

# Scottish Borders Council

Supplementary Planning Guidance

## Newtown St. Boswells Development Framework

February 2012

### Appendix A



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# 1 INTRODUCTION

1.1 This Development Framework has been prepared by Scottish Borders Council in discussion with the local community and key stakeholders to guide proposed development within Newtown St Boswells. It sets out the key requirements for development to take place, including the provision of key facilities and development contributions. It also sets out proposals to achieve the desired integration between the existing village and the new development using the village centre as the vital link in the process.

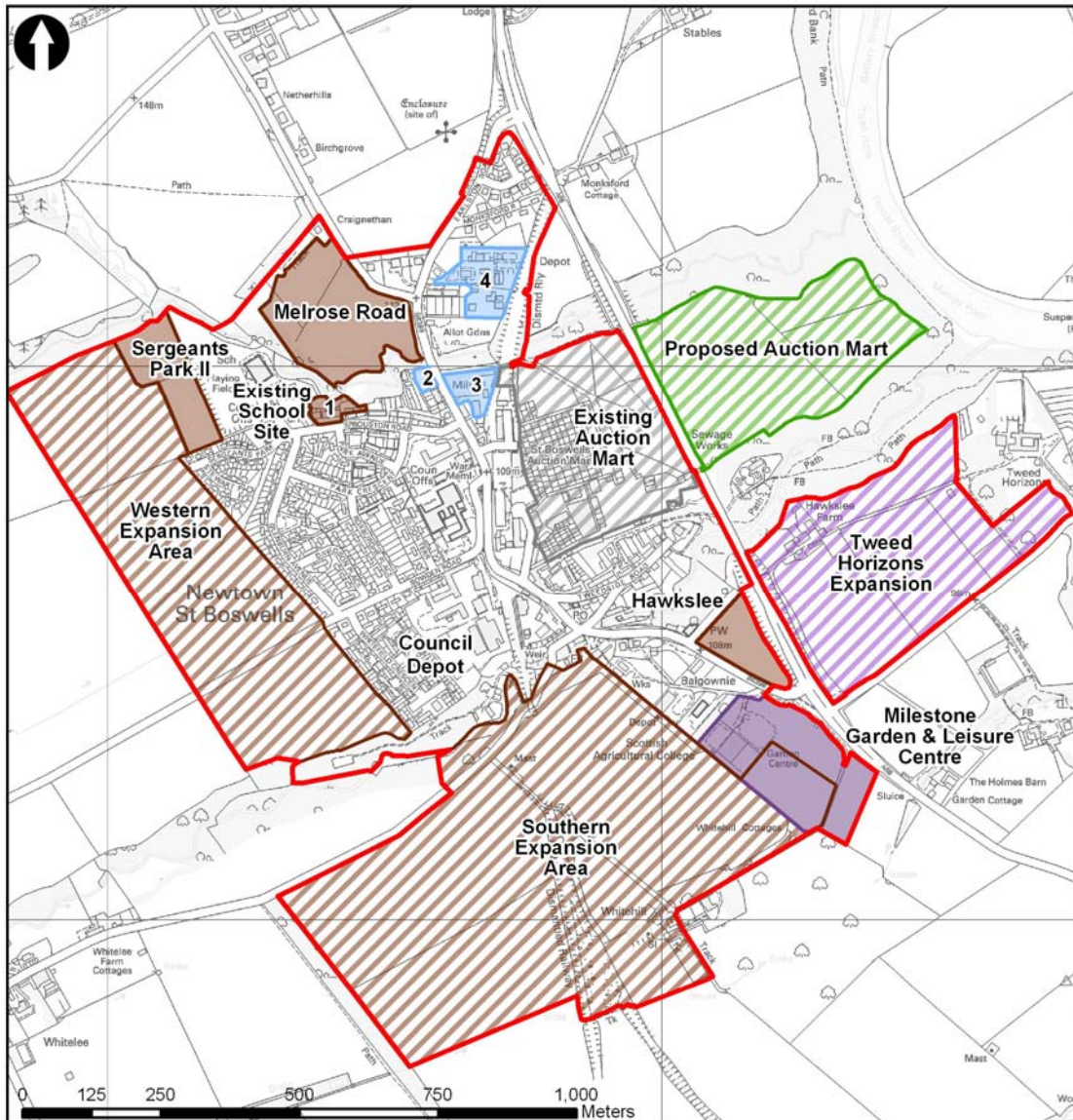


## 2 BACKGROUND

- 2.1 The Council's Development Strategy identifies Central Borders as the most likely location for sustainable locations for housing, and to capitalise on the reinstatement of the Borders rail line and contribute to economic growth. The village of Newtown St Boswells was identified as a focus for strategic development in the Central Borders. The expansion and regeneration of the village will help to meet the Structure Plan requirement for housing land which has now been allocated in the adopted Consolidated Local Plan (2011).
- 2.2 Newtown St Boswells is located in the Central Borders and has a population of approximately 1100 residents. The village is located 1 mile from St Boswells and 7 miles from Galashiels. The A68 is the main road in the Borders and by passes the village just to the east. Using the A68, Edinburgh is approximately 1 hours drive to the north and Newcastle is approximately 1.5 hours drive to the south.
- 2.3 The village is set within a special environment. A National Scenic Area (NSA) is located just to the north, east and west of the village and the area also includes a Special Area of Conservation (SAC) designation related to the River Tweed and its tributaries.
- 2.4 The existing village is built around the former railway and has, since the railway closed, changed significantly in character. Residential areas have been built, mainly to the west and the north of the village centre. Until relatively recently the A68 ran through the heart of the village. The commercial village centre has been subject to limited change. The Auction Mart and its associated traffic have a noticeable presence within the centre.
- 2.5 The village core includes part of the historic settlement and includes the original urban form, centred on Melbourne Place and Tweedside Road. There are later additions including the Council headquarters. The character of the village centre is largely defined by a number of historic buildings of interest that form local landmarks and create a distinctive sense of place. Future growth and regeneration within the village should acknowledge the role that the intact historic core plays in the attractiveness and desirability of Newtown St Boswells as a place to live.
- 2.6 Regeneration of the village as a place is an important objective. An important site for regeneration is the auction mart site and this has been identified for mixed use development adjacent to the village core. It is intended that the mart is relocated to the east of the A68, and a planning approval has been given subject to the completion of planning agreements. A planning brief and subsequent outline planning application submitted by John Swan & Sons Plc includes land for housing and the provision of a relocated health centre and additional retail provision.

### **Purpose of development framework**

- 2.7 The Development Framework sets out the Council's approach to the successful development and regeneration of Newtown St Boswells. The Framework looks at the proposed growth across a number of sites in the wider context of the village and gives clear direction to achieve the cohesive development and regeneration of Newtown St Boswells as a whole, with particular consideration given to the relationship between the new development areas and the existing village centre. **Figure 1** shows the main proposed areas for development.



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**Figure 1**  
**Newtown St Boswells**  
**Development Areas**

**Key**

- |                      |                                   |   |
|----------------------|-----------------------------------|---|
| 1 Sprouston Cottages | New Development Boundary          | Proposed Auction Mart                                   |
| 2 Former Garage      | Adopted Local Plan Redevelopment  | Site Specific Planning Brief/ Masterplan for Housing    |
| 3 Langlands Mill     | Adopted Local Plan Housing        | Site Specific Planning Brief/ Masterplan for Employment |
| 4 Depot              | Milestone Garden & Leisure Centre | Site Specific Planning Brief/ Masterplan for Mixed Use  |

IST ID: 121589

## Planning policy context

- 2.8 The Scottish Government produced Scottish Planning Policy (February 2010) and this sets out national policy on a number of areas including housing, employment and open space. Policy statement Designing Streets published in 2010 emphasise the importance of street design in place-making. The Scottish Government has also produced a number of Planning Advice Notes (PANs) with more detailed advice on specific subjects . It should be noted that successful settlement and development design is a key objective underlying national policy, and this is emphasised in the Design policy document produced by the Government. This Development Framework needs to be read in conjunction with national and local planning guidance.
- 2.9 The consolidated Structure Plan incorporates the requirement for development to be focussed on the wider Central Borders and identified the requirement to augment the housing supply for the period up to 2018. This has now been taken through the Local Plan process.
- 2.10 The Scottish Borders consolidated Local Plan includes the area to the south and west of Newtown St Boswells as a preferred expansion area, and this, together with the Auction Mart within the existing village helps meet the strategic housing demand set out in the Structure Plan. The plan also safeguards strategic employment land at Tweed Horizons to the south east of the village.
- 2.11 The local plan allocations are: the expansion area to the south and west (site reference ANEWT005), the redevelopment of the existing Auction Mart (site reference MNEWT001) and the employment land at Tweed Horizons (site reference BNEWT001).
- 2.12 The consolidated Local Plan also allocates a number of other sites for development, including housing, in and around the village, as shown in **Appendix 1**.
- 2.13 Scottish Borders Council has produced a range of Supplementary Planning Guidance (SPG) documents that set the policy context for new development and cover a range of topics. These include Affordable Housing, Development Contributions, Green Space, Biodiversity, Renewable Energy and, importantly, Placemaking & Design. The Council has also approved a Planning Brief that sets out the opportunities and constraints for the redevelopment of the existing Auction Mart. SPGs and Planning Briefs are material considerations in determining planning applications.

## Appraisal process

- 2.14 As part of the preparation of the Development Framework two key pieces of work were undertaken. The first was an appraisal by Bain Swan Architects on the integration of the new proposed development areas with the village centre (see **Appendix 2** for full details). The second was an appraisal of the preferred locations for key facilities required as part of the village expansion. The key facilities being the school, the health centre and civic and recreational open space (see **Appendix 3**).
- 2.15 The Development Framework has aimed to identify preferred sites for development and where further research has identified constraints or deliverability issues this has been highlighted and options for an alternative site included. **Figure 2** shows the main options

considered. The Development Framework has taken into account the appraisal process, the allocations and site requirements in the consolidated Local Plan, Council policies and the approved Planning Brief for the existing Auction Mart. Comments received during the consultation stage have been taken into account wherever possible.





**Figure 2**  
**Development Framework**  
**Site Appraisal Options**





**Key**

-  Village Centre
-  Adopted Local Plan Housing Site
-  Finalised Local Plan Amendment Housing Site
-  Finalised Local Plan Amendment Mixed Use Site

**Open Space Options**

-  O1. Civic Park:  
Southern Expansion Area
-  O2. Civic Space:  
Village Centre/Auction Mart

**Health Centre Options:**

-  H1. Auction Mart
-  H2. Langlands Mill

**Education Options:**

-  E1. Southern Expansion Area
-  E2. Existing School Taking in  
Land to West
-  E3. Council Depot

Council depot site - safeguarded site  
for potential use for education provision

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## Community consultation and involvement

- 2.16 During the process of identifying and planning the expansion area and the regeneration of the village the local community have been involved through consultations, workshops and meetings.
- 2.17 Community consultation has been carried out to ensure the framework reflects, as much as practicable, community aspiration. A consultation draft of the Development Framework was published in November 2009, with accompanying feedback forms. This was publicised through the Scottish Borders Council website and through community engagement events that took place in December 2009 in Newtown St Boswells.
- 2.18 The community engagement event was open to all, and through the consultation process people were asked to 'vote' for their preferred location of the various land use options throughout the village and to provide any comments. A summary of the key outcomes from the community consultation is included as **Appendix 4**. Some of the main concerns raised during the consultation are:
- Access to, and parking within, the village centre
  - Central location of civic park and school provision
  - Requirement to include further development sites in the village in the Development Framework
- 2.19 The Council commissioned Bain Swan Architects in June 2010 to progress an initial draft plan and vision for the village centre. The brief focused on key development considerations including connectivity; sense of arrival and the village centre itself. The preliminary plans were presented to stakeholders including the key landowners/developers, Council elected members and the Community Council over the period of October 2010 and January 2011. At the request of the Community Council, an informal pre-consultation stage was agreed from mid January to the end of February 2011 with summary information and draft plans provided on the Council's website and the Community Council notice board.
- 2.20 There have also been a number of meetings, between Eildon and Newtown St Boswells Community Council Sub Group and Council officers, and progress reports since 2009.
- 2.21 For the major expansion areas to the south and west, the developers have had separate consultation with the community in the process of developing their outline Masterplan.

## 3 DEVELOPMENT FRAMEWORK

### Vision, main aims and key objectives

3.1 It is important that the future development of Newtown St Boswells is carried forward in a sensitive and creative manner. The proposed development will ultimately lead to a substantially increased village population, and should bring benefits to the entire village. The Framework is consequently required to provide the wider perspective necessary to successfully integrate the southern and western expansion of the village and the redevelopment of the mart site against the wider strategic context of the village and the future needs generated by the community expansion (**Figure 3** shows the broad context for the Development Framework, and **Appendix 5** the existing and planned village characteristics).

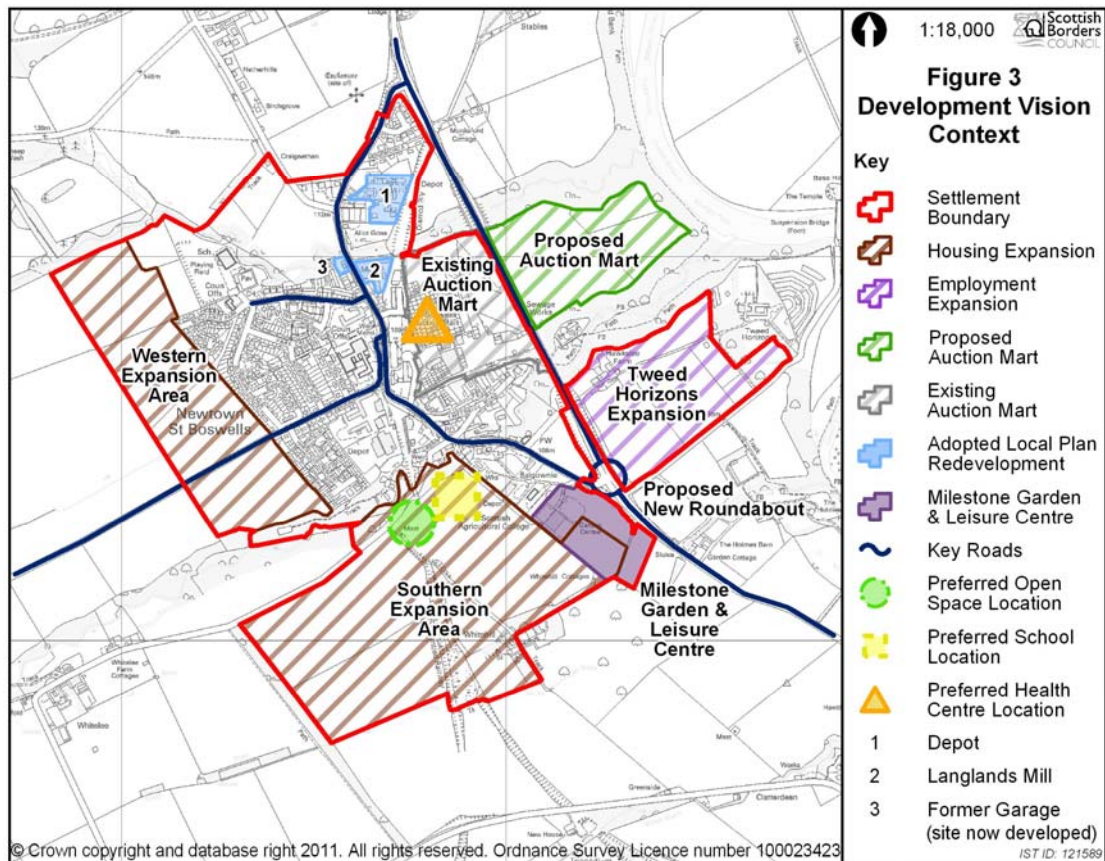
3.2 Therefore, the Vision and main aims for the framework are

**‘to develop Newtown St Boswells for the benefit of the community as a whole by regenerating the existing village centre, creating improved community, business and recreation facilities, providing attractive places in which to live and work, and creating a real sense of place’.**

3.3 The 5 key objectives of the Development Framework are to:

- Establish a ‘joined-up’ vision hinged on the village centre for achieving the future development and regeneration of Newtown St Boswells
- Provide an appraisal of village-wide facilities and future requirements generated by the settlement expansion
- Consider how new and improved services and facilities can best be accommodated
- Set the strategic context for individual development sites and how they can most usefully contribute to a regenerated village
- Provide guidance to developers to resolve any conflicting demands and ultimately provide certainty and clarity on development contribution requirements

3.4 The development vision includes successful delivery and sustainable development of the expansion of residential and employment development in Newtown St Boswells as set out in the Local Plan and a successful regeneration of the village centre. Successful regeneration of the village centre includes appropriate use of a number of sites located close to the village centre. The main objectives to achieve a successful development are set out in the Key Objectives.



## Village regeneration

- 3.5 One of the major drivers behind the strategic decision to locate housing growth around Newtown St Boswells is the opportunity this provides to support the wider regeneration of the village. The main benefits from regeneration of the village centre would be improvement of the visual impression of the centre, increased footfall to support local businesses, improved local services and the creation of a focus for the daily life and meetings in the community.
- 3.6 Alongside the indirect socio-economic benefits of the proposed new housing development (population growth, local spend, local employment during construction and added vibrancy to the village heart), there is a need to identify opportunities for added enhancements to the village centre as a focus for further future investment. Existing services and facilities require to be retained within the village centre including health centre services and the food store currently operated by the Cooperative.
- 3.7 With the proposal to relocate the Auction Mart in the future, there is a potential to review the space within the village centre and surrounding area and rationalise the public realm to create a civic core where pedestrians can comfortably congregate and village events can take place.
- 3.8 Sustained growth and regeneration within the village should not ignore the role that the intact core of historic buildings around Melbourne Place and Tweedside Road could play in the attractiveness and desirability of Newtown St Boswells as a place to live.
- 3.9 In addition to the original built fabric of the village centre, the settlement expansion will

potentially bring new building development into the village centre through provision of additional community facilities. All new buildings in and around the village centre have a civic role to play within the townscape and the quality and relationship of these buildings to their context is vital to further enhancing the quality and competitiveness of the village centre.

