

# Scottish Borders Local Plan

Supplementary Planning Guidance

## Reston Auction Mart - Development Brief

May 2008



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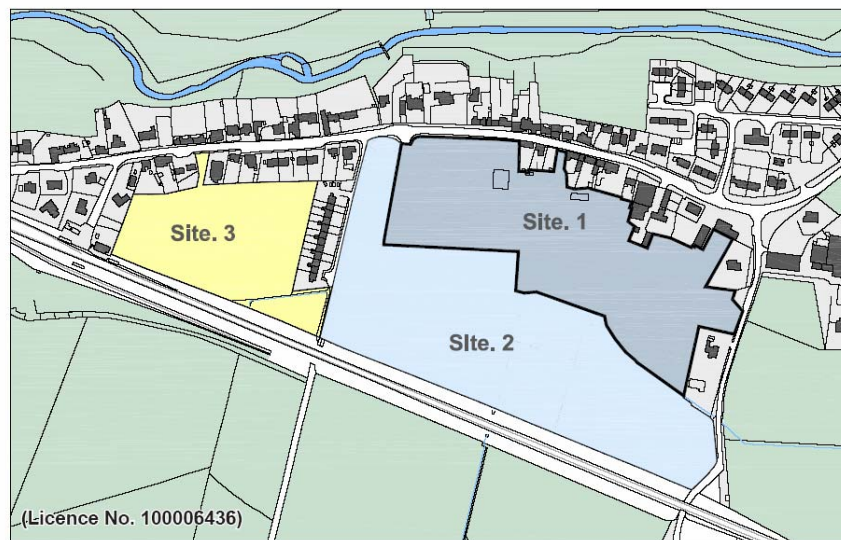
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# 1 Introduction

- 1.1 This development brief provides specific advice on what the Council will expect the proposals for this site to comprise.
- 1.2 This brief sets out the main opportunities and constraints relating primarily to Site 1, Former Reston Auction Mart; and more generally to its expansion into Site 2, Agricultural land between former Auction Mart and East coast line and Site 3, Field situated behind Reston Parish Church (see Fig 1: Site Distribution).
- 1.3 This brief creates an outline framework for the future development of the site within the local plan period and beyond. It is made clear in the text where specific issues need to be addressed, detailed attention is required or contributions are to be sought from the developer. The Brief needs to be read in conjunction with relevant policy and guidance issued by Scottish Borders Council and national government agencies.
- 1.4 Only Site 1 is allocated in the Local Plan. The remaining sites may be considered as suitable to be phased for longer term development, when identified in future local plan reviews.



**Fig 1: Site Distribution**



- Site. 1 
- Site. 2 
- Site. 3 

## **2 Site Context**

- 2.1 Reston is located in the north-east tip of the Scottish Borders Council area, close to the sea and adjacent to the A1 and mainline railway. The nearest conurbation, Edinburgh, is 47 miles away to the north-west and separated from Reston by the Lammermuir Hills. Berwick-upon-Tweed is located a few miles to the South on the sea. Typically for the Borders, the area is rural with an economy largely driven by tourism, agriculture and associated trades.
- 2.2 The community is primarily located between the railway and the A1, with Main Street running East to West. The village sits on a low plateau, above the Eye Water River, which runs parallel to Main Street to the North of the village. Reston has a primary school, church, village hall, post office, two pubs and small industrial units. Many of the major buildings in the village were built at the end of the 19<sup>th</sup> century. The population is currently around 335.
- 2.3 Low rise housing, with trees in places, predominates along Main Street, in an irregular pattern typical of villages in the area. Adjacent buildings are mostly residential, with a mix of stone built vernacular, colourful painted village town houses and recent modern housing. A stone faced terrace of two storey properties along The Orchard overlooks the western edge of Site 1. Parallel to Site 1, along Main Street, the street narrows so creating a more intimate feeling to the townscape.

