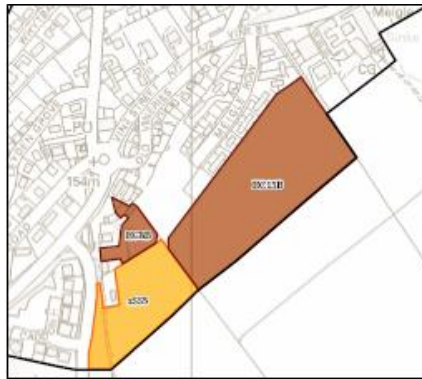


# SUPPLEMENTARY PLANNING GUIDANCE PLANNING BRIEF

## MEIGLE CLOVENFORDS APPROVED FEBRUARY 2007



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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 **3.05** Ha Greenfield site is located to the south of existing residences and play facilities on the lower slopes of **Meigle Hill**. An adjoining **1.3** site to the south west is zoned for education purposes as a replacement to **Caddonfoot Primary School**. A further site to the west of the allocation is zoned for **6** houses. The landform is moderately sloping, south east to north west towards the village centre. The site is currently in agricultural use and has no environmental designations.

The site is proposed for Housing in the **Scottish Borders Local Plan: Finalised Plan**. The site is allocated for **60** units.

## **DEVELOPMENT VISION:**

This **Greenfield** site is suitable for a variety of forms of residential development. However due to its **exposed nature** on elevated open ground, **structure planting** is required to **frame** and **enclose** development especially to views from the north and west. The development must ensure that both the **new housing** and the **primary school site** are **fully integrated** into the **village**, with suitable **pedestrian** and **vehicular links, landscaping**, access to **play facilities** and a **wider landscape framework**. Overall it is felt that encouragement should be given to **innovative approaches** which may include variations in the **density and scale** of development where appropriate in accordance with the principles set out in **PAN 67 Housing Quality** and **PAN 76 New Residential Streets**.

## 1. Constraints/ opportunities:

- i. Constraints which require to be addressed through appropriate contributions (see Developer Contributions section), include deficiencies in terms of **vehicular access**, limited **existing landscape containment**, a **lack of capacity** in **education facilities** and within the **Waste Water Treatment Works**.
- ii. Additional deficiencies in terms of **wider road infrastructure** in the **Galashiels Area** may require to be addressed via a reasonable developer contribution depending on the outcome of a forthcoming **Traffic Study** (please see Developer Contributions section).
- iii. The site presents an opportunity to secure **suitable pedestrian** and **vehicular connections** to the **adjoining school site connecting with the village**, the **upgrading** of existing **open space** and **play facilities** and the **formation of new woodland planting** providing wider landscape setting. The site may also provide the potential for **future expansion** beyond the allocation to the south through providing **appropriate infrastructure** connections and **structure planting frameworks**.
- iv. The site shall also contribute towards the local and wider provision of **affordable housing**, and **railway reinstatement** (see Developer Contributions section).

## 2. Basic infrastructure:

- i. **Access: Two vehicular access points** are required to serve the allocated site. A **single access point** is required to serve the school site to the west.
- ii. The **preferred vehicular access route** for both the **school** and the **housing site** would be from the **existing roundabout** to the North West as it is seen to be the **most practical and feasible option** in terms of road safety. However this access is **likely to be unachievable** within the timeframe allocated for the provision of the new school due to a **land ownership constraint** relating to an amenity area at entrance to The Old Vineries to the North.
- iii. **An acceptable alternative** would be to have to **major junctions** capable of accommodating predicted traffic flows serving both sites. In this scenario, a junction with a **right hand turn lane** from the **A72** would be required **east of Meigle Farm Cottages** to the **north east** of the allocated site. A further junction provided by the developer, would be formed from **Caddonfoot Road** serving the housing site and linking through the allocated school site thereby meeting the access requirements of the school.
- iv. A **Safer Routes to School footpath link** funded by the developer is required to **adoptable standards** connecting between the housing site and the amenity area located at The Old Vineries to the north past the existing play facility.