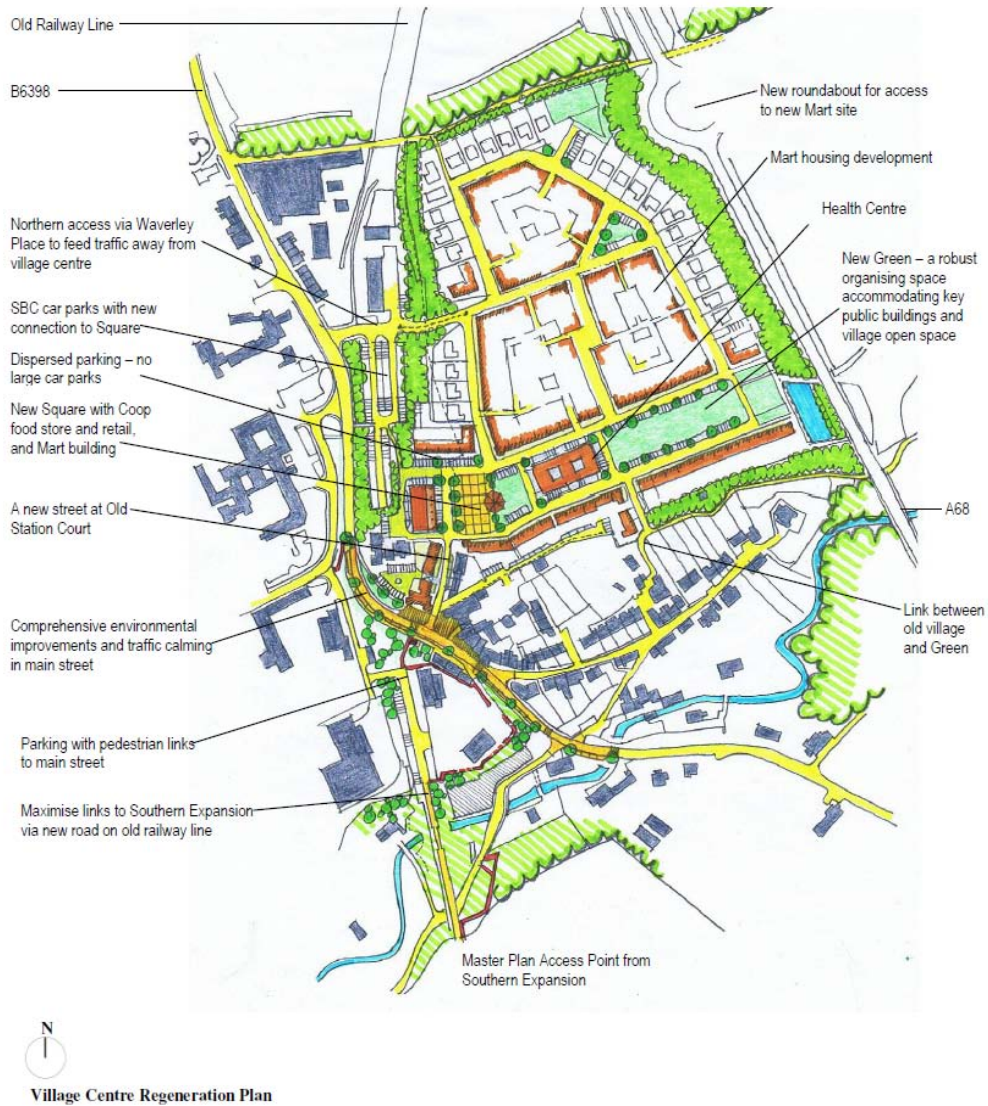
- 3.10 To promote the achievement of high quality townscape enhancements discussed above the Council commissioned an independent study by Bain, Swan Architects to establish a design vision for the area. The study (in **Appendix 2** ) sets out a vision for a thriving village centre, the aim being to achieve an improved urban form in the village centre with a more satisfying public realm which can contribute an identity and sense of place appropriate in the context of the enlarged settlement. This involves the crafting of the public realm, of the streets, lanes, squares and greens which can give expression and a sense of belonging to the community, so that an enlarged Newtown can hold its own with other comparable Border towns and villages.
- 3.11 In order for the services and facilities in the village centre to thrive as a consequence of the proposed southern and western expansion, good connections to the village are essential. Physically and psychologically the proposed expansion areas are firmly separated from the village core by an area of industrial land and the Bowden Burn corridor with significant level differences to overcome. The disconnectedness is particularly challenging and new connections for vehicular, pedestrian and cycle traffic to encourage residents to use the village centre need to be maximised.
- 3.12 The urban design vision has been developed to meet the placemaking principles and to assist the phasing of development whilst ensuring the continuity of service provision. This particularly applies to the health centre and the Co-op, both of which would enhance the viability of the proposed centre in their proposed location. The main proposals arising from the study are shown in **Figures 4 and 5** and are:-
- **Main street improvements-** the proposal is to turn the road into a street and reclaim it for the village creating a sense of arrival. It will continue to be accessible by vehicles but with a clear sense of priority given to pedestrians. It will be designed to provide a clear sense of place leaving no doubt that here is the main street of the village, with a clear identifiable sense of arrival and departure. The proposed improvements include traffic calming, repaving, tree planting, introduction of short term parking and an additional public space at the foot of Old Station Court where further frontage can provide new enclosure and create a double-sided street.
  - **New connections to the south and west expansion areas-** the proposal is to create the maximum number of linkages to promote the use of the village centre. This will include new pedestrian/cycle link to Whitelee Road, a pedestrian/cycle route along the southern boundary of the new Cooks van hire site and new vehicle/pedestrian/cycle link over the old railway bridge. Other opportunities relate to the provision of new parking opportunities for the village centre and additional pedestrian steps opposite Old Station Court
  - **Genesis of a new village centre-** there are opportunities to provide new and enhanced uses for the key existing buildings in combination with new and meaningful public realm space to create a new centre for the village with a natural continuity from

- **A new civic square-** a new Co-op building would have a axial geometrical relationship with the facing octagonal category B listed Mart building, suggesting a new public square, to act as an important new civic space for the village. New housing frontage enclosing its north side would contain the view up Old Station Court, itself transformed into a double sided street
- **A new street at Old Station Court-** making Old Station Yard double sided would convert it into a meaningful street connecting the improved main village street at Melbourne Place with the Square. Where the row meets Melbourne Place there is the opportunity for a well designed frontage to replace some of the closure lost with the passing of the railway buildings. Like Melbourne Place, this frontage could be provided with a broad apron to provide additional space for street side activity
- **A pivotal role for the mart building-** The centralised octagonal form of the category B listed Mart building is ideally placed to close the vista from another street, this one leading northwards to a secondary access to the main street. This is formed by extending Waverley Place eastwards so providing a vehicular route which directs traffic away from the village centre. Used in this way a revitalised Mart building with an appropriate public function would play a pivotal role in this new townscape
- **Extending the building line from Melbourne Place-** enormous continuity can be brought to the new part of the village on the Mart site by the simple expedient of carrying the new housing frontages round eastwards so they provide a clear distinction between the public street realm in front, and the private garden realm behind, retaining the lane at the rear for parking purposes
- **A new village green-** shared by the old and new parts of the village, the space at once divides and unites the new with the old, and the east west orientation repeats that of the village deans. The placement within this organising space of the main public buildings – the Coop food store and the addition of the health centre enhances the “public” character of the place, making it a regular destination for the whole village. Critical to achieving the maximum permeability from the old village is concerned is establishing a pedestrian link to the Green from Tweedside. The green thus formed can be a multi purpose space which meets the open space requirements for the mart development and the village, but in a more meaningful urban form than if open space were disposed arbitrarily throughout the mart development. The scale of the space can accommodate higher density and taller buildings more appropriate to its central position in the village. Large areas of car parking in the village centre, especially if they are dedicated to individual buildings should be resisted since these would dominate the public realm, diminishing its sense of place. Parking requirements should be met by a dispersed arrangement maximising lengths of on street parking broken up by planting and street trees



- Mart development design issues-** the interface between the Mart development and the old village to craft a new centre is critical, and should enhance the marketing potential of the new development ensuring it belongs to the village and appears as an authentic “piece of village” rather than a suburban enclave.

**Figure 4: Proposals for village centre regeneration**



**Figure 5: Sketch proposals for village centre regeneration**



3.13 The delivery of the revitalised village centre should take into account the urban design proposals set out within the Bain, Swan report. In addition, the redevelopment of the Auction Mart site has a significant contribution to make to the vision for the area. The developers of the south and western expansion areas (and other development proposals in the village) are also required to contribute towards the process of regeneration and connectivity. Equally, the Council has a significant role to play in the enhancement of the public realm. To achieve this it will:

- Establish a 'common fund', derived from development contributions and Scottish Borders Council capital programme, for townscape enhancements works with potential application of the fund to include:
  - Quality and finish of future new build components of village centre

- Enhancement/remediation works to existing built fabric of village centre
- Public realm works enhancing the setting of key community buildings/facilities
- Enhancing connectivity through the village
- Other initiatives to support the village centre regeneration could include:
  - Grant Schemes, such as the Shop Front Grant Scheme, providing support to encourage the refurbishment/letting of units to potential new businesses generated by the expanded population
  - business support via the Business Gateway
  - business funding
  - retail advisory support
  - tourism support and development

3.14 Details of the regeneration of the village centre will be determined during the process of development of the residential/mixed use sites in the village and is dependent on progress of development of the expansion as well as the relocation of the existing Auction Mart and development of other sites within the village.

3.15 Market forces comprise a significant influence over the development of housing, employment and mixed use sites. Demand for these sites will underpin both the phasing and rate of development. The land allocated in the adopted Local Plan is owned by a number of different landowners although the Southern and Western Expansion areas are within single, but separate land ownerships. There are also a number of private landowners in the village centre and on smaller allocations. The Council is in control of some of the land referred to in the Development Framework. This will also influence the delivery of infrastructures and village centre regeneration necessary to support the balanced and sustainable expansion of the settlement.

3.16 The level and timing of public sector funding will also be important as it also impacts on the timing of the delivery important elements of the town centre such as the proposed health centre. The Council will contribute to the regeneration but requires access to further funding streams provided by development contributions and other funding possibilities.

3.17 Details of the development of the expansion area will be determined in masterplans as part of the planning application process for each phase.

## 4 GENERAL DEVELOPMENT REQUIREMENTS

### Key development areas

- 4.1 There are a number of sites within Newtown St Boswells that would positively contribute to the regeneration of the village by being redeveloped for an appropriate village centre use.
- 4.2 The strengths, weaknesses, opportunities and threats (SWOT) are analysed in **Appendix 6**. In addition, the framework also considers the factors that need to be taken into account when taking forward development across the following topic areas:-
- Housing and design
  - Open space
  - Education
  - Community facilities
  - Employment infrastructure
  - IT infrastructure
  - Transport
  - Landscape and natural heritage

### Housing and design

- 4.3 The Council expects high quality design in all housing developments in the Scottish Borders and in January 2010 launched its Placemaking and Design SPG to guide developers towards well designed developments that fit in the Scottish Borders context. Any development proposals put forward to the Council need to clearly demonstrate how they meet the design guidance outlined in the SPG and consider the impact of the site on the wider area in terms of views and landscape, the local area in terms of built character, sustainable development and layout, but also the design of individual buildings in terms of energy efficiency, materials, colours and details.

### Affordable housing

- 4.4 The expansion of Newtown St Boswells will bring significant additional population requiring a range of mixed-tenure housing. This includes the delivery of appropriate forms of affordable housing in optimal locations and in line with Council policy. In accordance with Structure Plan policy 'H9 Affordable and Special Needs Housing' and Local Plan policy 'H1 Affordable Housing', sites identified for housing within Newtown St Boswells are required to provide affordable housing. The SPG on affordable housing sets out the level of requirement for each housing market area, the requirement for Central Borders including Newtown St Boswells is 25% of any development site. The SPG also specifies that affordable housing should not be distinguishable from other dwellings in terms of design or location. One of the aims in delivering affordable housing, regardless of where or how it is delivered, will be to promote social inclusion and integration.
- 4.5 There are a variety of mechanisms for the delivery of affordable housing policy requirements. The specific nature and timing of affordable housing provision will require to be negotiated and mutually agreed between the developer, Council and other

relevant partners via the planning application process. The outcomes from this process will be reflected in associated legal agreements. Traditionally, social rented housing has been the Council's preferred affordable housing tenure. However, a variety of affordable housing delivery options, as itemised in the relevant SPG are, not only desired, but may indeed be necessary to fulfil policy requirements and satisfy relevant demand.

4.6 Specific affordable housing delivery mechanisms are set out in the Council's SPG on Affordable Housing and can include:

- Social rented housing
- Shared ownership
- Shared equity
- Subsidised low cost home ownership
- Unsubsidised low cost home ownership
- Mid market rental
- Private below market rent
- Affordable serviced plots

4.7 The Council's Housing Strategy Team anticipates that the requirements for the expansion of Newtown St Boswells will be met through a combination of mechanisms. It is thought unlikely that sufficient Housing Association Grant (HAG) funding will be available to deliver all of the affordable housing within the Council's affordable housing programme nor would Registered Social Landlords (RSLs) necessarily wish to dedicate disproportionately high levels of resource allocation to one Scottish Borders settlement. A possibility to phase the development over a longer time period would be for RSLs to landbank the land that is not feasible to develop in tandem with the mainstream housing. This would safeguard land to meet future housing need locally.

4.8 Affordable housing proposals should be presented to Scottish Borders Council in a way that clearly demonstrates the full commitment of all parties.

4.9 **Appendix 7** includes information on existing housing tenures in Newtown St Boswells and shows that the proportion of properties already provided by RSLs in the village.

4.10 In summary, the housing and design requirements should meet the following criteria:

- housing developments should meet site requirements set out in the Local Plan
- housing developments must achieve high quality design standards and demonstrate that the design process set out in the Placemaking & Design SPG has been followed
- affordable housing should be provided in line with Council policy and guidance
- design and location of the affordable housing should not be distinguishable from mainstream housing

4.11 The most appropriate means of providing affordable housing in Newtown St Boswells will be dictated by a range of factors, as and when new development comes forward. It is essential that affordable housing provision is reflective of identified housing need, complies with Council policy and is capable of delivery, taking into account the phasing of new market housing delivery programmes.



## Sustainability

- 4.12 The strategic expansion of Newtown St Boswells represents a real opportunity to encourage energy efficient development and renewable energy provision. The development of the housing sites in Newtown St Boswells and the employment site at Tweed Horizons should incorporate sustainable development in terms of design of buildings, construction, materials and infrastructure to achieve a socially and environmentally sustainable community.
- 4.13 There should be concerted effort to deliver district heating based on renewable energy sources. Different sources of renewable energy, or a combination of sources such as wood or waste, should be considered by developers. In the future there may be opportunities to connect to local district heating system run from Charlesfield.
- 4.14 Developments need to include strong and meaningful pedestrian and cycle links between different areas to encourage walking and cycling. This would also help connect the new developments with the existing village and its surroundings, and also increase the use of improved local services and community facilities. Connectivity between the village centre and the new major development areas will be particularly important.
- 4.15 The objectives for the developments are to:
- Achieve 'Eco-Homes' rating of 'excellent'
  - Encourage district heating based on renewable energy resources
  - Reduce carbon emissions and achieve energy conservation in line with national and local policy
  - Encourage sustainable transport based on cycling and walking and discourage short car journeys
- 4.16 **Appendices 8 and 9** set out more details on how the developments can achieve the sustainability objectives relating to 'Eco-Homes' rating, and national and local sustainability policies.

## Open space

- 4.18 Good quality, accessible public open space is integral to healthy, vibrant communities. The Council have produced an SPG on Greenspace which seeks to provide clear parameters for open space provision in new development. A further site-specific study, based on the SPG policy, has assessed the potential Green Space, Sports and Recreation requirements of Newtown St Boswells. This highlights that the village is served by a limited range of public open space, and identifies existing deficits in provision of allotments and community gardens, amenity green space, children and young people's facilities, outdoor sports facilities, parks and gardens and natural greenspace within the village.
- 4.19 With the projected growth of the village there is an opportunity to provide greater open space provision. There is a need for appropriate open space provision within the expansion areas to serve both new residents and the wider community. The expansion of the village will result in requirements for new open space and play areas.
- 4.20 The historic buildings along Tweedside Road and Melbourne Place create an attractive backdrop to village life. However this is compromised by the dominance of vehicular carriageway, the severance caused by the ground levels around the Coop car park and the access to the auction mart. With the latter relocated, there would be an opportunity to review the space within the village centre and surrounding area and rationalise the public realm to create an improved civic core space where pedestrians can comfortably congregate and village events can take place. There are also opportunities to link directly to the southern expansion and into any potential development of the Baxter Johnson site, with pedestrian access to the higher level integrated into the village centre. The possibilities to expand the civic space should be considered if the existing health centre is relocated into the redevelopment of the existing Auction Mart and a potential remodelling of the Coop store and the car park to move further north to the existing long stay car park. The Bain, Swan study (**Appendix 2**) covers this issue in more detail.
- 4.21 The Greenspace study, which is a part of the Greenspace Strategy, recommends that, in the provision of park and garden space within the village expansion, 'it will be better to consolidate the required provision on one or at most two sites, located where they will be accessible to as many people as possible'. This creates an opportunity to consolidate the open space provision through the provision of a central civic park. The benefits to the whole community of this approach are clear: a primary civic open space for all, of a meaningful size and scale, will form an invaluable community resource for recreation and events. A central location of the civic park would also encourage placemaking and improve the character of the village.
- 4.22 Appraisals of potential sites were undertaken for the draft Development Framework. See **Appendix 3** for appraisal of potential sites for community park provision. The southern expansion area has been identified as the preferred area for development of a community park (See Development vision Context, **Figure 3**).
- 4.23 There were initially two options that emerged as the preferred sites for a new civic park, option 1: Site 1, south of the village centre in the southern expansion area or option 2: Site 2, to the west in the western expansion area. In planning terms, the southern expansion presents a more centrally accessible site that offers potential addition to the

existing settlement core, as an opportunity to reinforce the quality and range of activities on offer within the village centre.