## **3 Sites Description**

- 3.1 The location of the sites is shown on Figure 1: Site Distribution
- 3.2 **Site 1**  
Formerly a livestock auction mart, comprising 3.92 ha of Brownfield land, the site lies adjacent to the Main Street (B6438), with a partial frontage to Main Street and the C112 road to Chirnside. The site is separated from the main East coast railway line by a field to the south (site 2) and is currently accessed from the B6438. To the East a mature border of trees separates the site from two large residential properties, 'Clair Home' and 'Brierfield'.
- 3.3 The topography of the site is consistently flat with very slight falls to drainage channels. Hard standing and a scattering of small agricultural structures cover parts of the Auction Mart site. A continuous drainage ditch separates the Auction Mart site from the adjacent land to the South (site 2). Only Site 1 is allocated in the Local Plan. The remaining sites are phased as worthy of consideration for longer term development and may be identified in future Local Plan reviews.
- 3.4 **Site 2**  
The site runs East to West, parallel and adjacent to the main East Coast railway line and has a small frontage facing a terrace at 'The Orchard' and bordering the B6438 to the North. The site is partially buffered from the railway tracks by an intermittent tree lined strip running parallel to the embankment. The topography of the field is entirely flat and featureless and is currently used as a pasture for grazing sheep.
- 3.5 **Site 3**  
Nestled between the East Coast railway line to the South and the rear of Main Street properties to the North, the site is lined to the West, North and East by

residential developments. The site is only visible from the village through glimpsed views between existing buildings around the site. Access to the site exists via a narrow open strip of land adjacent to Reston Parish church and via 'The Orchard'. The site is flat and is currently used as a grazing pasture.

## **4 Finalised Local Plan Objectives**

- 4.1 Site 1 has been proposed for redevelopment in the Reston Settlement Profile; 'The development of the Auction Mart site should be seen as an initial development area giving impetus to the proposed railway station allowing future development to be located further South.' The site is defined within the Local Plan as Land Use Proposal zR013, with policy H3 applying (see Fig 2: Finalised Plan Reston (extract)).
- 4.2 Sites 2 and 3 are outwith the Local Plan Development Boundary. However, they are identified as potential areas for longer term development within the settlement statement. Hence the Brief identifies Sites 2 and 3 for longer term development; beyond the current local plan period and this will be subject to further detailed assessment during the next Local Plan review.
- 4.3 At the western end of Site 2, within the Local Plan there is an area adjacent to The Orchard, designated as "Transport Safeguarding." This has been designated as land which will be required for the "park and ride" function of the railway station. However as this linear area, along the East side of The Orchard, is positioned between the station and the Main Street, a case could be made for this area to be allocated for active uses. In this instance the car park could be located alongside the railway embankment, in a landscaped "buffer" zone, to the east of the station. Any potential changes to the Local Plan will require to be justified.
- 4.4 The Local Plan requires that improvements to the settlement infrastructure be made to allow new development.



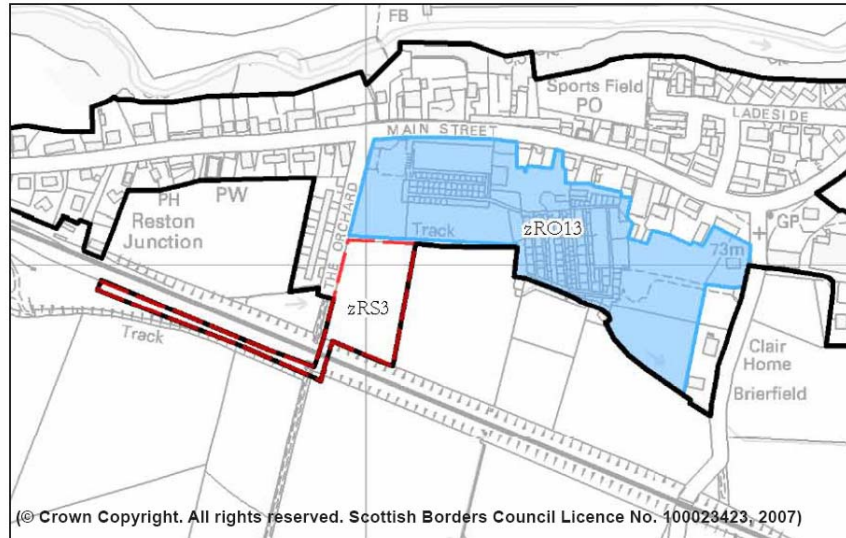


Fig 2: Finalised Local Plan - Reston (Extract)



-  Development Boundary (G8)
-  Transport Safeguarding (Inf1)
-  Housing
-  Redevelopment