- v. **Suitable provision** should also be made for **connections** to proposed **long distance paths** to the east of the site and for **safeguarding existing routes** in particular the **Green Path** situated to the west of the school site. The **Green Path** is a promoted route and is a **candidate core path** under the **Land Reform Act**. Any disruption in terms of **continuity of access** and **loss of amenity** caused by the necessary **construction** of the **proposed access** from **Caddonfoot Road** should be minimised as far as possible. It is recommended that the developer consults with the relevant **Access Officer** and with the **Community Council** to progress this matter.
- vi. The site layout must create the potential for **a network of connected residential streets** served from a **general access road** and should safeguard the potential for **future expansion** to the **south** of the **allocation**.
- vii. Opportunities shall be found to **break up** the **linear nature** of the **access road** through squares/ buildings or other features, providing **natural traffic calming**. The street pattern may include short **cul de sac**.
- viii. **Roads/ Parking: Internal roads** and **parking** to meet “**Standards for Development Roads**” and the requirements of the Council’s **Parking Strategy**. **Total parking** to be provided at a ratio of **2 spaces/ unit discounting garages**, and allowing for **25% visitor parking**. **Total parking for communal parking to be provided at 1.5-1.75 spaces/ unit including visitor spaces**.
- ix. **Access arrangements** and **possible future development** to be considered within a **Transport Assessment** for the site.

### **3. Urban Design/ Conservation/ Cultural Heritage:**

- i. A **Design Statement** is required, containing an assessment of the main issues associated with **integrating** the site **with its surroundings** and including envisaged **mitigation** measures. The statement should consider **possible intentions regarding future development** to the south of the site boundary. The statement in **written form** with **supporting illustrative material** should be submitted to support the planning application. This co-joined approach should be carried forward into **detailed plans** which clearly exhibit the following design components:
  - iii As a **minimum standard** built development within the site must comply with the adopted **Guidance on Householder Developments** in relation to the **privacy** and **amenity** of adjoining properties. This is of particular importance in relation to adjoining properties in **Meigle Row** and **Meigle Farm Cottages**. Consideration should be given to the **appropriate placement** and **design** of individual houses within this context and

should also incorporate **appropriate planting/ and or other screening** adjacent to the **mutual boundary**.

- iv 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 (please refer to Landscape Section).
- v Issues relating to **pedestrian movement** are covered under **Basic Infrastructure**.
- vi A '**total open space per household**' of a minimum of **60m<sup>2</sup> per household** (40m<sup>2</sup> open space, 20m<sup>2</sup> informal play/ recreation space and equipped play areas) is considered appropriate, as per current national research recommendations (please refer to Minimum Standards for Open Space, SEDD 2005, p100). This requirement is to be met via **retention** of the **existing kick about facility** and an **improved equipped play facility** to the north of the site for which contributions will be sought from the developer (see Developer Contributions below).

#### **4. Landscape/ Ecology:** (please refer to Landscape Guidance Notes and Ecology SPG)

- i. **Protection of Landscape Setting: New woodland planting** is required to provide a **landscape setting, screening** and **shelter** on this otherwise open hillside (**25m** and **70m** as specified on the accompanying plan). Any additional woodland areas offered by the developer in terms of planting will be welcomed however this is likely to be considered as additional not alternatives to the planting shown. New planting should be carried out **concurrently** with **early phases** of development. The developer must consider all the aspects of site layout and **protect the specified woodland area** from subsequent incursions such as **service diversions**.
- ii. It appears likely that the construction of a vehicular access from **Caddonfoot Road** to the south west may require the **significant removal of existing trees** to ensure the required **standards of visibility** are achieved. Any slopes left exposed following the removal of trees should be **replanted with suitable replacement species** by the developer in **conjunction** with the **construction** of the **access**.
- iii. **Buffer zones** with **no ground disturbance** are required to protect proposed structure planting (**15m**) (please refer to BS Standard 5837: 2005, 'Trees in Relation to Construction').
- iv. The developer will be asked to provide information at an early stage regarding proposed **species mix, spacing, and layout** of **tree planting** and proposed **methods for retention in perpetuity**. Stock proof type fencing will be required where appropriate.

- v. A **Landscape Plan** will be required detailing planting within the allocated site including both street fronts and within front and back gardens to break up the housing pattern.
- vi. **Planted buffers** featuring scrubs and small trees are identified within the school site **(10m)** as privacy screening for the adjoining properties to the north of the site. Please refer to **SBC Landscape Guidance Notes** for suitable planting methods and species.
- vii. The developer to fully fund the **planting** and **long term management** of the proposed **woodland belts** and **replacement planting** associated with the **Caddonfoot Road** access (please see Developer Contributions section).
- viii. Based on the scale of the proposals, the site is seen to be a **major** development in ecological terms as defined by the Scottish Executive. An **Ecological Impact Assessment** is required.