4.24 The requirements for open space are as follows:

- To maximise civic space within the village centre it is required to:
  - Consider remodelling of the space associated with the Coop and the car park
  - Establish a civic square and civic space incorporating existing frontages and the new frontages created by the redevelopment of the existing Auction Mart. Integral to this would be:
    - A review of traffic management within the village centre
    - Reconfiguration of levels around the Coop car park
    - Environmental improvements to Melbourne Place
    - Incorporation of the B listed mart building
- Create a central public green space that will serve the village as a civic park. The preferred area identified is in the southern expansion area
  - A central public green space needs to be:
    - Appropriately sited with good access and central location
    - Deliverable: cost effective and not excessively constrained by land title/existing planning consents.
    - On a relatively flat site unconstrained by landform/landcover to accommodate appropriate passive/active recreation opportunities
    - On a site that can accommodate an appropriate scale of open space to provide the civic park function(s)
- Development contributions should be in line with the Council's SPG on Green Space.

## Education

- 4.25 Education is currently provided within a 5 class, 125 pupil, primary school adjacent to George V Playing Fields, to which the school has access. With the development of all the sites identified in the Development Plan for the village, there would be an estimated requirement for a 400 pupil (14 classroom) school with integrated nursery. The school would be planned to expand in line with the development but the main infrastructure elements would require to be agreed before development occurs.
- 4.26 In considering integration of community facilities, community sports provision could be integral to primary school accommodation, including both adults sports provision and other informal open spaces and play areas, although this would be in addition to primary school requirements.
- 4.27 The provision of future education requirements could be met in a number of ways, via a number of different sites. When determining future requirements consideration was given to two options:
- Two Campus option - maintaining the existing school and providing an additional school to support the expansion area (under shared headship)
  - Single Campus option - to support the whole settlement
- 4.28 Scottish Borders Council's Education and Lifelong Learning (ELL) Department have considered Lifecycle Costs of both options. Having two school sites would increase revenue costs such as:
- staff costs, both educational and support
  - devolved school management budgets
  - building maintenance
  - facilities management costs - catering, cleaning, grounds maintenance, rates
- 4.29 Based on the above, it is ELL's conclusion that the preferred option is for a single school to meet educational aspirations and better community integration.
- 4.30 In accordance with the School Premises Regulations the maximum site size for a school and playing fields is 2 hectares. A 14 class school with integrated nursery would require a minimum site area of 1.4 hectares however should the roll rise above this, 2 hectares would be required. Therefore, in order to "futureproof" the school it is required that a 2 hectare site is identified.
- 4.31 Although the preferred option in educational and planning terms is the Council Depot due to its central location and the potential to relocate the depot activity, the site is not currently likely to be available for a number of reasons. These include the cost of relocating the depot and ameliorating potentially contaminated land.
- 4.32 Therefore, the Council's preferred alternative is to find a site for a new school in close proximity to the village centre within the southern expansion area. (See **Figure 6** on appraisal of key facilities). The new school should be used both for education purposes and for community uses to achieve maximum benefit from the building. The access around the Council Depot would require improvement to create a safe and suitable

access to the school and the southern expansion area. The provision of the new school should link with the phasing of housing development, and should provide improved access arrangements from the Bowden Road to the west.

4.33 In terms of secondary schools, Newtown St Boswells is currently included in the catchment area for Earlston High School. A development contribution may be required for an extension of the school in addition to the contribution for the new built school. This requirement is dependant on the phasing of the residential development.

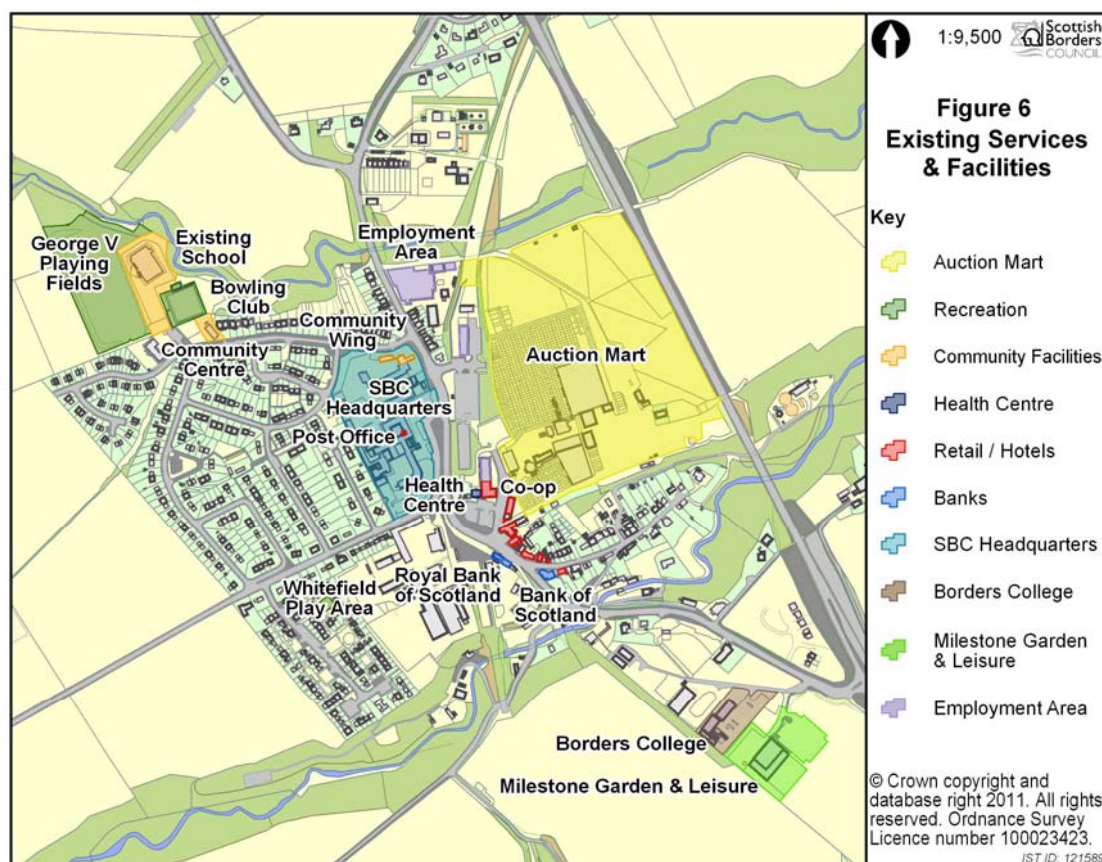
4.34 The education provision requirements are as follows:

- Development contributions from developers in Newtown St Boswells would be required regardless of what site is selected to expand or provide a new school.
- The siting and design of a school facility needs to:
  - Encourage walking via safer routes to school and cycling to school, reducing impact of car trips
  - Provide sufficient 'School of the Future' accommodation in good time to support the proposed development
  - Include an appropriate size of site to serve the anticipated number of pupils in the catchment
  - Provide flexibility to cope with future changes in school provision or school size
  - Promote integrated working and opportunity for integration of community facilities accessible to all
  - Include suitable external play areas located to optimise community participation and use
  - Take into account any catchment review if necessary as part of a longer term strategy to manage resources effectively
  - Development contribution to secondary school is required



## Community facilities

4.35 The village of Newtown St Boswells is currently served by community facilities centred on the Community Centre and Community Wing. The community is served by the health centre, post office incorporated in the Council HQ building, Cooperative store, two banks and a small range of independent shops and services. Borders College has a facility to the south of the village and the Milestone garden centre provides a facility for both the community and visitors. The Auction Mart provides a service to the wider farming community and has livestock auctions twice a week. A number of employment areas are located within the village, and the Tweed Horizons Business Centre lies to the south east. Playing fields, a play area and the bowling club are located in close proximity to the primary school and community centre in the north western part of the village. In addition, there a number of paths and cycle routes around the village, with links to St Boswells and Melrose. See **Figure 6** for existing services and facilities.



4.36 The expansion of Newtown St Boswells will add pressure onto existing services in the village. The incorporation of a new health centre, with opportunities for integrated facilities, seeks to address some of this additional pressure. There is an opportunity to reinforce the provision of community facilities (such as arts and cultural services, sport, health and physical education services and community learning and development), as demand for local services will increase with the added population. A new health centre presents an opportunity to integrate other community services such as social care, family support and perhaps other facilities such as community library services. Integrating a number of facilities in this way presents an efficient method of delivering a broad range of community services.

- 4.37 The existing planning brief for the Auction Mart site sets out a requirement to provide an expanded health centre on the site. As part of the Development Framework, this provision can be reviewed in the wider context of the village if the redevelopment of the auction mart is delayed. Although the auction mart is the preferred option for the expanded health centre other sites in the village centre might need to be assessed.
- 4.38 If other sites were to be assessed the health centre should:
- Be accessible to all: centrally located adjacent to other community facilities
  - Be deliverable: demonstrate cost effectiveness and efficient use of land
  - Have site capacity to deliver integrated health and social care facilities
  - Create opportunities for additional benefit to village centre regeneration (e.g. reuse of derelict building, acting as a catalyst for other development)
- 4.39 During the consultative stage three sites were assessed and the draft framework concluded that the auction mart was the preferred option, with the Baxter Johnston site and Langland Mill as other possibilities. As there is now a pending planning application on the Baxter Johnston site a wider search or further assessment of the Langland Mill site may be necessary if the Auction Mart proposal is not deliverable in the appropriate timeframe.
- 4.40 Scottish Borders Council should further consider the wider service delivery within Newtown St Boswells. This will require co-ordination of services with the NHS and other community bodies. Consultation will be required with community service providers to determine their requirements.
- 4.41 The existing auction mart remains the preferred option for location of a new health centre.
- 4.42 There are currently a number of sites where future land use is under discussion or unknown (see **Figure 3**). These sites can be considered for community service provision if a requirement was established.

## Employment infrastructure

- 4.43 The strategic expansion of Newtown St Boswells includes additional employment land provision on the site adjacent to Tweed Horizons. The site is allocated in the adopted Local Plan. Alongside this there are redevelopment opportunities at the auction mart (MNEWT001) which has potential for mixed uses such as a community health centre, in line with the approved Planning Brief. Other potential additional business and retail opportunities for the village are available on redevelopment sites.
- 4.44 Currently, there are some businesses located in the village centre that have a large impact on the character of the village, including the council headquarters, the auction mart, Cook's van hire, the Co-op supermarket and the council depot. Any opportunities to improve the situation, particularly in relation to the council depot should be investigated. This would allow the achievement of wider village regeneration aspirations.
- 4.45 The new employment land opportunities will add to the employment areas already present to serve the village.
- 4.46 A planning brief will be required for the high amenity employment land (Class 4 of the Use Class Order) identified in the Local Plan at Tweed Horizons. A planning application for employment uses on part of the allocated site was submitted in 2010.
- 4.47 The redevelopment of the auction mart area has the potential to create expanded or new units for retail and business space. The redevelopment potential of the village could bring improvements to business opportunities and improve urban quality. The expansion of the village will bring improvements to businesses in terms of increased population and increased footfall. Improvements to road layout and pedestrian and cycle access in and to the village centre will further improve the situation for existing businesses. One other factor that is important for the development of the village, in particular to business development and the opportunity for home working, is the availability of high quality IT infrastructure (see following section).
- 4.48 Therefore, to achieve successful creation of business and retail opportunities it is required:
- To take forward the provision of employment land at Tweed Horizons as part of village framework and for a masterplan/planning brief to be produced
  - For the Council to review the requirement of the Council depot
  - To consider identified redevelopment opportunities in context of future employment provision
  - To consider including provision of business (e.g. NHS) and retail units as part of redevelopment of the auction mart site
  - To consider traffic management issues related to businesses within the village centre.
  - To consider creation of safe pedestrian and cycle links to the village centre
  - To seek to retain and support existing businesses.

## IT infrastructure

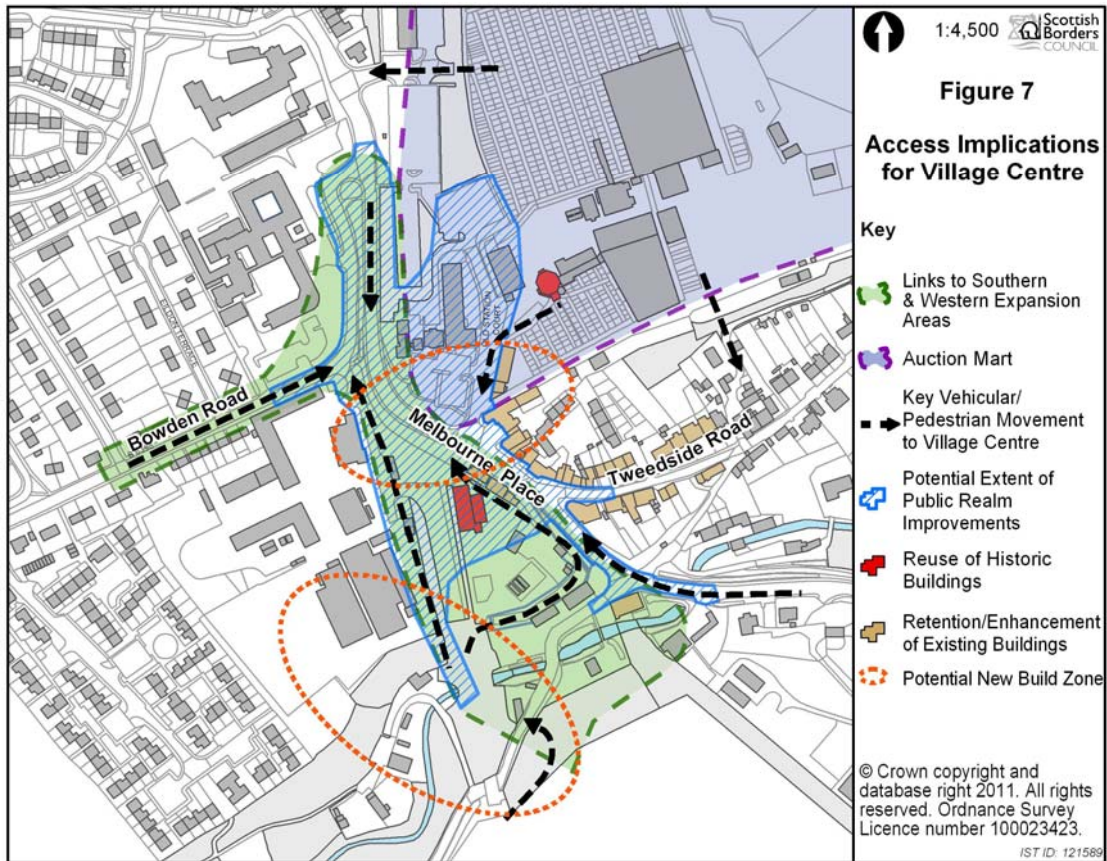
- 4.49 Alongside the technical infrastructure requirements of the settlement expansion, the growth of Newtown St Boswells will bring new residents, industries and visitors to the village. The creation of a competitive and well-connected place is vital to the success of the expanded settlement in the regeneration of Newtown St Boswells. Given the long timescale that will be required in delivering the strategic expansion and regeneration of the settlement, there is a real need to consider the optimum mechanisms for delivering high quality IT infrastructure to the communities of today and tomorrow.
- 4.50 The Borders Railway will open up the catchment of the local population to work opportunities, and will enhance the attractiveness of the Central Borders for commuters from Edinburgh. The potential for future residents in Newtown St Boswells to commute to Edinburgh also brings enhanced needs for home-working capabilities, an increasingly popular mode of working.
- 4.51 Scottish Borders Council, in partnership with Dumfries & Galloway Council and Cable & Wireless, with funding from the Scottish Government have invested £29million to 2013 creating an IT network throughout the Borders, based on a combination of fibre-optic and radio connectivity. This has created enabling infrastructure upon which future development throughout the Borders can now build, providing enhanced access to high-speed, multimedia (i.e. internet, telephone and television) IT infrastructure.
- 4.52 In order to maximise the regeneration benefits of the strategic expansion for the existing community and to create a truly sustainable place of the future, the expansion of Newtown St Boswells must seek to create a competitive, desirable place to live. Integral to this is optimum access to information technology services for local residents, business and visitors.
- 4.53 There are specific requirements for delivering high quality IT infrastructure:
- Fibre-optic connectivity
    - All new development should integrate the provision of fibre-optic infrastructure, which would offer combined television, phone and internet service provision to every new-build home and business premise in the village. This would enhance the attractiveness of Newtown St Boswells as a place to live and work, opening up access to high-speed internet. The new infrastructure could be taken off the existing fibre connection that serves the council headquarters. This could be delivered either via BT or a local infrastructure provider such as Cable & Wireless, who deliver the backbone commercial infrastructure. A local provider will be needed to deliver domestic or small-scale business infrastructure from the Cable & Wireless network. The physical infrastructure can be installed in tandem with other services (gas, water and electricity).
  - WiFi for the whole village
    - By establishing Newtown St Boswells as a 'WiFi settlement', all residents and visitors would have access to free, available-anywhere internet connectivity. This would be a promotional opportunity for the settlement and new development sites, building on the success of the

- Enhanced mobile network
  - As part of the strategic settlement expansion and establishment of Newtown St Boswells as a 'technology town', mobile companies should actively be encouraged to increase the level of the mobile network to include 3G capabilities. Engagement with mobile companies to ascertain potential of increased capabilities for Newtown is required.