## 5 Urban Design Guidelines

### Approach

- 5.1 A suitable residential environment will be established with a clear, high quality architectural approach that integrates and complements the existing settlement. Integral to any development will be the provision of amenity space that will foster public interaction and allow for recreation. Some provision mixed use will be required to provide services for this new development.
- 5.2 Beyond the forthcoming local plan period, Sites 2 and 3 are considered to potentially be suitable for longer term development; hence development on Site 1 must not prejudice scope for further expansion. A master plan will need to be prepared, which will inform future development patterns beyond the current local plan period. Within the master plan, the layout of Site 1 will be designed in greater detail.
- 5.3 With the possibility of the railway station being implemented and the proximity of the Main Street, there is a case on these sites for a higher density of housing than normal.
- 5.4 An opportunity exists to provide a coherent, homogeneous built form and landscape concept that will link the sites to each other and to the village. This is essential to ensure that the development sites are thoroughly integrated into their context.
- 5.5 A design statement, containing a written justification of the scheme, with illustrative material, will need to be part of the planning application. This is



required in order to demonstrate an integrated approach to architectural, landscape and infrastructural design.

### **Design Objectives**

- 5.6 An appropriate urban design concept must be adopted for all sites to meet the demands of this strategically important opportunity, while producing a distinctive scheme that is sensitive to its surroundings. The following objectives should be achieved as part of the design process for this development:
1. Clarify a defined and appropriate design philosophy;
  2. Create the “Village Green”- a new focal point for the village;
  3. Set out an appropriate pattern for housing within its context;
  4. Provide the potential for mixed use development;
  5. Create an attractive and stimulating public realm;
  6. Plan for pedestrian access and a high quality pedestrian experience;
  7. Create a sequence of public spaces connected to the existing village;
  8. Provide efficient and safe vehicular access;
  9. Reduce the visual impact of cars within the development;
  10. Integrate the development into the existing urban fabric of the village;
  11. Develop so as to promote sustainable residential standards.

### **Preferred Concept**

- 5.7 The location of the three sites is identified on Figure 1.
- 5.8 An illustrative concept for the longer term development of the sites has been devised, as part of a feasibility study. In essence this comprises a sequence of urban spaces that link development zones and provides valuable amenity space. Vehicular and pedestrian access routes link Site 1 to Sites 2 and 3 and provide access to the village. Two vehicular loops connect areas of the sites to the village, rather than creating rat-runs through the development (see Figure 4: Vehicular Access).
- 5.9 Phase 1 of the potential development would visually relate to the existing urban fabric along Main Street within a portion of Site 1.

## **6 Energy Efficiency and Micro-Climatic Design**

### **Renewable Energy**

- 6.1 There is now a Scottish Executive commitment to increasing the amount of renewable energy generated through appropriately designed buildings (see SPP6 and PAN 45). Micro-renewable technologies can now be applied within the design of new housing development with confidence.
- 6.2 The Scottish Borders Structure Plan (adopted by Scottish Ministers in 2001) Policy 121 “Small Scale Renewable Energy Technologies” states:

“Proposals for community and small scale renewable energy generation (or related techniques) will be encouraged where they have no significant adverse impact on the natural and built environment or amenity of the area.”

“All developers, whatever the nature of their proposals, will be encouraged to consider the potential to use materials, designs and technologies which either reduce the impact of energy consumption or reduce the environmental impact of energy generation when formulating proposals.”

6.3 The Finalised Local Plan (FLP) 2005 Principle 1 (Sustainability) states:

“In determining planning applications and preparing development briefs, the Council will have regard to the following sustainability principles which underpin all the Plan’s policies and which developers will be expected to incorporate into their developments...”

“...(5) the efficient use of energy and resources, particularly non-renewable sources.”

6.4 The FLP policy G1 (5) states:

“...in terms of the layout, orientation, construction and energy supply, the development (should) demonstrate that appropriate measures have been taken to maximise the efficient use of energy and resources, including the use of renewable energy and resources and the incorporation of sustainable construction techniques.”

6.5 Developers must comply with these policies and provide evidence of how they have addressed them.

## **7 Open Space System**

7.1 The existing provision for open space within Reston is located mainly toward the East and the West ends of the settlement. Therefore this proposed development provides a significant opportunity to provide a main focal point in the centre of the settlement which meets both the needs of the existing and future inhabitants.

### **Open Space**

7.2 As recommended from current national research, a minimum open space standard of 60m<sup>2</sup> per household for the on-site provision is required. (National Minimum Open Space Standards for New Development SPP11: 2005). In the light of this it would be anticipated that circa 0.4Ha would be required within Site 1.