#### **5. Water Resource Management:**

- i. The site is elevated above existing water courses and although no **Flood Risk Assessment** is required a **Drainage Impact Assessment** should be submitted.
- ii. An appropriate **Sustainable Urban Drainage System** or similar is required. **SUDS** must be designed to be **visually attractive, accessible** and **safe**. An engineered single purpose design is not acceptable.

#### **6. Affordable Housing** (as per Affordable Housing SPG):

- i. Affordable housing provisions to be consistent with the **Council's decision of 5<sup>th</sup> December 2006**. Initial feedback from Registered Social Landlords and the Housing Strategy section of the Council regarding this site, indicates that off site provision via a commuted payment is the preferred method of provision although onsite provision may also be acceptable.

#### **7. Developer Contributions** required (as per Draft Developer Contributions SPG):

- i. **Waste Water Treatment**– Necessary upgrades to system.
- ii. **Railway:** Waverley Railway Line Reinstatement.
- iii. **Roads:** Developer to fully fund necessary road infrastructure to serve the site and to provide suitable means of access to serve the school site either from **Caddonfoot Road** or from the Vineries. In addition there is a possible requirement for contributions towards wider transport improvements in the Galashiels area (see Constraints section)
- iv. **Education:** Contributions towards replacement **Caddonfoot Primary School**.
- v. **Open space/ play facilities:** Necessary upgrades to an existing facility to the North

West of the site consistent with the type and numbers of units provided.

- vi. **Footpaths:** The existing **adoptable footpath link** from the Vineries to be extended at the developer's expense to connect with allocated site.
- vii. **Woodland: Developer to fully fund the provision and long term management** of woodland and planting within and beyond the site as set out in the landscape section.

## 8. Density:

- i. Surrounding development achieves densities of between **13** and **29** units/ hectare. **66** units at **23** units/ ha is suggested as having potential within a **Net Developable Area** of **2.9 ha**.

**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 buffers or other constraint features). This figure includes **Buffered Areas** which may be utilised as garden grounds within the development site. The figures assume a range of densities within the site averaging at approximately **23 units/ ha**.

At the time when the **Draft Brief** was prepared for this site it was considered that a minimum of **15% affordable units** should be provided within the site and accordingly a **higher density** of **30 units/ ha** was factored into density calculations reflecting options for communal parking provision etc. Whilst this is still an option for this site, various parties including the respective **Registered Social Landlords (RSL)** have expressed a preference for **off site provision via a commuted payment** and this is reflected in the revised calculations. Following further consideration it is felt that the initial figure for the standard units at **20/ ha** was overly restrictive especially as detailed plans have now been received demonstrating a higher density. This consideration is reflected in the above figures.

- ii. It should be noted that this consideration does **not** indicate that a **homogenous density** throughout the site is either practical or indeed desirable and as indicated in the Urban Design section, **positive consideration** is likely to be given to innovative layouts where a **range of house designs and densities** may be achieved.

## **Related material:**

### **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 (Approved June 2005), Developer Contributions (Approved June 2006), Biodiversity (Approved December 2006), Guidance on Householder Developments (Approved July 2006)

### **Guidance Notes:**

Landscape Guidance Notes, Standards for Development Roads, BS Standard 5837: 2005, 'Trees in Relation to Construction' (Arboricultural Association 2005), others as appropriate.

### **Planning Advice Notes and Scottish Planning Policy**

(Particularly Planning Advice Notes No's 67, 68 and 76)