## Transport (transport, access, roads and paths)

- 4.54 The expansion of Newtown St Boswells represents a significant addition to the built fabric of the village. In order to fully integrate with the existing village, these additions need to link into the existing pedestrian/vehicular routes within the village. Furthermore, in order to fully benefit the existing facilities within the village centre, and to reinforce the principle of regeneration that underlies the proposed expansion, ease of access to the village heart is vital to sustained growth and local economic benefit.
- 4.55 Ease of access for pedestrians and cyclists to the village centre is essential to retain activity and business for local shops and facilities. Direct connectivity between the centre and the auction mart site and Tweed Horizons and also between the centre and the southern expansion is therefore vital. There is a requirement for high quality, direct pedestrian and cycling routes that link these areas to the village centre and the wider pedestrian network. Good access links to the Waverley Line should be provided to support sustainable forms of travel for commuters. The crossing with the A68 to link the existing village with Tweed Horizons needs to be carefully considered and provide a safe solution for pedestrians and cyclists. From the south, to fully integrate the expansion area with the village and capture local spend, there is a need for direct vehicular access and appropriately sited parking facilities serving the village centre from the south. Any development of the Roads Depot site and the Baxter Johnson site presents an opportunity to further enhance pedestrian linkage and potential to incorporate use of car parking facilities currently used by Council staff, especially during the evenings and weekends.
- 4.56 The environmental quality of the links and their environs is central to the successful regeneration of the village. The wider links to the western expansion areas and the Melrose Road site presents an opportunity for environmental enhancements. The potential influence of future expansion on the village centre is illustrated below in **Figure 7**.



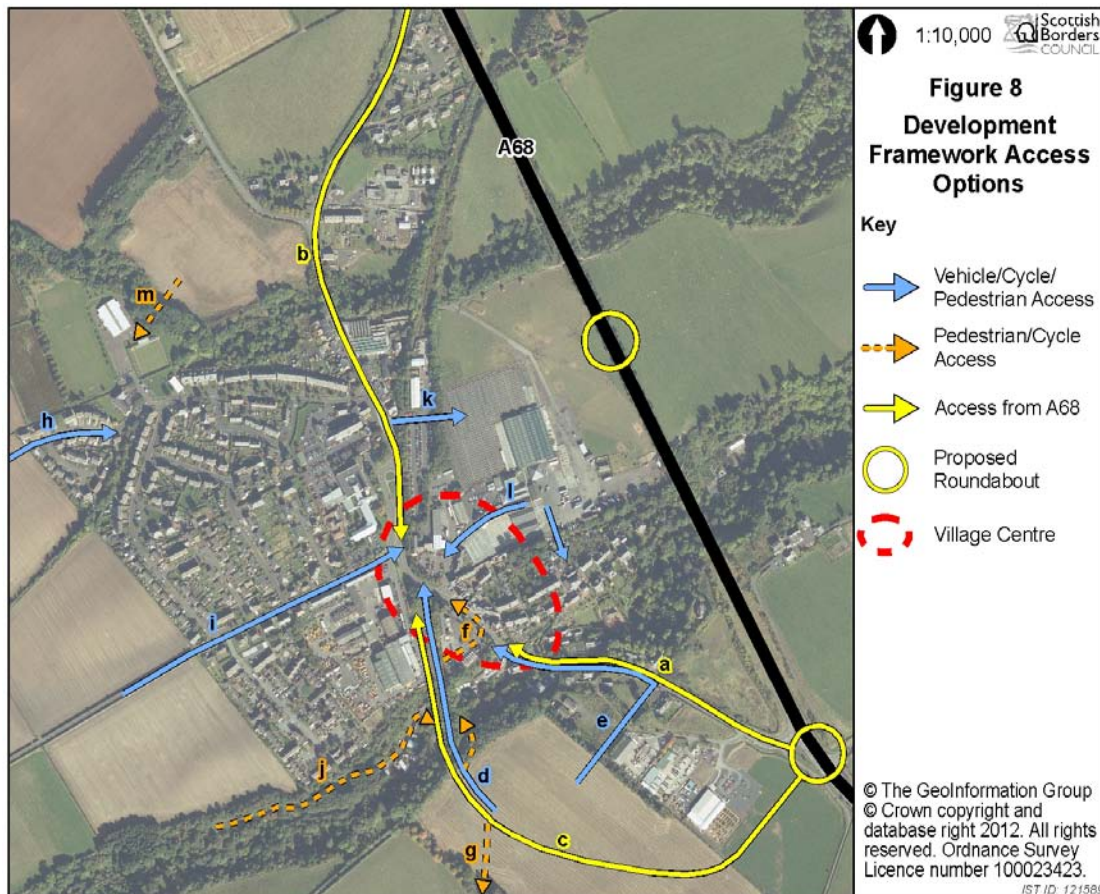


4.57 Furthermore, there is potentially the critical mass required to achieve additional community facilities that will be generated within the expanded settlement which can, and should, help to reinforce the village centre. This has the potential to bring additional footfall, and additional spend in local shops. Managing the additional vehicular traffic associated with this will also be important. The Development Framework represents an opportunity to both capitalise on the added benefit to existing village centre facilities and to manage any potential conflicts in movement between the various facilities.

4.58 The key points of access therefore are identified under two categories (as marked a-m) on **Figure 8** - Development Framework Access Option, below);

- Access from A68 (shown in yellow)
  - a. Access from A68: South (proposed and existing)
  - b. Access from A68: North (existing)
  - c. Access from A68: Southern expansion area (proposed)

4.59 The Local Plan set out the requirement for a roundabout on the A68 to connect to the southern expansion area. Details and phasing of the development of this access should be determined in discussion with the developer and Transport Scotland.



- Vehicular/Cycle/Pedestrian Access to the Village Centre and Local Facilities from Expansion Sites

- Pedestrian/Cycle/Vehicular Link from Southern Expansion:

- d. Proposed pedestrian/cycle/vehicular link along line of former rail bridge (including alternative access from A68)
- e. Proposed pedestrian/cycle/vehicular link to Elders Yard and the access from the A68 from the southern expansion area.
- f. Proposed pedestrian/cycle link through the former Baxter Johnston site to the village centre.
- g. Proposed cycle/pedestrian link to the south.

4.60 A high quality, direct vehicular and pedestrian link along route 'd' (the former rail bridge) is critical to the successful integration of the southern expansion area with the existing community. The environmental quality and ease of access along this route will be fundamental to ensuring social and economic integration between new and established development and the creation of a regenerated and vibrant community. It should be noted that the former railway line is protected by Structure Plan policy I3 and Local Plan policy Inf1 for potential future reinstatement of the railway. This must be taken into account and connection 'd' is only possible if the potential use of the former railway line can be safeguarded. The route to Elders Yard (route e), as an addition to the north-south link along the former rail bridge (route d), would further enhance the accessibility of the whole community. Route 'e' would also contribute to lifting an existing access constraint on the Elders Yard site and open up the area for development. Route 'f'

provides an opportunity to link directly to the southern expansion through any potential development of the Baxter Johnson site.

- Pedestrian/Vehicular Link from Western Expansion:
  - h. Pedestrian/cycle/vehicular link to Sergeants Park (proposed)
  - i. Pedestrian/cycle/vehicular link to Bowden Road (existing)
  - j. Pedestrian/cycle link to the southern expansion area (proposed)

4.61 In the west, the transition from the existing neighbourhood around Sergeants Park/Bowden Road to the new expansion areas needs to be considered. The provision of high quality, direct vehicular, cycle and pedestrian linkage from the western expansion to the village centre is integral to this and the environmental quality and ease of movement along these link routes is fundamental to successful integration of the new development with the existing village. Link 'j' will provide a link between the two expansion areas.

- Pedestrian/Cycle/Vehicular Link from Auction Mart
  - k. Pedestrian/cycle/vehicular link from Auction Mart to Langlands Place (proposed)
  - l. Pedestrian/cycle/vehicular link from Auction Mart to Old Station Court (proposed)
  - m. Pedestrian/cycle link from Melrose Road site to school site (proposed)

4.62 The location of the Auction Mart adjacent to/within the village centre creates a direct relationship between this new mixed use development and the existing village core. This relationship needs to be fully exploited as part of creating an attractive, coherent civic heart to the village: key routes and frontages within the Auction Mart development must relate positively to the village centre facilities.

#### Wider links to local path network

4.63 Newtown St Boswells has a very limited path network which is not actively promoted and managed. Existing promoted routes which pass through the village are Borders Abbeys Way and St Cuthbert's Way. These are medium distance routes which link a variety of settlements and areas. The remaining existing path network around the village, which is currently used by the population, is largely informal un-surfaced pathways and claimed rights of way. There is a shortage of paths which can be used by the public with confidence, path networks are fragmented, most paths are unsigned and there is little information about where people can go, urban roads have become busy and less safe to use and there are limited or non-existent opportunities for cycling or horse-riding off-road.

#### Access and link requirements

4.64 The proposed increase in village expansion and population growth will result in increased pressure on the existing path network through increased pedestrian, cycling and equestrian traffic. Newtown St Boswells is well placed to take advantage of the surrounding countryside and potential linkages to neighbouring settlements. Therefore

the existing path network should be expanded, upgraded, linked to further settlements and areas of interest and managed accordingly to the use expected of it.

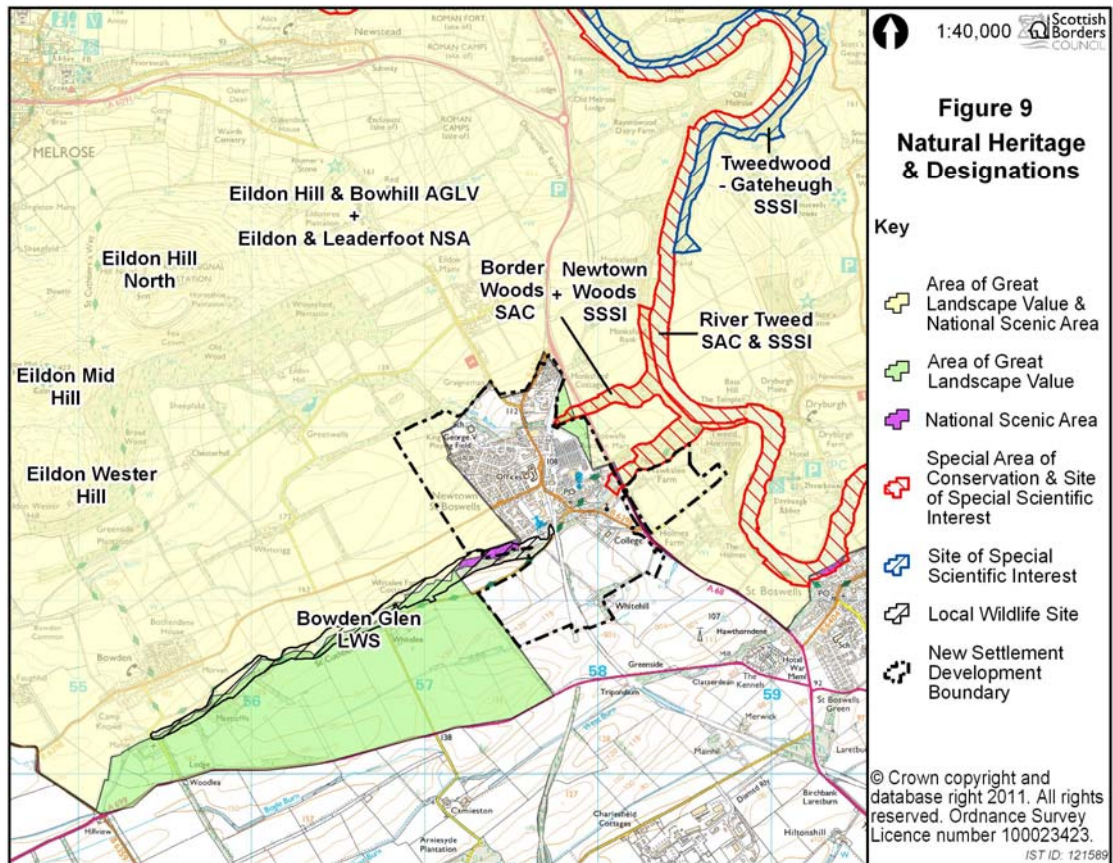
- 4.65 Creation of an extensive path network will benefit the village population through increased enjoyment of the outdoors, supporting a healthier lifestyle, increasing attractiveness of the village to visitors, creating better links to adjacent communities and increasing the quality of life for the village.
- 4.66 It is a requirement that the links to the village are incorporated in the developers plans to develop the southern and western expansion areas and to links within those areas, the Melrose Road site and the redevelopment of the Auction Mart. Improvements to links outwith development sites would also require development contributions from developers.
- 4.67 To maximise links to the village centre it is required to:
- Create/enhance network of pedestrian and cycling links in and around the village, connecting with the wider access network
  - Create high quality pedestrian and cycling and vehicular route from the southern expansion area to the village centre
  - Create pedestrian route from the Auction Mart site (via proposed village green) as part of street network to existing village centre
  - Create environmental enhancements to Bowden Road between village centre and western expansion
  - Create environmental enhancements to Station Road between Melrose Road and village centre
- 4.68 To improve the local path network it will be required to:
- Identify level of development contribution funding to enhance and expand the existing path network for all types of users.
  - Create, expand and enhance pedestrian, cycling and equestrian access links to the village and connect with satellite villages / industrial areas (e.g. Bowden, Eildon, St.Boswells, Charlesfield Industrial Estate and Tweed Horizons) and places of interest (e.g. Eildon Hills, River Tweed, Leaderfoot Viaduct, Scott's View, etc)
  - Create, expand and enhance the path network and complement with appropriate environmental and landscape improvements in keeping with the existing natural environment (e.g. accounting for Local Biodiversity Action Plan and Woodland Strategy).
- 4.69 Details on the level of contribution will be determined after development contributions negotiations and decision on which routes to improve will be determined after consultation with the local community.

## Natural heritage and landscape

### Natural heritage

- 4.70 The setting of Newtown St Boswells is unique in that the settlement is located close to an Area of Great Landscape Value (AGLV) and NSA (see **Figure 9** for map of designations). The village is located to the south east of the Eildon Hills and benefits from views over the hills and the open countryside.
- 4.71 The main habitat interest is the internationally and nationally important designated sites River Tweed Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), the Borders Woods SAC and Newtown St Boswells Woods SSSI. There is also a regionally important biodiversity site (Bowden Glen Local Wildlife Site) that includes a semi-natural woodland and grassland interest. Improved pasture and arable fields cover a large part of the general area and there are areas of mixed broad-leaf/conifer woodland, long established wood pasture and parkland, scrub, field boundaries of hedgerows and trees, and local burns (Bowden Burn, Sprouston Burn, Holmes Burn). The habitat framework provides connectivity for species associated with the sites within the area for flora and fauna.
- 4.72 The main species interest includes European Protected species of bats, otters and great crested newt. Other protected species interest includes water vole, badger and breeding birds (farmland, woodland and riparian associated species). There are a number of records of very locally occurring higher plants in the general area.





4.73 Impacts on the natural heritage may arise through direct habitat loss, disturbance or displacement. This may impact on bat roost sites, commuting and foraging habitats, key habitats and connectivity for local badger clans, habitat loss and disturbance impacts on otter and water vole. Potential impacts include habitat disturbance/loss, disturbance to birds during the breeding season, potential sedimentation and pollution into non-designated tributaries (Bowden Burn and Sprouston Burn) of nearby designated sites (River Tweed SAC/SSSI) and potential direct and indirect impacts on the Borders Woods SAC/Newtown St Boswells Woods SSSI. There are possible direct impacts on woodland and grassland interest within the Local Wildlife Site. These could all be wholly addressed through appropriate mitigation measures.

4.74 The requirements to achieve mitigation in relation to any potential impacts are as follows:

- habitat features should be retained within the design of the development as far as possible, This may include the provision of buffer areas as appropriate
- opportunities to enhance the local Forest Habitat Network and potential to enhance the local grassland habitat network and field boundary (hedgerow) habitat network
- opportunities for some enhancement of the local wetland habitat network particularly for great crested newt
- as far as possible, connectivity should be retained and enhanced within the design of the developments to protect and species interest including bats, badgers and breeding birds, by protecting breeding sites and resting places, enhancing foraging areas and commuting habitats



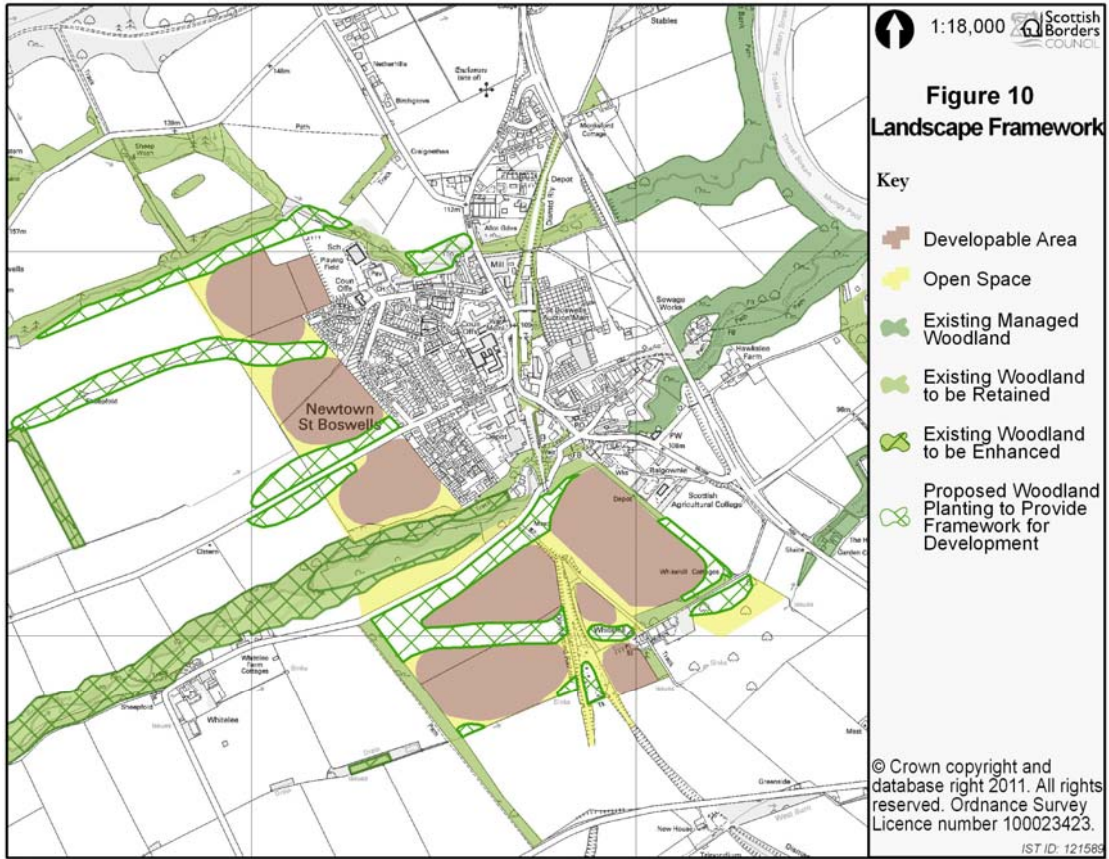
4.75 These recommendations should be considered within any development proposals submitted to the Council.