7.3 It has been identified that a village green would be the favoured approach in the creation of the most significant open space associated with the development

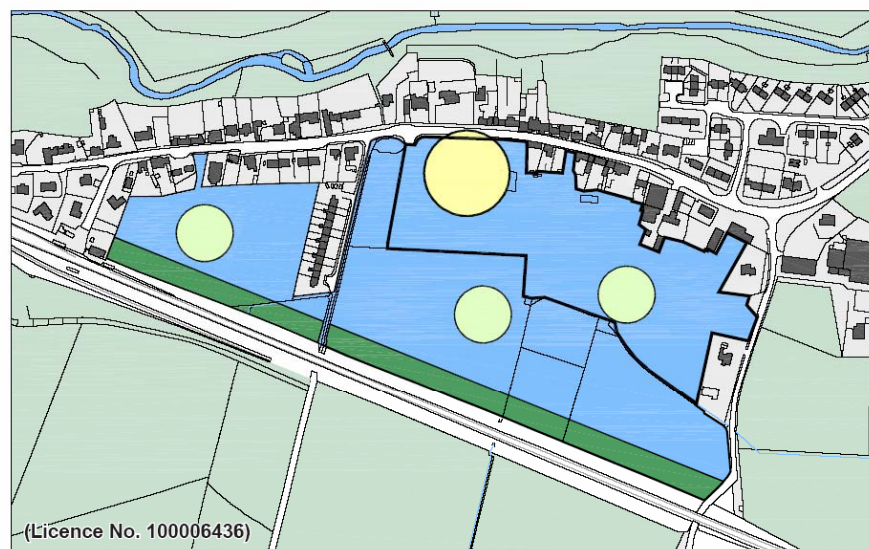
7.4 The village green should be the focal point in terms of open space for the community and should cater for a range of events in keeping with the traditional village green. However, the design should also consider the multiple use of the space.

7.5 Future considerations may also include the proximity and use of buildings for changing, showering etc. Some wider community use could be negotiated / sought, which would allow for the multiple use of this space, fulfilling the crucial role of the health and fitness of the wider community.

- 7.6 A key part of the connectivity between the parts of the open space system (see Figure 3: Open Space), within and beyond the sites will be a dedicated walkway / cycleway. This must link at various points into the development site and to bus stop(s).
- 7.7 Green spaces will have a high standard of landscape design including new planting comprising native trees and shrubs. Rear gardens should abut rear gardens to avoid vulnerability to over back fence tipping. Landscape buffers, approximately 20 metres wide, to the south of Sites 2 and 3 should be planted with new structural planting comprising native trees and shrubs.

### Play Space

- 7.8 Within the future open space system, recreational space/informal play and equipped play areas shall be provided, to a standard of 20m<sup>2</sup> per household. In the light of this it would be anticipated that circa 0.2Ha would be required.
- 7.9 Play space is defined as formal areas for play (as per the NPFA six acre standard). The phased development for the sites and the assumptions made as to the numbers of occupants per dwelling house, allow an assessment of the future provision possible. This can be assessed using both the NPFA standard and the draft guidelines contained in the SPP11 document, which is currently out to consultation.
- 7.10 The phased approach of the development lends itself to the potential to create two distinctly different play spaces both in terms of size and characteristics. Again reference should be made to the standards laid out in the NPFA guidelines, specifically in respect of LAPs and LEAPS.



**Fig 3: Open Space**

- Village Green
- Amenity Open Space
- Landscaped Buffers

## **8 Other Environmental Aspects**

### **Listed Building (Auction Mart Site)**

- 8.1 Reston Auction Mart Sheep Ring is Listed Category B (ref: 1167 – 067, Listed 26.1.2000) and is recognised as a good example of a rare building type. It has only recently ceased to be used as an auction ring. Careful consideration should be given to the future use and location of the structure which could be seen as a focal point within the new development.

### **Archaeology**

- 8.2 Any development of the site would require an archaeological evaluation particularly along the Main Street frontage, where the remains of old buildings may be found. In particular, within the cleared area along the frontage to the South of the stone wall, where there are no buildings, trial trenches should be dug. The Archaeological Officer will need to be consulted for further guidance.
- 8.3 Any development of green field areas to the rear, by the railway line, would also require to be evaluated.