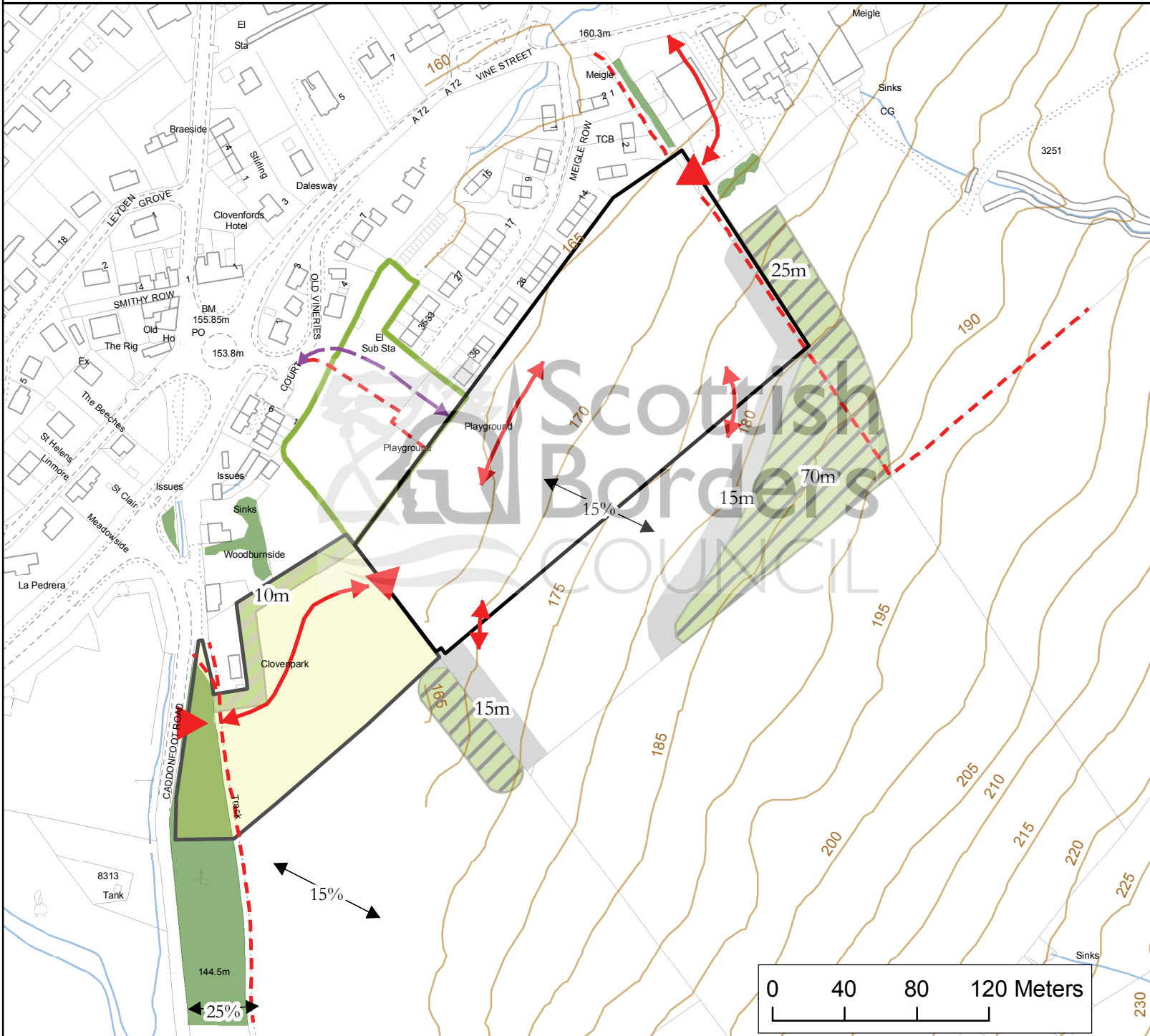
### **Scottish Executive Research:**

Minimum Standards for Open Space, (SEDD 2005)

## **Contacts for planning brief:**

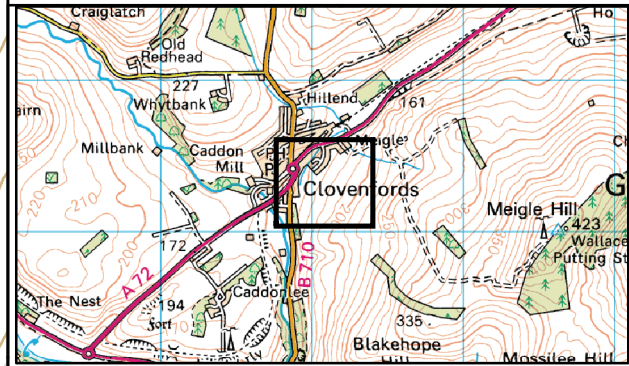
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**Key**

- Site Boundary
- Open space / play area to be extended
- Buffer with under planting
- Buffer Area
- Existing trees/ woodland
- Woodland to be created
- Primary school site
- Existing path/ path to be created
- Vehicular Linkage
- Preferred Vehicular Linkage
- Existing gradient of slope
- Vehicular Access Point



This map has been produced using colours and hatchings to illustrate key components of the brief. Whilst every attempt has been made to make the maps legible in black and white, viewing and printing in colour is recommended.

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