## Landscape

4.76 The establishment of a landscape framework for the village that anchors it within its surroundings, particularly in the context of the Eildon and Leaderfoot NSA and the River Tweed SAC, would provide numerous benefits. As well as the enhancement to the local Forest Habitat Network, a comprehensive framework of enhanced natural green space – that builds on and protects the existing landscape assets – will provide a local recreation amenity for existing and new residents of the settlement.

4.77 The most sensitive areas of the expansion area have been identified in the western expansion area, which is included in the NSA and AGLV. Although the site boundary follows the field boundaries the landform should lead the design of the layout to locate the built masses in the lower, gently sloping areas (see **Figure 10** – Landscape Framework). This would achieve development in areas with better microclimate and allow for more efficient landscaping and screening of the built development on the higher ground.

4.78 The landscape framework also includes links from the expansion areas to the existing village centre which would create green corridors using streets and paths as connectors. As mentioned previously, the southern expansion area includes the safeguarded railway and well connected open space should therefore be created on areas outside the safeguarded railway line, although open space can be included around the former railway line in the interim.



## **Conclusions**

- 4.79 The strategic expansion of Newtown St Boswells will bring significant investment to the village in terms of additional housing, infrastructure, business and community facilities. In order to capture the full potential in regeneration benefits for the existing community and to create a more sustainable community of the future, this investment should be considered across all development sites and all aspects of this Development Framework.
- 4.80 This document outlines the physical implications and recommendations of this expansion on the settlement. The numerous opportunities outlined form a basis for working towards a clear set of delivery mechanisms based on the continued engagement of developers and Scottish Borders Council.

## **References**

Newtown St Boswells: Bain, Swan Architects Urban Design Study May 2011.

Newtown St Boswells, Village Expansion, Outline Masterplan, Buccleuch Property and Elphinstone Estates, July 2009.

Planning Brief for Auction Mart Site (existing) Newtown St Boswells, Scottish Borders Council, March 2007.

Auction Mart Outline Masterplan.

## Appendix 1: Sites allocated for development

|   |           |
|---|-----------|
| <p><b>Melrose Road (ENT 4B - housing)</b><br/>The site to the north of the village is allocated within the Adopted Local Plan for 68 units within 4.4 ha. A subsequent planning application has been approved for 80 houses on the site</p>                         | 80 units  |
| <p><b>Sergeants Park II (ENT 15B - housing)</b><br/>The site adjacent to the playing fields and primary school is allocated within the Adopted Local Plan and has a current planning application for 36 houses on 2 ha, which the Council is minded to consent.</p> | 36 units  |
| <p><b>Hawkslee (ENT 14B - housing)</b><br/>The Adopted Local Plan allocated this site for development of 20 houses, consent for which was granted in February 2008. Construction has begun on these houses, however the development remains as yet incomplete.</p>  | 20 units  |
| <p><b>Southern and Western expansion (ANEWT 005 - housing)</b><br/>The 2009 Finalised Local Plan</p>  | 900 units |

|  |                  |
|--|------------------|
| <p>Amendment allocates 58.8ha (900 units) and sets out site requirements related to the expansion area. There is an outline application for the area which was approved subject to conclusion of legal agreement in February 2010.</p>   |                  |
| <p><b>Auction Mart site (MNEWT001 – mixed use)</b><br/> The Finalised Local Plan Amendment allocates 180 units on 8.9 ha, including appropriate buffers, open space, a village green and high density housing adjacent to the village core. The planning brief and subsequent outline planning application submitted by John Swan &amp; Sons Plc also includes land safeguarded for the provision of a relocated health centre alongside additional retail provision. The outline planning application for 200 units and associated facilities was deemed 'minded to grant', however the development awaits resolution of S75/S69 agreements. (See Figure 3 for Approved Layout from application 07/00547/OUT)</p> | <p>200 units</p> |
| <p><b>Langland Mills (zRO23 –</b></p>  | <p>-</p>         |



|  |                          |
|--|--------------------------|
| <p><b>redevelopment)</b><br/> The Adopted Local Plan allocated the Langland Mills for redevelopment. The former mill buildings are currently partly used for employment purposes. The allocation would allow for a wide range of uses including housing, employment, retail, mixed uses including community facilities and open space.</p> |                          |
| <p><b>Oil Depot (zRO21 – redevelopment)</b><br/> The Adopted Local Plan allocated the current oil depot for redevelopment. As with the Langland Mill site the allocation open the site for a wide range of uses including housing, employment, retail, mixed uses including community facilities and open space.</p>                       | -                        |
| <p><b>Tweed Horizons expansion (BNEWT001 – employment)</b><br/> The Local Plan Amendment sets out development requirements for the site which is allocated for high amenity employment use. The site is requiring a planning brief/masterplan to address sensitivities related to the site.</p>  | -                        |
| <p><b>Total additional housing:</b></p>  | <p><b>1236 units</b></p> |

## **Appendix 2: Bain, Swan Architects: Urban Design Study**

**NEWTOWN ST BOSWELLS VILLAGE CENTRE REGENERATION:  
URBAN DESIGN STUDY**

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Allan Swan  
Bain, Swan Architects, Eyemouth TD14 5HY

May 2011

# NEWTOWN ST BOSWELLS VILLAGE CENTRE REGENERATION

## URBAN DESIGN STUDY

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### **1.00 INTRODUCTION**

- 01 A three dimensional urban design vision
- 02 Area of study
- 03 Terms of reference

### **2.00 ANALYSIS OF 150 YEARS OF VILLAGE DEVELOPMENT**

- 01 Aerial photograph
- 02 Village Ordnance Survey plan 1861
- 03 Village Ordnance Survey plan 1921
- 04 Village Ordnance Survey plan 1963
- 05 Current Village Plan

### **3.00 THE EXISTING VILLAGE FABRIC**

- 01 Tweedside Road
- 02 Melbourne Place
- 03 The main street
- 04 Cooks Van Hire
- 05 The War Memorial
- 06 The ramp from Melbourne Place
- 07 Village centre commercial premises
- 08 The Mart octagonal building
- 09 The car park group of buildings
- 10 The industrial units
- 11 The Co-op food store
- 12 The Surgery and future Health Centre
- 13 Stepped ramp at Bowden Road
- 14 The Mart development interface with the village centre
- 15 Obstacles to connecting the southern and western expansion

### **4.00 PROPOSALS with Village Centre Regeneration Plan**

- 01 proposal: main street improvements
- 02 proposal: new connections to the southern and western housing expansion areas
- 03 proposal: the genesis of a new village centre
- 04 proposal: a new civic Square
- 05 proposal: a new street at Old Station Court
- 06 proposal: a pivotal role for the Mart octagonal building
- 07 proposal: taking the Melbourne Place frontages for a walk
- 08 proposal: a new village Green – a key to organising space
- 09 **Summary of Proposals with Sketch View of Village Centre**
- 10 proposal: the Mart development – key design issues
  - 09.1 New public realm: Square and Green
  - 09.2 Public buildings
  - 09.3 Frontages adjoining the public realm
  - 09.4 Density and building heights
  - 09.5 Link to the old village
  - 09.6 Parking at the Square and Green
  - 09.7 Northern access road
  - 09.8 The development north of the Square and Green
  - 09.9 Perimeter blocks
  - 09.10 Street design
  - 09.11 Secondary urban fabric

## 1.00 INTRODUCTION

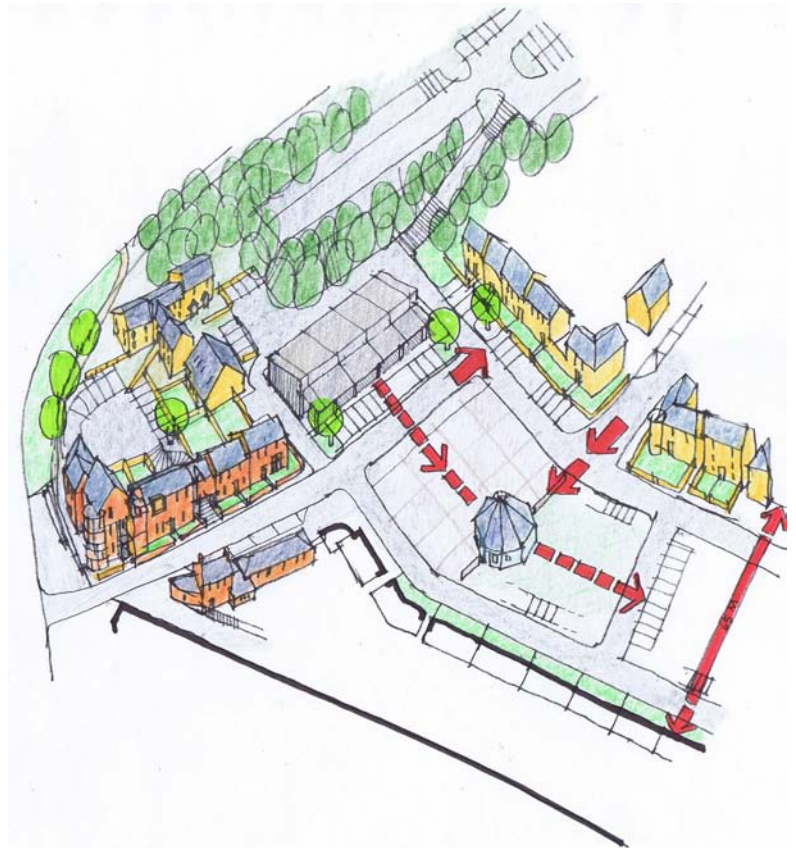
### 1.01 A three dimensional urban design vision

This study sets out a vision for a thriving village centre, the aim being to achieve in the village centre an improved urban form with a more satisfying public realm which can contribute an identity and sense of place appropriate in the context of an enlarged settlement, where assuming the planned expansion takes place, the population will increase from around 1,100 to around 3,500.

To date this vision has been expressed in general terms and only in two dimensions. This study is prepared from an unashamedly three dimensional urban design standpoint. It seeks to examine ways in which the fabric of the village centre, old and new in combination, can be shaped to produce a more meaningful and ultimately more flourishing place commercially as well as socially and recreationally.

Our Borders towns and villages are notable for their distinctive sense of place and “placemaking” is at the heart of this process. At bottom this involves the crafting of the public realm, of the streets, lanes, squares and greens which can give expression and a sense of belonging to the community, so that an enlarged Newtown St Boswells can hold its own with other comparable Border towns and villages.

The study is predicated on the assumption that the Mart relocates as planned and is replaced by housing development, and the expansion on the southern and western boundaries of the village proceeds.



**The challenge is to use the best of the existing fabric of the village in conjunction with opportunities arising from planned development to regenerate the village centre by crafting a new public realm in three dimensions.**

**The area to the west of the Mart building has proved fruitful in terms of providing the genesis of an organising plan for a new centre. This is discussed later in paragraph 4.03.**

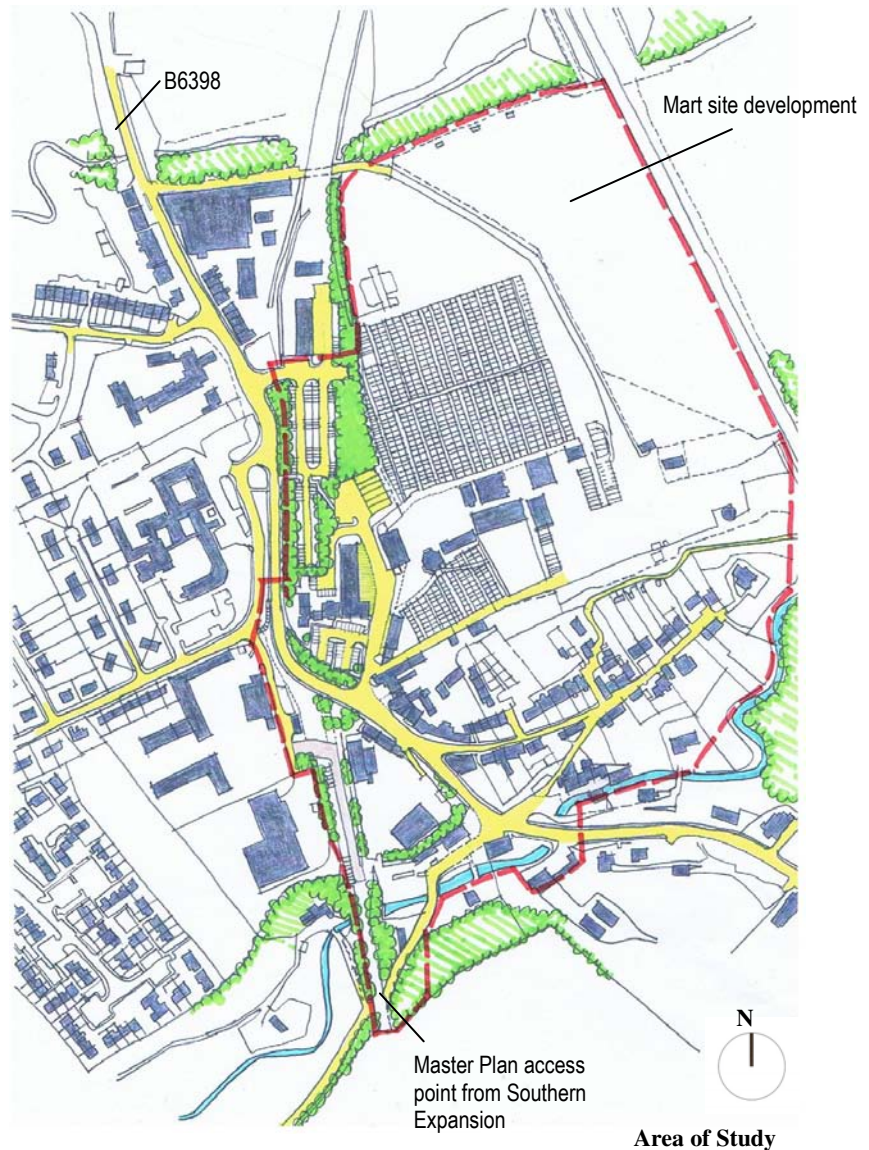


### 1.02 **Area of study**

The area of study is defined pragmatically as the area perceived as central to the village in previous public consultation exercises, together with adjoining areas where planned development can contribute meaningfully to a regenerated village centre. It is important the area is not too large as to dilute resources and reduce impact.

The village centre is therefore defined by the area immediately adjoining the stretch of main road north of Melbourne Place to the stepped ramp leading from the Bowden Road, and south to just beyond the junction at Whitelee Road.

It includes the old village on Tweedside Road, the whole of the Mart site and the land formerly occupied by the old railway to the north of the junction between Old Station Court and Melbourne Place up to Waverley Place. It also includes proposals for vehicular, cyclist and pedestrian connections from the southern and western expansion areas



### 1.03 **Terms of reference**

The village of Newtown St Boswells was identified within the Structure Plan as a focus for strategic development in the Central Borders. Additional housing and employment land were key requirements. Sites in and around the village have been identified and are now confirmed as allocations in the adopted Consolidated Local Plan (2011). Key housing sites include the Mart at the centre of the village and the western and southern expansions areas.

With such a significant expansion particularly in terms of housing stock and population, the Council considered it critical to progress with a Development Framework (currently at draft stage) for the whole village as a whole to enable cohesive development and successful regeneration. The relationship between the new development areas and the existing village centre were considered critical to successful regeneration, hence the need for this urban design study.

The following documentation has informed the progress and outcomes of this Study:

- Scottish Borders Council's Draft Development Framework for Newtown St. Boswells 2009 Auction Mart Site (existing) SPG March 2007
- Scottish Borders Consolidated Local Plan 2011 and Local Plan Amendment 2009
- Planning and Design Statement, Auction Mart site. Ryden & Smith Scott Mullan 20 March 2007. This includes an Indicative Development Framework drawing showing the housing development. The development site is restricted to the current Mart site ownership boundaries. This drawing is referred to in paragraph 3.14.



## 2.00 ANALYSIS OF 150 YEARS OF VILLAGE DEVELOPMENT

If the village is to be given a new heart, an understanding of the present village fabric and how it has developed is essential. This is to ensure that village regeneration retains values of continuity, connectedness and authenticity.

Continuity is used here in the sense of blending the best of the built heritage with the new to achieve a seamless and natural transition. It involves an element of repairing the existing fabric especially where its historical development has left it disjointed.

Connectedness is the quality which comes from maximising the potential for movement within and between the constituent parts of the village – something which historical development has restricted. Unless this quality can be re-established the village centre will lack viability in commercial and social terms.

Authenticity is not a brake on contemporary expression in any forward looking regeneration. Rather it means being true to the place, its heritage, history and its wider Borders context.