### **Ecological Impact Assessment**

- 8.4 The site was assessed in the desk-top biodiversity risk assessment study for the local plan (see appendix B: Ecological Data). The biodiversity risk category is minor; the site is of low biodiversity value.
- 8.5 The size of development meets the criteria requiring an Ecological Impact Assessment (EclA) under the Supplementary Planning Guidance for biodiversity. For this site, this will require a survey of buildings to be demolished (cattle auction house etc) for bats and breeding birds. As a European Protected Species the bat survey and determination of licensing requirements are to be carried out prior to any planning consent being granted. As a Brownfield site an EclA should also include a survey and impact assessment for reptiles and amphibians. Boundary features such as hedgerows and mature trees should be retained. If hedgerows are removed, complementary compensatory hedgerow planting is required.

## **9 Housing**

### **Density**

- 9.1 Based on an assessment carried out for Site1: Phase1, say 40 units at a density of 30 units / ha (an indicative figure) is considered achievable within the net developable area. Final numbers of units will be determined at the detailed design stage and will be dependant upon the mix and size of proposed dwelling units.

### **Affordable Housing**

- 9.2 Affordable housing will be required under the provisions of Local Plan Policy H1, and the supplementary Planning Guidance on Affordable housing. A minimum requirement of 20% Affordable housing has been allocated for the site. On site provision is recommended, however SBC may also consider offsite provision or a commuted payment as appropriate. High quality affordable housing will be

required with a clear architectural approach to integrate with the private developments.

## **10 Education**

- 10.1 Reston is currently served by a local primary school whilst Eyemouth High School provides secondary education. There is a requirement to expand the primary school to incorporate the additional numbers that new housing would generate in the village. Any development will need to address this issue with full agreement from Education and Lifelong Learning.

## **11 Transport**

### **Rail Station**

- 11.1 A site has been identified in the Local Plan for the potential implementation of the railway station connecting Reston to the East Coast line. Any such facility will rely on central government funding. However, the station should be acknowledged both as an option and as part of any development strategy for the sites. The layout must not prejudice the provision of a “Transport Safeguarding” site. The station will require sufficient bus access and parking provision.

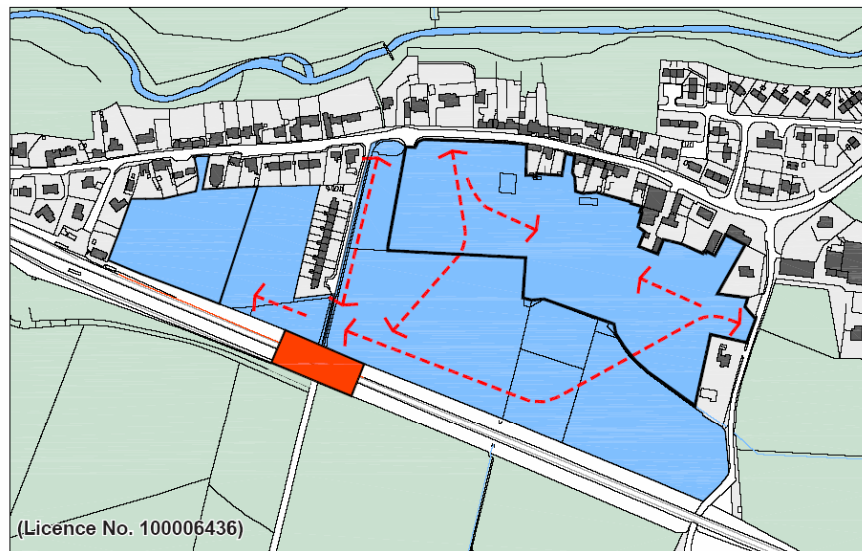
### **Road Network**

- 11.2 Current road access for Site 1 is taken from the B6438, Main Street and C112, the road to Chirnside. This dual access road system will continue in the future (see Figure 4: Vehicular Access).
- 11.3 Findings from the transport assessment will be used to determine whether contributions towards additional off-site road improvements linked to the wider transport network may be required in accordance with circular 12/1996. This will be subject to further discussions and agreement between the developer and the Council. Street lighting at the A1 staggered junction has been highlighted as a potential improvement.
- 11.4 Internal roads are required to meet “Standards for Development Roads”. Sites 1 and 2 would be served by loop roads. Hence the site layout should provide connected residential streets in addition to short cul-de-sacs and courtyards as set out in PAN 76. Opportunities shall be found to break up the linear nature of through spaces and buildings or other features, which may provide for suggestive traffic calming. A minimum street width of 6.0 metres is to be provided for the initial main access to housing, the station and the school. Internal streets are to meet the Council’s “Standards for Development Roads”.
- 11.5 All access roads and minor roads through the development must be adoptable by SBC Technical Services Department and must meet all appropriate road design standards. It is proposed that traffic is controlled within the development to counter the normal dominance of the car in residential areas.
- 11.6 Access to Site 2 should be direct from the B6438 and through any proposed development of Site 1. The layout for Site 1 must acknowledge vehicular linkages between the sites.

