practice Guide (draft).

Scottish Executive/ Other relevant national level policy/ guidance:

Current and forthcoming **Planning Advice Notes** and **Scottish Planning Policy** (particularly in relation to design, transport, housing, flooding), **Circulars, Scottish Executive Research** particularly: **Minimum Standards for Open Space**, (SEDD 2005) **BS Standard 5837: 2005**, 'Trees in Relation to Construction' (Arboricultural Association 2005), Other as appropriate.

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