### 2.01 Aerial view from the south

A stranger examining this recent aerial photograph of the village might soon discern a certain disjointedness, a sense of the constituent parts failing to gel into a coherent whole, and no obvious centre.

The old village stands out prominently in the foreground with its houses stringing informally alongside Tweedside Road on the north bank of the Newton Burn before the valley deepens into the wooded dean that extends eastwards (out of picture) to the Tweed. This is clearly the principle landscape feature of the southern part of the village and at its western end it separates the village from the open ground to the south where future housing is planned. A companion dean, also wooded, flanks the village at its northern extremity.



2.01 (cont.) There is a very obvious separation of the western and eastern parts of the village divided as they are by the old A68 road and by the old railway whose passing has left an indelible imprint, with its marshalling yards and sidings adjoining the main line now occupied by car parking and industrial uses and the slopes of its embankments now covered in structural planting.

Though the juxtaposition of the Mart with the railway is a reminder of the raison d'être of the village, the Mart adds significantly to the swathe of industrial land near to the old village further separating it from the 20<sup>th</sup> Century expansion to the west.

Here the village is chiefly characterised by its semi detached pre and post second world war housing whose regular grain is broken by the larger bulk of the Scottish Borders Council HQ building. As though to avoid this cacophony the new A68 bypasses ramrod straight to the east. A stranger might conclude in the face of this unconnectedness that a new village centre fully integrated with the various parts of a modern village was very difficult to achieve.



The main road where the railway bridge used to be. Its retaining walls and embankments, now partly shrouded in mature screen planting, present a formidable physical barrier which splits the village east from west.

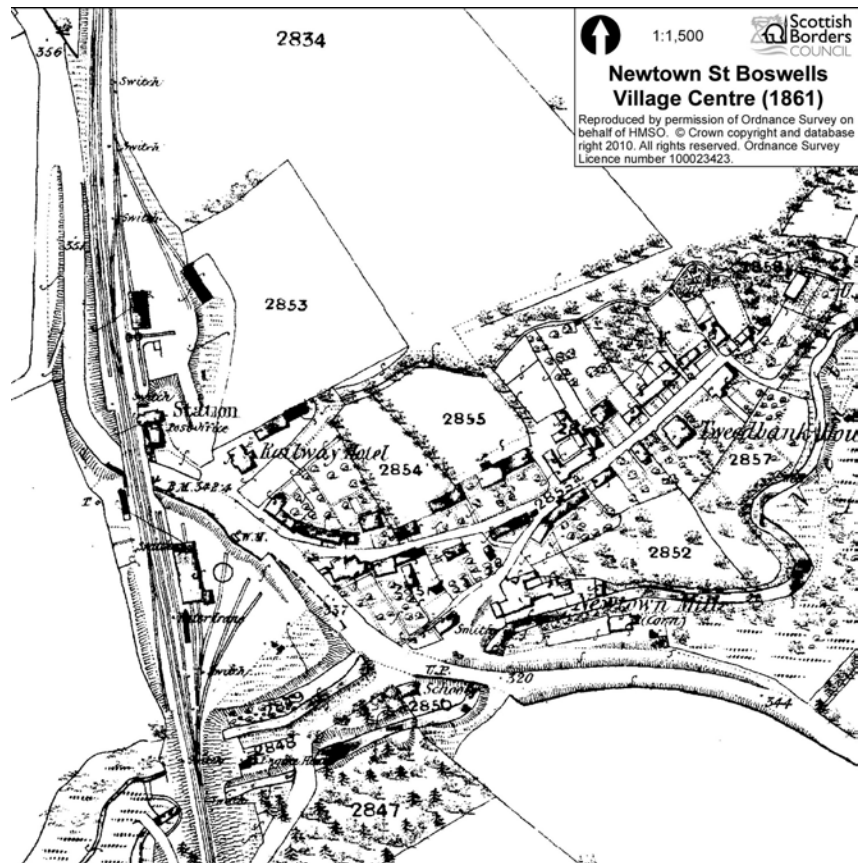


The open view from Melbourne Place looking north. Compare this with the old photograph in paragraph 2.03

## 2.02 Ordnance Survey Plan 1861

Ordnance survey maps are also a useful tool for gaining an understanding of the development of the village in the last 150 years.

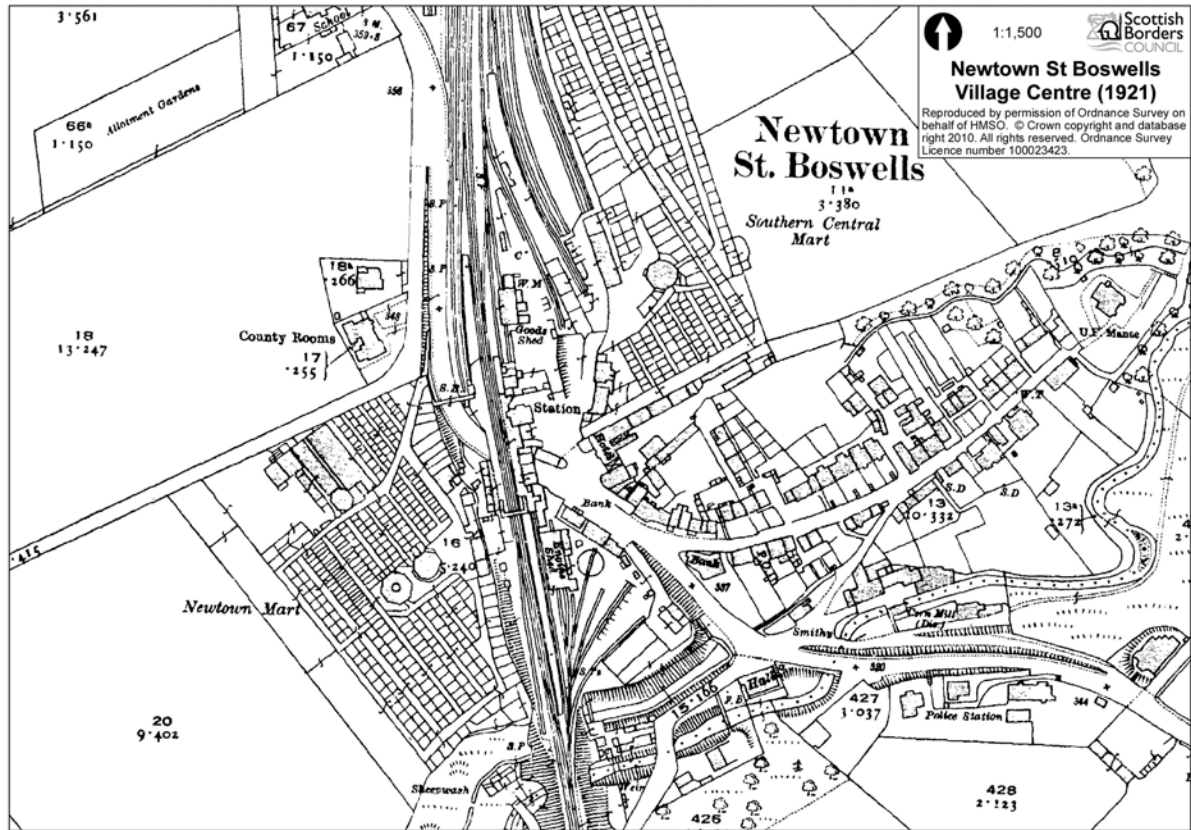
The 1861 map illustrates the beginnings of the current difficulties. The railway has just arrived and cuts across the countryside at the west end of the village, bridging over the main road and the Bowden Burn dean creating a barrier to the countryside to the west. The influence of the railway on the west end of the settlement can be seen in the beginnings of a centre gathering round the Station Hotel and the station.



OS Plan 1861

## 2.03 Ordnance Survey Plan 1921

This map shows the village in its railway age heyday. Two Marts have arrived and cluster round the station to exploit the transport opportunities. Buildings coalesce to form frontages on three sides at Melbourne Place and combine with building on the bridge to produce sufficient enclosure to create a strong sense of place. This is clearly public domain, recognisably the key village “place” where the banks and Station Hotel support the village trade.



OS Plan 1921

The old village has acquired a full stop in the form of a Manse at its eastern end and the rear courts behind Melbourne Place have begun to fill up with a mix of narrow vennels, courtyards and buildings characteristic of Border Towns.

An informal back lane behind the gardens of the houses on the north side connects pleasingly with Tweedside Road where a longer building marks the narrowing of the street space. This lane which has the potential for increasing connectivity between the old village and new development to the north.



Compared with the photograph in paragraph 2.01, the buildings associated with the station in its heyday once gave the village a much stronger sense of place. This is unmistakably the centre of the village. Note how Station Court has buildings which provide enclosure to the street and how there is a sense of the street belonging as much to pedestrians as to cars. The aim of this study is to recover some of this character and urban quality.

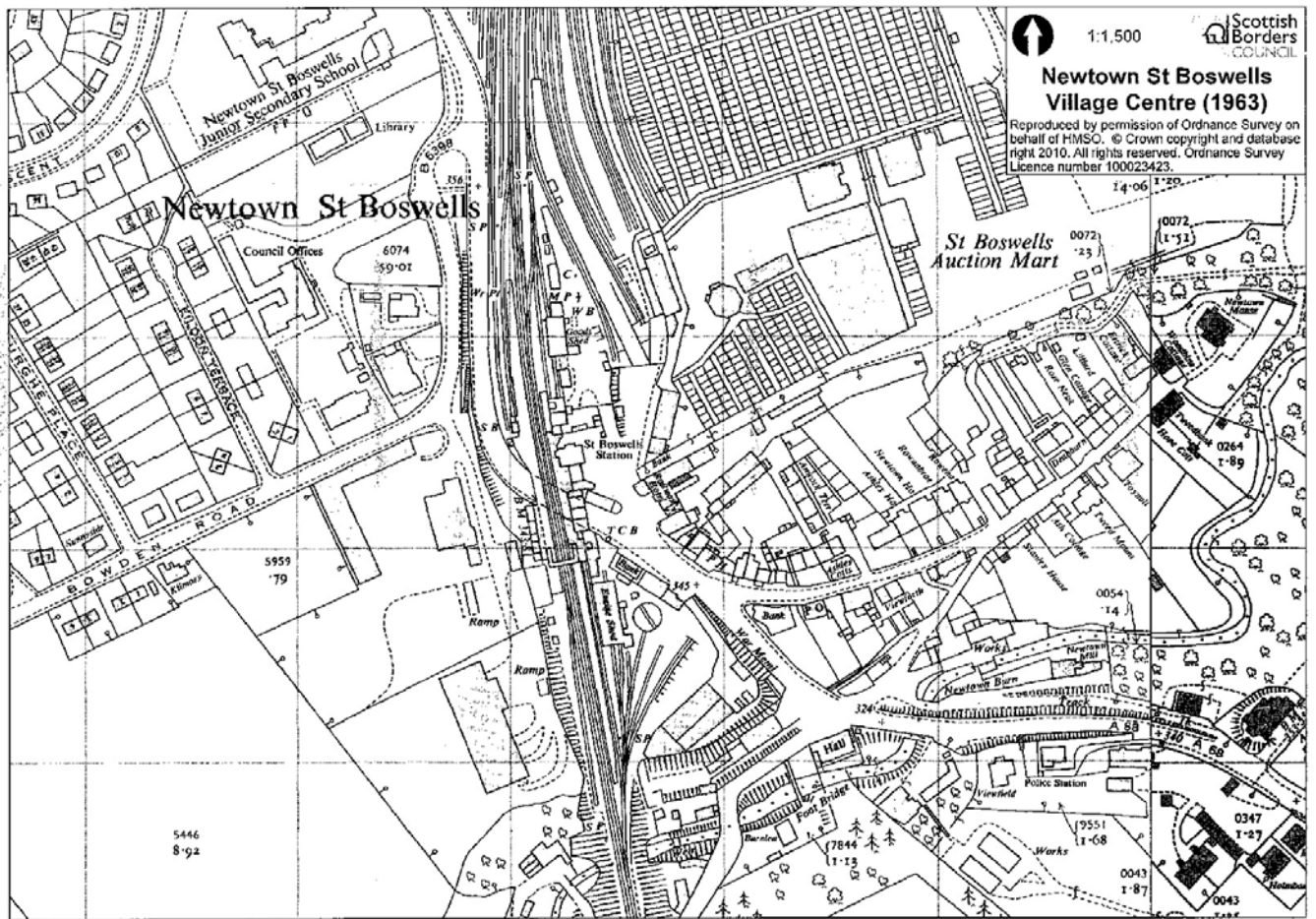


2.04 **Ordnance Survey Plan 1963**

By 1963 the Mart on the west side of the railway has gone, to be replaced by industrial/commercial land uses. The A68 is by now carrying increased vehicular transport to and from the Mart.

The main village space at Melbourne Place is still intact, but through traffic is beginning to build towards the crescendo eventually relieved in 1990 with the advent of the bypass. By then the conflict between vehicular and pedestrian traffic had become acute – a far cry from the multi-use, shared surface space in the old photograph and the main road has divided the east and west sides of the village.

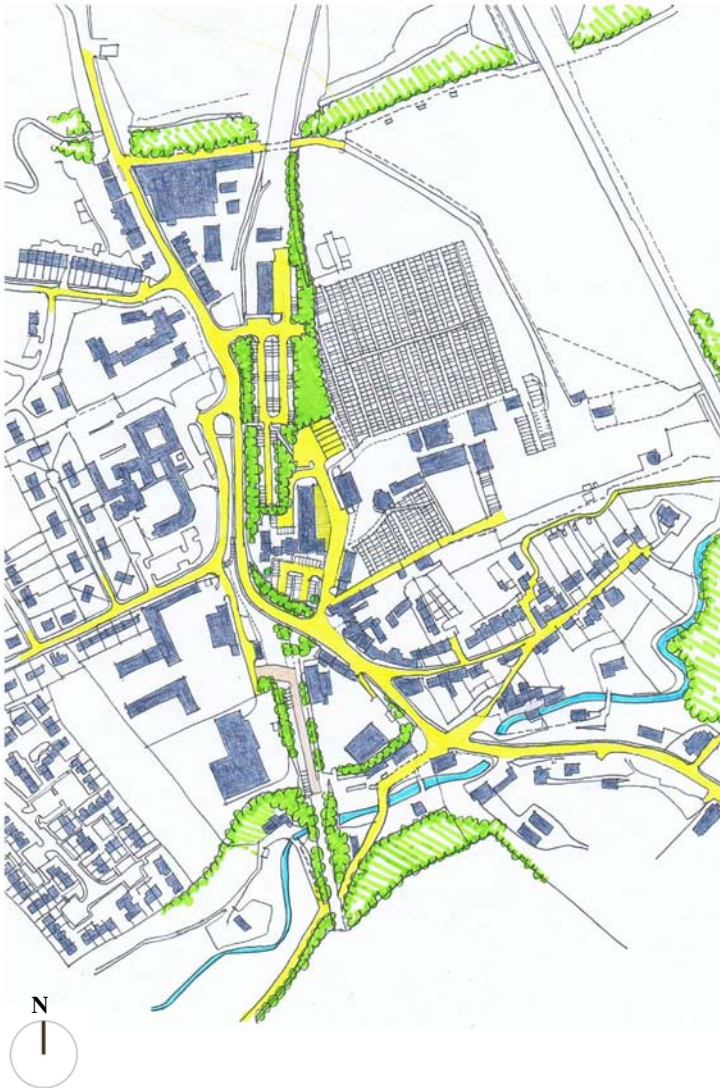
The back lane behind Tweedside Road has become more formalised, now giving access to garages. To the west the Council offices are in their first phase of redevelopment, and the looser, mainly suburban semi-detached interwar development contrasts with the older organic form of the old village.



OS Plan 1963

## 2.05 **Current village plan**

The contemporary plan is much changed with the railway, the railway buildings and the bridge all stripped out. Without the railway the village fabric lacks the key element of drama which gave it meaning.



**Current Village Plan**

Because of the dominance of vehicles, the village public realm has shrunk to a pavement space in front of Melbourne Place and another at the car park in front of the Coop food store. Clearly, these are thoroughly inadequate where creating an appropriate identity and a sense of belonging to an expanded settlement is concerned.

It might be concluded that the legacy of the last 150 years has left insurmountable obstacles. Certainly, from the urban design point of view, the challenge is extremely formidable and success must surely be dependent on most, if not all, of the planned expansion proceeding. The elements of the present village centre that can play a part are discussed next.

The scale and topography of the land left over now exerts a baleful effect leaving the central corridor suitable for mainly industrial uses and car parking, necessitating large scale screening by structure planting on the embankment slopes. Now mature, this planting has done its job, but it is with the limited aim of screening and separating, and it makes little contribution to the continuity of the village fabric.

The continuing needs of heavy commercial traffic serving the Mart have meant that the main road, lacking civilizing frontage and even a name, except at Melbourne Place, still retains the characteristics of the traffic laden A68 – with the slope down through the canyon under the old railway route more reminiscent of a race track than a village street. The high retaining wall and the embankments on the west side of the road are a barrier to routes to the west.



**The characteristic view of the Eildons from Melbourne Place**



The village public realm – hemmed in to a shallow apron in front of the Station Hotel and dominated by a carriageway designed for large scale commercial mart traffic. Compare this with the old photograph in 2.03 where the street could be used equally by pedestrians.



A tiny piece of village public realm – the entrance to the Co-op Food store with the Community Council notice board. A village of 3500 souls deserves better. 52



### 3.00 THE EXISTING VILLAGE FABRIC

The village possesses fabric of undoubted quality and these gems, together with other parts of the fabric of lesser quality have the potential to provide the building blocks for a regenerated village core, as follows:-

#### 3.01 Tweedside Road

The single village street of Tweedside is characterised by its organic form with some frontages directly adjoining the street and others, some highly distinguished, set back behind raised and walled gardens. The predominance of short terraces producing a “joined up” character, together with secondary urban fabric of front garden walls, create a worthwhile street model for new development particularly if the impact of parked cars on the street can be reduced by rear court or rear lane parking.