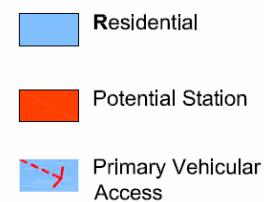
- 11.7 Access off The Orchard should be maintained for Site 3. Any works will need to ensure the minimal disruption to the residents. A pedestrian route to connect Site 3 with Main Street would be required.
- 11.8 Pedestrian permeability through the sites should be encouraged with greater pedestrian links to the central zone of the existing village. Priority should be given to safe and well designed pedestrian walkways / cycle ways and spaces.

### Parking

- 11.9 The finalised Local Plan specifies that parking provision be a minimum of 2 spaces per dwelling (discounting garages) for residents, when allocated to individual properties, with 25% visitor spaces in addition. If the layout has communal parking a reduction in places will be allowed, to a ratio of 1.5 - 1.75 spaces per dwelling, including visitor parking.



**Fig 4: Vehicular Access**



## **12 Water Management and Drainage**

- 12.1 There are capacity issues within the water and waste-water system in Reston and the surrounding area. Full consultation with Scottish Water as to the existing water / drainage infrastructure must be sought and any identified constraints addressed at planning application stage.
- 12.2 Depending on the programme for development, appropriate developer contributions may be required to ensure public foul sewer connection is achieved.
- 12.3 An appropriate Sustainable Urban Drainage System (SUDS) system is required to meet with the agreement of SEPA, Scottish Water and SBC. SUDS must be designed to be visually attractive, accessible and safe with suitable provisions for long-term maintenance. A clear location for a SUDS scheme will require to be shown for the site.
- 12.4 A drainage impact assessment will be required for this site.
- 12.5 The site is located in an elevated position above existing water courses; it is therefore unlikely that a Flood Risk Assessment will be required. SEPA should be contacted regarding any water course engineering works.
- 12.6 Waste management facilities for recycling and collection should form an integral part of the development, both from the perspective of internal plot space for waste segregation and storage, and off-site collection. Early contact should be made with Technical Services (see contacts below). Waste material needed in the construction of the development should only be carried in if a waste management licence is in effect or SEPA are aware of the activity.

## **13 Developer Contributions and Conditions**

- 13.1 The following items require to be addressed through appropriate contributions and / or conditions:
1. Railway: to be discussed;
  2. Roads: the redesign / mitigation work on the highway network adjacent to existing and new access points;
  3. Water and Drainage: arrangements to ensure sufficient capacity in the waste water treatment works, including the public foul water connection;
  4. Education provision;
  5. Affordable housing;
  6. Open space (including landscape / footpaths and aftercare / off-site payments if open space standards are not achieved on-site);
  7. Play Facilities: including play equipment, surfacing, fencing, planting and aftercare;
  8. Refurbishment / integration and re-use of the "Octagon" auction mart building.



## 14 Related Material

### Scottish Borders Council:

**Development Plan:** Scottish Borders Local Plan (Finalised) (SBC 2005), Scottish Borders Structure Plan 2001-2011 'The Scottish Borders - The New Way Forward' (SBC 2002) - [www.scotborders.gov.uk/life/planningandbuilding](http://www.scotborders.gov.uk/life/planningandbuilding)  
Preliminary Biodiversity Assessment of Sites (SBC 2005, edited July 2006) - [www.scotborders.gov.uk/pdf/17315.pdf](http://www.scotborders.gov.uk/pdf/17315.pdf)

### Supplementary Planning Guidance:

Affordable Housing, Developer Contributions, Biodiversity  
[www.scotborders.gov.uk/life/planningandbuilding/plansandresearch/index.html](http://www.scotborders.gov.uk/life/planningandbuilding/plansandresearch/index.html)  
Designing Out Crime (forthcoming) (Contact Charles Johnston, Senior Development Control Officer – see contacts below).

### Guidance Notes:

Landscape Guidance Notes 1, 2 and 3 and new SPG (Contact the Landscape Team - 01835 825060).  
Standards for Development Roads (Contact Ron Elliot, Road User Manager – see contacts below). A charge will be made for this document.  
Minimum Distances: A Good Practice Guide (draft) (Contact Charles Johnston, Senior Development Control Officer – see contacts below).

### 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, biodiversity), **Circulars**, **Scottish Executive Research** particularly: **Minimum Standards for Open Space**, (SEDD 2005) **BS Standard 5837: 2005**, 'Trees in Relation to Construction' (Arboricultural Association 2005). CABE Paying for Parks: Eight Models for Funding Green Space ([www.cabe.org.uk](http://www.cabe.org.uk))

### Contacts within Scottish Borders Council:

**Ian Aikman** (Development Control Manager (East)), Council Headquarters, Newtown St Boswells, Melrose TD6 0SA  
Tel: 01835 826510 E-mail: [IAikman2@scotborders.gov.uk](mailto:IAikman2@scotborders.gov.uk)

**Martin Wanless** (Plans & Research Manager), Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA  
Tel: 01835 825063 E-mail: [MWanless@scotborders.gov.uk](mailto:MWanless@scotborders.gov.uk)

**Andy Tharme** (Ecology Officer), Council Headquarters, Newtown St Boswells, Melrose TD6 0SA  
Tel: 01835 826514 E-mail: [ATharme@scotborders.gov.uk](mailto:ATharme@scotborders.gov.uk)

**Jon Bowie** (Development Negotiator) Council Headquarters, Newtown St Boswells, Melrose, TD6 0SA  
Tel: 01835 824000 E-mail: [JBowie@scotborders.gov.uk](mailto:JBowie@scotborders.gov.uk)

### Scottish Borders Council (SBC) Development Control:

**Alasdair Maclean** (Senior Development Control Officer), Area Office, Newtown Street,

Duns, TD11 3DT  
Tel: 01361 886105 E-mail: AMacLean@scotborders.gov.uk

**SBC Technical Services (Road User Group):**

**Ron Elliot** (Road User Manager), Council Headquarters, Newtown St Boswells, TD6 0SA  
Tel: 01835 824000 E-mail: RElliot@scotborders.gov.uk

**SBC Technical Services (Environmental Services)**

**Graham Prentice** (Refuse Collection Manager) Council Headquarters - Scott House (A),  
Sprouston Road, Newtown St Boswells TD6 0QD  
Tel: 01835 825111 Ext: 5612 Email: GPrentice@scotborders.gov.uk

**Julie Rankine** (Waste Strategy Manager), Council Headquarters - Scott House (A),  
Sprouston Road, Newtown St Boswells TD6 0QD  
Tel: 01835 825111 Ext 6629 Email: JCRankine@scotborders.gov.uk

**SBC Countryside & Heritage**

**Andy Millar** (Countryside & Heritage Manager), Council Headquarters, Newtown St  
Boswells,  
TD6 0SA  
Tel: 01835 825062 E-mail: AMillar@scotborders.gov.uk

**Other Contacts within Scottish Borders Council:**

**SBC Technical Services (Environmental Services)**

**Jason Hedley** (Parks Manager), Council Headquarters, Scott House (A), Sprouston Road  
Newtown St Boswells, TD6 0SA  
Tel: 01835 824000 E-mail: JHedley@scotborders.gov.uk

**SBC Education:**

**Trudy Brown** (Communications & Policy Manager), Council Headquarters, Newtown St  
Boswells, TD6 0SA  
Tel: 01835 824000 E-mail: APatterson@scotborders.gov.uk

**Other suggested contacts:**

**Scottish Natural Heritage:**

**Anne Brown** (Area Officer), Anderson's Chambers, Market Street, Galashiels,  
TD1 3AF  
Tel: 01896 756652 E-mail: Anne.Brown@snh.gov.uk

**Scottish Water:**

Castle House, 6 Castle Drive, Carnegie Campus, Dunfermline, KY11 8GG

**Scottish Environment Protection Agency:**

**Sonja Millar** (Planning Officer), Clearwater House, Heriot Watt Research Park, Avenue  
North, Riccarton, Edinburgh, EH14 4AP  
Tel: 0131 273 7234



Figure 5: Area Photographs