**Garden walls and variable widths of shared carriageway combine to make this a pedestrian friendly place**

If the street could be improved, it would be by developing its lanes and footpaths to connect its cul de sac form with the new development on the Mart site.

#### 3.02 Melbourne Place

The splendid Victorian red sandstone frontages of Melbourne Place are emblematic of the village. Completely of their place and time, they could hardly be anywhere else. They could contribute a more effective backdrop, but for the lack of an appropriate pedestrian friendly public realm street space in front. It is a key aim of this study to create an improved multi use apron space and village street that will return to the village something of that sense of place evident in the old photograph in paragraph 2.03.



**The splendid red sandstone frontages of Melbourne Place emblematic of the village. They just need a proper street level setting to blossom.**

The rear court areas behind Melbourne Place are characteristic of Border town’s backlands where pedestrian and cars mix comfortably in a domestic environment. This arrangement, which provides for parking behind the street frontage, is one which has relevance to new development. The courtyard could be improved by a connection to the lane to the north, where an extra access would provide additional connectivity and porosity.

**The backlands behind Melbourne Place, where domesticity tames the car, are a good model for rear courtyards in the new development.**



3.03 **The main street**

Currently its layout and design reflects the needs of commercial traffic serving the Mart and it still retains all the characteristics of the old A68, with its carriageway, designed for vehicle speed and manoeuvrability dominating the left-over pedestrian areas.

Still essentially a “road”, it could be returned to a multi use village “street” by the introduction of environmental improvements to calm traffic and give priority to pedestrians. Decisive intervention is vital to change its character along the village centre sketch, to produce a sense of arrival and departure.



**Melbourne Place, where vehicles are completely dominant**

3.04 **Cooks Van Hire Site**

This site has much potential for future development being on one of the potential routes from the southern expansion area to the village centre via Whitelee Road. Careful consideration of the design of frontage facing Whitelee Road, and the apron area at the junction of the main street is required.



**The wide swathe of road at the junction of Whitelee Road with the main street where vehicles presently dominate.**

3.05 **The War Memorial**

The current location of the war memorial on the grassed area in front of the Council Headquarters has been an improvement in terms of accessibility compared with its old location on the sloping bank opposite Melbourne Place. However, it has been suggested that a more appropriate location would be at the proposed new village square or green.



**The present War Memorial site**

3.06 **The ramp from Melbourne Place**

The ramp which rises to overcome the difference in level between Melbourne Place and the old Baxter Johnston site is visually and psychologically the most potent element of existing village fabric which connects the main street with the village to the south west. For this reason, every effort should be made to incorporate this route into the planning of connections between the village centre and the southern and western expansion areas. The ramp cannot be negotiated by vehicles turning south on to Melbourne Place. A new vehicle entrance is required on the west side (see paragraph 4.02).



**The ramp is an obvious route southwards towards the new housing expansion areas.**



3.07 **Village centre commercial premises**

If there is sufficient connectivity between the village centre and the planned expansion areas all of the existing commercial premises would benefit. Here it is essential that there is sufficient on-street, short stay car parking along Melbourne Place.

While the proximity of the Mart development makes achieving connectivity from this direction relatively easy, village centre users from the remainder of the village and especially from the southern and western development areas will require more encouragement. For this reason, new proposals for vehicular, pedestrian and cycle links are vital, and every effort should be made to maximise these. See paragraphs 3.15 and 4.02.



Some of the village's commercial premises



### 3.08 **Mart building**

The octagonal Mart building, now Grade B listed, is thoroughly distinctive and emblematic of the principle village trade. Now well worn from a century of rugged use as the main sale ring, it is nonetheless a vivid piece of village heritage, a key memory, and if it were given an appropriate use it could be an important symbol of a regenerated community. The form of the building, its wooden structure and internal arrangement may not make this easy. But finding a good use for the building which retains a sense of common ownership, perhaps as a nursery or a village meeting place would add significant value to the village. Located in the interface between the old village and the Mart development, its characteristic form would lend stature and emphasis to an adjoining civic space.



**The unmistakable octagonal Mart Building – now Listed Grade B. Given a new community use and suitably converted the building represents an important regeneration resource.**

### 3.09 **The car park group of buildings**

The few buildings which have crept on to the old railway land, namely the Eildon Housing development, the Surgery and the industrial units part occupied by the Co-op food store seem almost apologetic. Hemmed in by the car park and the swathe of tarmac next to the Mart they lack the stature and presence needed to establish a meaningful sense of ‘centre’ for the village. The car park has little potential for adding buildings which could provide suitable enclosure for a new civic space. Solutions to providing an enhanced centre to anchor the village public realm must be sought elsewhere.



**The group of buildings facing the car park are inadequate as a backdrop to a new village square.**

### 3.10 **The industrial units**

These are inappropriate elements to be in close proximity with a regenerated village centre. They occupy part of the interface between the new Mart development and the old village where there is most potential to establish to establish a new public realm for the village, so must be looked at afresh. In the event of the relocation of the Mart there may be less need for the adjoining lorry parking and it too could be moved to a more appropriate site away from the village centre.



**The industrial units occupy a key space in the interface between the village and the Mart site development and are incompatible with a village centre environment.**

### 3.11 **The Co-op food store**

The Co-op occupies an industrial looking building of modest pretensions attached to the row of industrial units, but nonetheless a key element in a regenerated village centre.

The space in front of the food store where the Community Council notice board is located is thought of as one of the villages only meaningful public spaces. This is an illustration of the comparative poverty of public realm space in the village.



**The Coop Food store entrance and Community Council notice board.**

In the event of the planned expansion, the Lothian, Borders and Angus Co-operative Society may consider upgrading the store from its present size of 2000ft<sup>2</sup> to around 4000ft<sup>2</sup> gross, including storage, and it is axiomatic the food store must be retained in a central position in a regenerated village centre. Co-op food stores operate in the service of their nearby communities and are not strictly in competition with the supermarkets. They operate on a convenience shopping basis, that is, basket rather than trolley shopping. Large amounts of dedicated parking are unnecessary.

Like the Health Centre, it would be destructive to the village centre if the store were surrounded by a sea of dedicated parking, so again a more creative solution is required. Co-op stores are often integrated into the town fabric and the Co-op is adept at servicing so large amounts of hardstanding, which would be difficult to accommodate in the village townscape, are unnecessary. Food stores as building types can have a design agenda that does not naturally correspond with the requirements associated with good street design and particular care for the village centre context will be required.

### 3.12 **Surgery – Health Centre**

The surgery is presently operated by the local GP practice, Eildon Medical Practice. Discussions have taken place with NHS Borders on a replacement facility to be put in place in the event of the planned village expansion when the population in the wider rural area served by the health centre could rise to between 6,000 and 10,000.

A building of approximately 1700m<sup>2</sup> is envisaged on 2 or 3 storeys and the Rydens/Smith Scott Mullan Associates Planning and Design Statement suggests a parking requirement of 85 spaces.



**The Surgery when replaced by a new Health Centre this building will require a new use.**

A new Health Centre would be a key public building and it is essential for the village centre that it should be located there and not on the periphery. It should also play a more meaningful role in the village centre townscape than acting as a 'sign post' for the new Mart development as indicated in the Mart site Planning and Design Statement. It cannot shape the public realm if it is insulated from the rest of the village by a sea of dedicated car parking so again, a more creative solution is required.

Health centres as building types can be subject to a design agenda that does not naturally correspond with good street design, so particular care for the village centre context will be needed.

### 3.13 **Stepped ramp at Bowden Road**

This route from Bowden Road down to the main road may be thought inconsequential in the context of a regenerated village centre, but it points up the need for the maximum number of pedestrian routes to overcome the level change at the embankment on the west side of the old A68 so that the village beyond, and the southern and western expansion areas are as physically and psychologically connected to the village centre as possible.



**Two ramps to overcome the grade separation at the main road**



3.14 **The Mart development interface with the village centre**

Unlike the southern and western expansion areas the proximity of the Mart development to the old village, particularly at the interface with the old and the new, gives it more potential than any other element to transform the village centre.

Outline proposals for the Mart site have been prepared as part of the unresolved Outline Planning Application by John Swan & Sons PLC. These are summarised in outline in the Indicative Development Framework prepared by Rydens/Smith Scott Mullan Associates as part of the Planning and Design Statement 2007.

**The Indicative Development Framework prepared for the Mart Site by Rydens/Smith Scott Mullan Associates, 2007.**

The indicative layout is somewhat suburban in character with open space disposed throughout somewhat arbitrarily. A bolder, more rigorous and structured approach to planning a new public realm would be more fruitful, as would a more positive integration into the village fabric of the old Mart building, the Health Centre and the Co-op Food Store - opportunities which were restricted because of the site boundaries.



While the (Auction Mart specific) Development Framework generally follows the guidance of the Auction Mart Site (existing) SPG, for example, in relation to the provision of a village green/square, neither document is informed by a strong 3 dimensional urban design agenda. In addition, the constraints of land ownership mitigate against a creative and positive approach at the development's interface with the existing village, where the potential is greatest to deliver the SPG objectives of:-

- a clearly defined design approach which enables the village centre to mature and become more cohesive in form
- a village green/square which provides a new focal point for the village and achieves a strong sense of place by integrating the development into the existing fabric of the village.

Strict adherence to the Mart site boundaries prevents these objectives from being satisfactorily addressed. The Design and Access Statement itself notes that 'the development site does not have a strong sense of connection to the main area of village'

This study has a wider remit and can therefore be more ambitious in relation to exploiting the opportunities for the regeneration of an enhanced village centre which arise at the interface between the Mart development and the old village.

*The aim should be not to add to the village an unconnected area of housing but a fully functioning integrated and connected 'piece of village'.*

3.15 **Obstacles to connecting the Southern and Western Expansion areas**

In order for the services and facilities in the village centre to thrive as a consequence of the proposed southern and western expansion, good connections to the village are essential.

The aerial photograph and OS plans in Section 2.00 illustrate the difficulties. Physically and psychologically the proposed expansion areas are firmly separated from the village core by the area of industrial land – formally the Baxter Johnston site, now owned by Cooks Van Hire Ltd, and the Bowden Burn landscape corridor with its deep wooded dean. In each case, there are significant level differences to overcome.

The disconnectedness is particularly challenging and new connections for vehicular, pedestrian and cycle traffic to encourage residents to use the village centre need to be maximised.

**Re-use of the railway link**

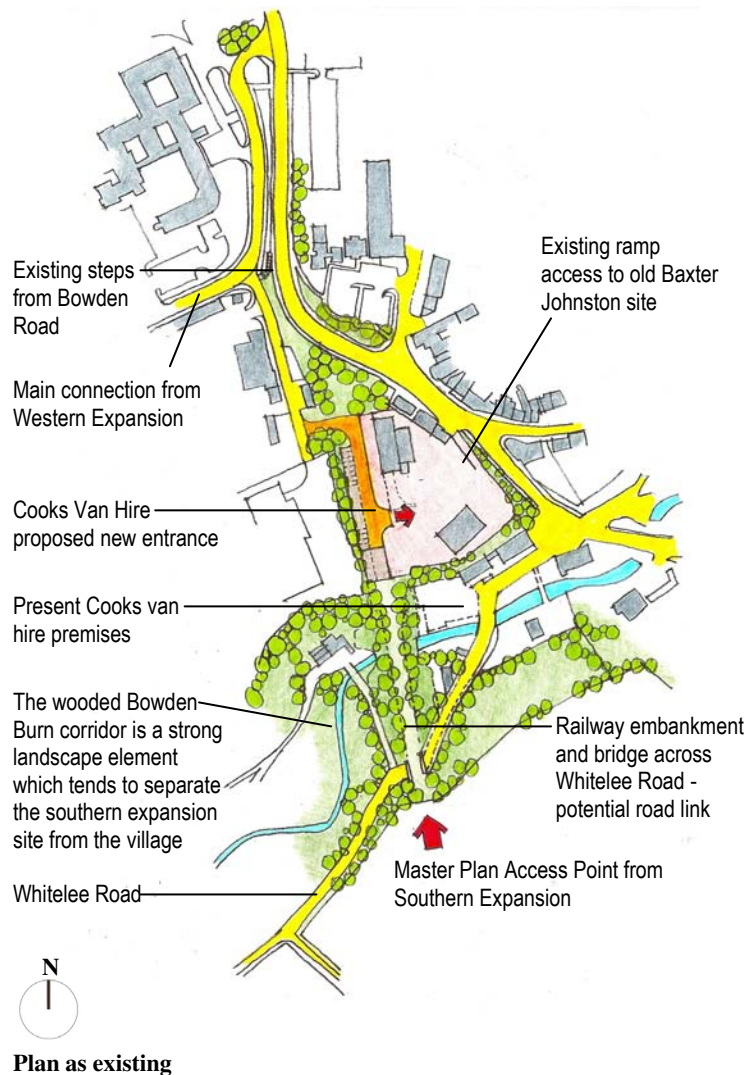
An umbilical cord remains in the form of the old railway embankment across the Bowden Burn valley and bridge over Whitelee Road.

But, by itself the road, cycle and pedestrian link which the old railway line can supply, is far from direct, delivering cars and cyclists to Bowden Road and thence to the main road somewhat to the north of the village centre. Pedestrians fare little better, the nearest connection to the main road being currently via the pedestrian ramped steps at the end of Bowden Road.

**The Baxter Johnston site (now Cooks Van Hire Ltd)**

In an ideal world the creative development of the Baxter Johnston site might have contributed urban form which could have added to the regeneration of the village core by resolving some of its one sidedness, but this opportunity has now passed.

The yard however, possesses a useful piece of village fabric in the ramp rising from Melbourne Place. Although its junction with Melbourne Place is unsuitable for vehicles it nonetheless appears as a highly visual and obvious route southwards from the main street, and its psychological importance should not be overlooked.



The old railway bridge over Whitelee Road – an umbilical cord linking the Southern Expansion area with the village centre.



It is vital that the ramp from the Baxter Johnston yard to Melbourne Place be used as a pedestrian/cycle link from the Southern Expansion area.



**4.00 PROPOSALS  
WITH VILLAGE CENTRE REGENERATION PLAN**

The village centre regeneration proposals are summarised in plan here, and in more detail in the sketch view in paragraph 4.09.

An explanation of the various components of the plan, and how they derive from three dimensional urban design considerations, follows in the next part of this section.



**Village Centre Regeneration Plan**



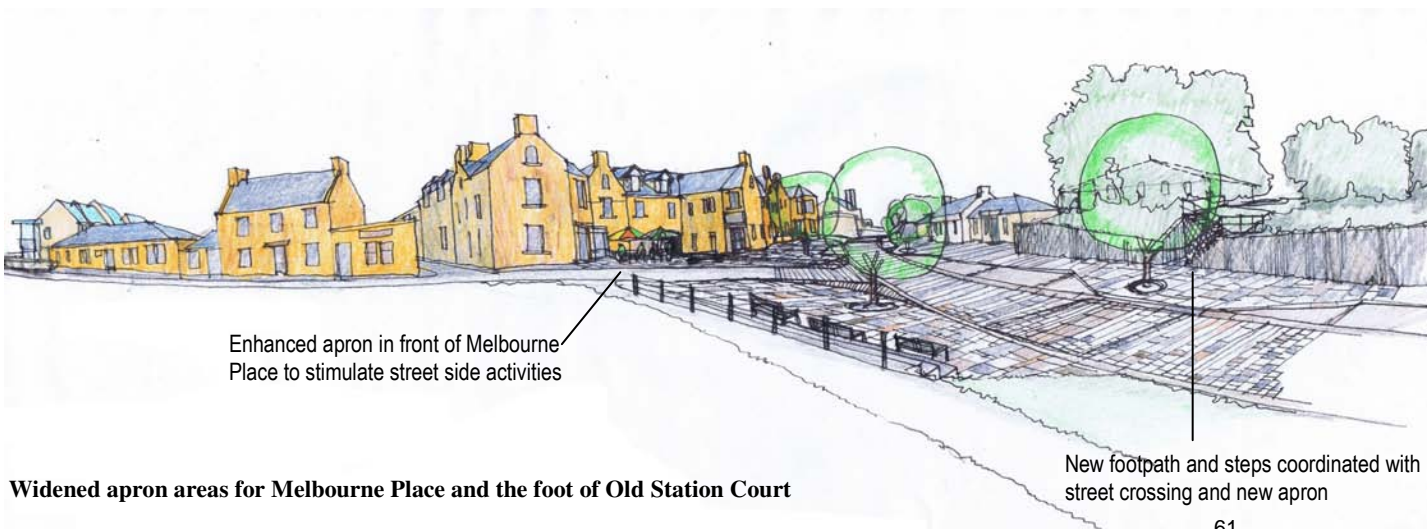
4.01 **Proposal: main street improvements**

The main street north and south of Melbourne Place still has all the characteristics of the old A68 – unfriendly to pedestrians, its space given over to the needs of through traffic and large scale commercial traffic serving the Mart.

The proposal is to turn the road into a street and reclaim it for the village. It will continue to be accessible by vehicles but with a clear sense of priority to pedestrians. It will be designed to provide a clear sense of place leaving no doubt that here is the main street of the village, with a clear identifiable sense of arrival and departure.



**A new high street, reclaimed for pedestrians with traffic calming and narrowed carriageway, dedicated crossings, enhanced aprons, on street parking and street trees**



**Widened apron areas for Melbourne Place and the foot of Old Station Court**



4.01 The components of the scheme will include:-  
(cont.)

- complete repaving of the stretch from the Bowden Road ramped steps to the Serviceline Garage
- repaving from side to side including footpaths and the aprons to Melbourne Place to unify the village public realm
- traffic calming measures including narrowed entrances, a narrow carriageway and some carriageway level changes at the frequent pedestrian crossings. Also, to reduce traffic speeds naturally, some reduction in forward visibility by the introduction of -
- planting and street trees which will also introduce a distinctive character compared with the rest of the main road and
- street side short term parking to encourage residents and visitors to stop and support the village commercial outlets and
- additional apron area at the foot of Old Station Court, to add to the public realm space and stimulate overflow activity from adjoining commercial outlets There is also potential in the apron area where Whitelee Road joins the main street.



**Eliminating a strong distinction between road and footpath will unify the space. By narrowing the carriageway and reducing forward visibility, traffic speeds can be reduced and the road reclaimed as a multi functioning street where pedestrians hold sway.**

In addition, to replace the enclosure lost with the passing of the old station there is the opportunity to add frontage at the bottom of Old Station Court where a new double sided street could be formed leading to an enhanced village centre, described in paragraph 4.03 onwards.

The main street improvements should also create much needed sense of arrival for the connections with the rest of the village to the west and to the southern and western expansion areas to encourage movement into the village centre and the use of existing and new facilities. Proposals for these new connections are covered in the next paragraph.



Adding frontage with additional apron space at the foot of Old Station Court would provide welcome enclosure to Melbourne Place and significantly add to the sense of place in the village centre

**The main street environmental improvements should have a clear beginning and end to signal the extent of the village centre. The paving extends from frontage to frontage unifying the space. It is essential that the connections, new and existing, from the Southern and Western Expansion areas be maximised to encourage use of the village centre by new residents.**



4.02 **Proposal: New connections from southern and western expansion**

Without effective vehicular, pedestrian and cycle links the southern and western expansion areas are unlikely to deliver their full potential of economic and social benefits to a new village centre. Residents will have little incentive to use the village centre and will travel further afield by car using the new access to the A68 to the south.

Two matters seem paramount: first, the establishment of a maximum number of linkages and second, the phasing of the development to ensure that it proceeds first at the northern end of the site in the hope that the habit of visiting the village centre can be established from the beginning.



**Whitelee Road where a new footpath through the wood to the Southern Expansion area is planned.**



**The old railway bridge – currently overgrown – where a new road link is planned**

**New pedestrian/cycle link through woodland to Whitelee Road**

The wooded slope to the valley on the east side of the old railway bridge offers the possibility of a pedestrian/cycle link via Whitelee Road to the village centre.

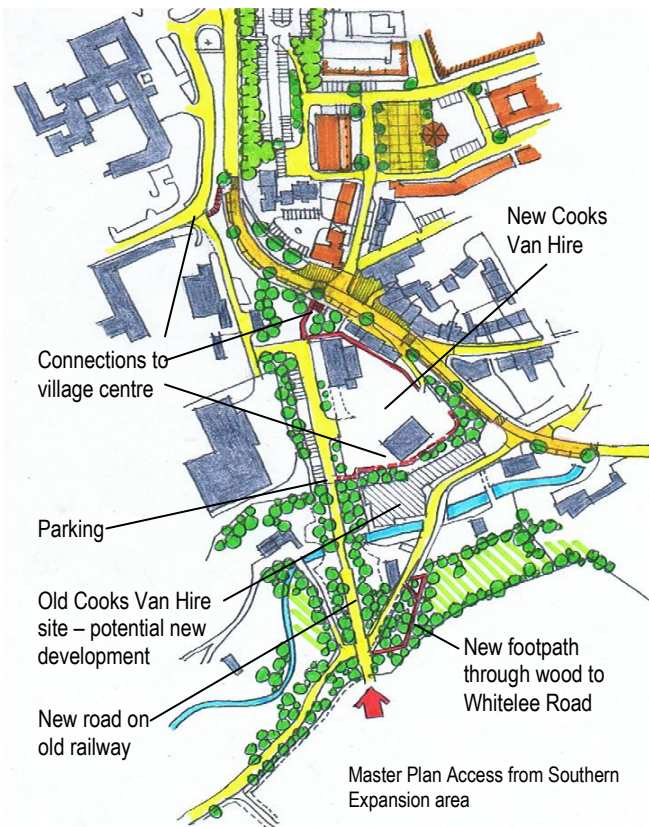
The change in level is considerable, estimated at 6 – 7m making for steeper gradients than perhaps ideal, and selective tree felling would be required. But nonetheless, this looks too good an opportunity to miss since it would make a good connection with the south end of an upgraded main street, linking in the process with the St Cuthbert’s Way.

**New vehicular/pedestrian/cycle link over the old railway bridge**

The umbilical cord of the old railway line crossing the Bowden Burn dean represents the chief connection where a new road and footpath could extend westwards to the back of the old Baxter Johnston site (now Cooks Van Hire Ltd).

Here, subject to the resolution of various land ownership issues, there are various opportunities including:

- the formation of a new vehicular entrance to Cooks Van Hire yard to replace the existing access (unsuitable for vehicles) via the ramp from Melbourne Place on the east side of the site.
- the connection of the new access road, via the junction with the adjacent service road, to Bowden Road, thereby establishing a vehicular link with the regenerated village centre for pedestrians and cyclists. For pedestrians, this route would connect with the ramped steps at the end of Bowden Road, to connect with a new crossing at the northern limit of the proposed environmental improvements to the main street.
- the provision of new parking on SBC owned land to the west of the Baxter Johnston site to encourage village centre visitors to walk down to the main street.
- here a new physical connection to the main street is required in the shape of a new set of pedestrian steps located at the low point of the embankment wall opposite the end of Old Station Court.
- to make the best use of the existing ramp from Melbourne Place to the Baxter Johnston yard (now Cooks Van Hire yard), especially for cyclists, two linkages should be investigated. The preferred alternative would be via the south side of the yard since it is a much more direct connection. Alternatively and very much less direct would be a connection via the northern boundary of the yard.

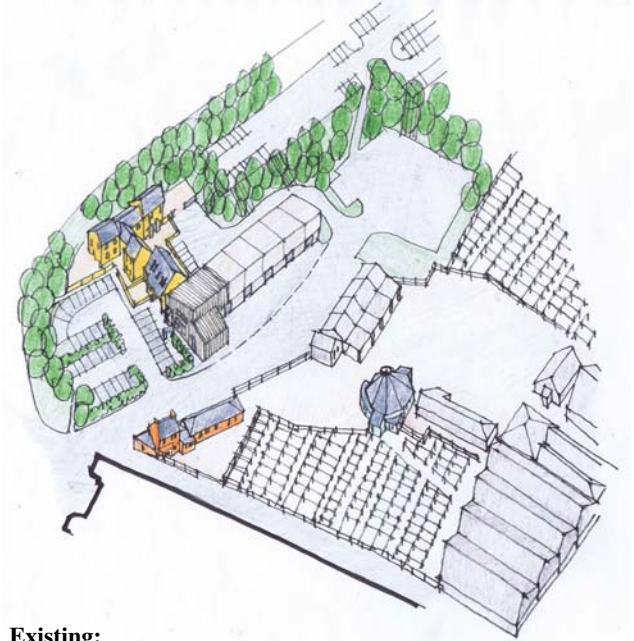


**Connectivity between village centre and Southern and Western Expansion areas is of the first importance**

4.03 **Proposal: the genesis of a new village centre**

Old Station Road, north of the Co-op food store currently peters out into an industrial area composed of industrial units, car and lorry parking areas and the Mart. The extent of Mart ownership has so far prevented consideration of radical urban design possibilities. Here there are opportunities to provide new and enhanced uses for the key existing buildings in combination with new and meaningful public realm space to create a new centre for the village with a natural continuity from the existing to the new, and an authentic sense of place.

Unprepossessing though it is at present, this area has the most potential to shape a new village centre



**Existing:** unpromising circumstances with the car park, the Co-op, the industrial units and the Mart building all occupying a large semi industrial area.

The genesis of the proposed plan is in the relocation of the Co-op food store into the larger adjoining industrial units allowing demolition of the existing premises and a new route to a servicing/parking yard to the rear. The industrial units, which could also accommodate additional retail space, do not have sufficient stature to address an adjoining public space so need to be transformed by a front extension, perhaps consisting of a glass frontage behind a canopy roof with colonnade.

Reinvented in this way with its rear court connected to the Scottish Borders Council car park to maximise car parking in the evenings and weekends, and the lorry parking relocated to a more appropriate location away from the village centre, the food store would remain visibly at the heart of the village attracting shoppers from all parts and making a vital contribution to the totality of the village facilities.



**Proposed:**

- Build a new Coop food store with new retail in the industrial units
- Give the building a new frontage
- Demolish the old food store and form a new access to the rear. Connect to SBC car park to maximise existing parking
- Build new frontage to Old Station Court and convert car park to private court accessible through pend
- Form new hard paved Civic Square between food store and Mart
- Build new frontage on north side of Square to contain space
- Extend frontage from Old Station Court to form south side of Square
- Place new street on axis of Mart extending northwards to northern access via Waverley Place

4.04 **Proposal: A new civic Square**

A new Co-op building would have an axial geometrical relationship with the facing octagonal Mart building, suggesting a new public square, perhaps hard paved with some street trees to act as an important new civic space for the village where events, including perhaps farmers markets, could be held. New housing frontage enclosing its north side would contain the view up Old Station Court, itself transformed into a double sided street, as described in paragraph 4.05.





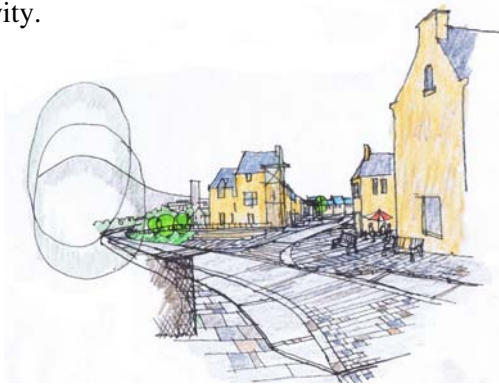
4.05 **Proposal: a new street at Old Station Court**

The public car park at the present food store is converted into a semi private courtyard serving the Eildon housing, the surgery building – perhaps converted to housing, and a new terrace of housing to provide a new frontage to Old Station Court.



A new street at Old Station Court

Making Old Station Court double sided would convert it into a meaningful street connecting the improved main village street at Melbourne Place with the Square. Building here repairs some of the legacy of the railway by removing the structure planting and the visual dominance of the car park and puts back enclosing urban fabric at the heart of the village. Where the row meets Melbourne Place there is the opportunity for a well designed frontage to replace some of the closure lost with the passing of the railway buildings. Like Melbourne Place, this frontage could be provided with a broad apron to provide additional space for street side activity.



New frontage at the foot of Old Station Court

4.06 **Proposal: a pivotal role for the Mart building**

The centralised octagonal form of the old Mart building is ideally placed to close the vista from another street, this one leading northwards to a secondary access to the main street. This is formed by extending Waverley Place eastwards so providing a vehicular route which directs traffic away from the village centre. Used in this way a revitalised Mart building with an appropriate public function would play a pivotal role in this new townscape with its hard paved square providing civic space with opportunities for village events, farmers market and the like.

4.07 **Taking the Melbourne Place frontages for a walk**

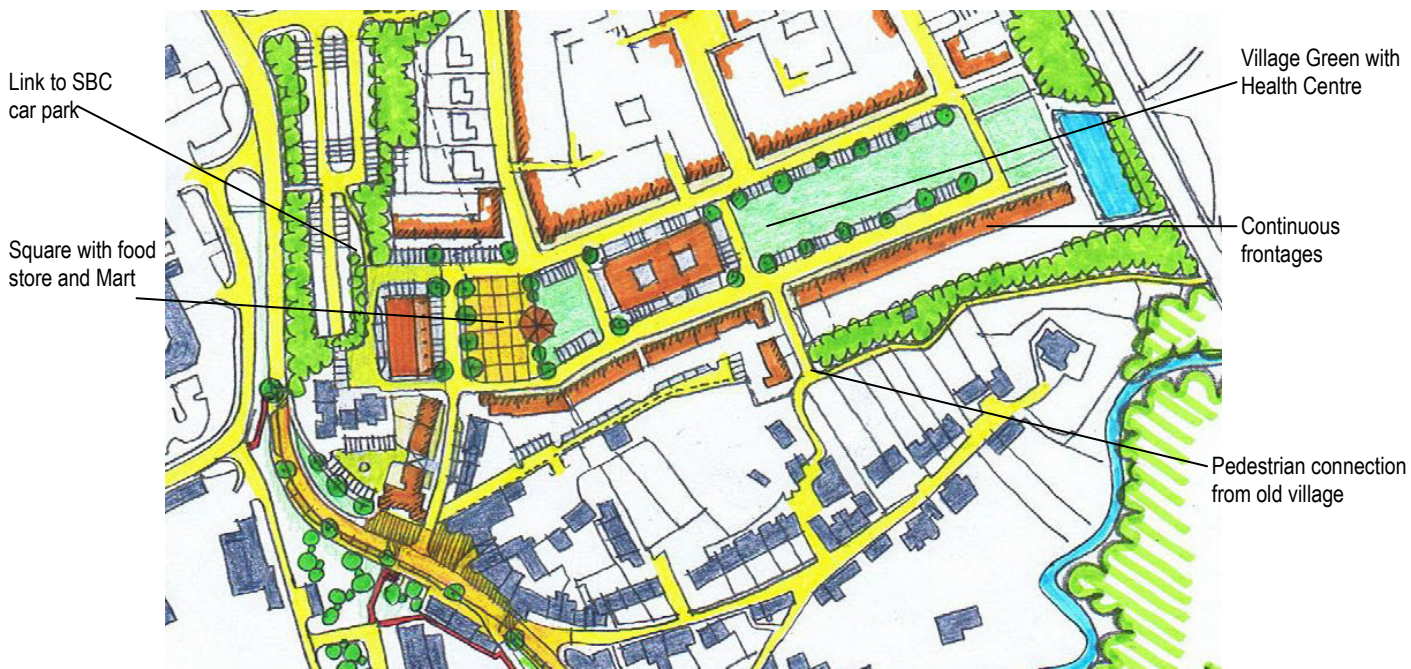
Paul Klee famously “took a line for a walk” in his paintings and something of the kind can be done with the key red sandstone frontages of Melbourne Place and Old Station Court. Enormous continuity can be obtained into the new piece of village on the Mart site by the simple expedient of carrying the new housing frontages round eastwards so they provide a clear distinction between the public street realm in front, and the private garden realm behind – the latter partially served by retaining the lane at the rear for parking purposes. Short terraces of joined up fabric should be used here, the better to enclose the south side of the square, and to address a related open space in the form of a village Green described next in paragraph 4.08.



Carry the frontages round from Melbourne Place and Old Station Court into the Square and Green

#### 4.08 **Proposal: a new village green – a key organising space**

Taken on eastwards this joined up line of frontages can form the southern edge of, a new village green. Taken together with the Square, the Green acts as a key village organising space.



Shared by the old and new parts of the village, the space at once divides and unites the new with the old, and the east west orientation repeats that of the village deans. The placement within this organising space of the main public buildings – the Coop food store and the Mart, and the addition of the Health Centre enhances the “public” character of the place, making it a regular destination for the whole village. This is important psychologically since it helps integrate the Mart development, breaking down the perception that it is a separate new and unconnected part of the village where nobody goes.

Critical where achieving the maximum permeability from the old village is concerned is establishing a pedestrian link to the Green from Tweedside Road. There are level differences to overcome, but the psychological and physical prize of this direct connection is great. Opportunities for new frontage which can address this route and provide natural surveillance should be taken.

The green thus formed can be a multi purpose space which meets the open space requirements for the Mart development and the village, but in a more meaningful urban form than if open space were disposed arbitrarily throughout the Mart development.

The scale of the space can accommodate higher density and taller buildings more appropriate to its central position in the village. It is important that the street frontages employ sufficient “joined up” fabric to create a clear distinction between the public (street and green) and private (rear gardens) realms. The aim should be a strong, building presence on the street without curtilage parking.

Large areas of car parking in the village centre, especially if they are dedicated to individual buildings should be resisted since these would dominate the public realm, diminishing its sense of place and distinctiveness. Clearly, much parking is required, but much preferable is a dispersed arrangement maximising lengths of on street parking broken up by planting and street trees. The new Mart development should be designed for maximum resident parking in semi private rear courtyards. Greater efficiency can be introduced by creating a link from the yard behind the Coop food store and the Council’s car park to the north.

A vigorous organising plan of this kind is hardly revolutionary: there are many similar examples, but essentially it is the result of approaching the multi faceted problem of the regeneration of the village centre from a three dimensional urban design point of view.

The new public realm thus formed would give the village a stature and distinction much lacking and would allow Newtown St Boswells to take its place alongside other Border towns.



4.09 **Summary of proposals**  
**SKETCH VIEW OF VILLAGE CENTRE**

The village centre proposals are summarised in this three dimensional sketch of the village centre.



Sketch view of village centre



#### 4.10 **Proposal: the Mart development - key design issues**

The terms of reference for this study have allowed for the Mart development to be considered in the light of the wider village regeneration agenda. Consequently, there are land ownership issues which arise that will need to be resolved.

This study unashamedly exploits the interface between the Mart development and the old village to craft a new centre, but in doing so should enhance the marketing potential of the new development ensuring it belongs to the village and appears as an authentic “piece of village” rather than an unconnected suburban enclave which could be anywhere.

This placemaking agenda is at the heart of the Scottish Borders Council’s Placemaking and Design SPG and the Scottish Government’s Designing Streets, and although this study does not seek to be definitive in detail where the design and layout of the Mart development is concerned, it sets out the following guidelines.



##### 4.10.1 **New public realm: Square and Green**

The development should follow the principles set out in section 4.

New housing frontage should extend the existing frontages on Melbourne Place and Old Station Court as set out in paragraph 4.07. Particular attention should be paid to achieving maximum continuity between old and new at the end of Old Station Court to achieve a natural transition.



#### 4.10.2 Public buildings

The principles set out in paragraphs 4.03, 4.04 and 4.06, for the Co-op food store, the old Mart building and in 4.08 the replacement Health Centre should be incorporated.

#### 4.10.3 Frontages adjoining the public realm

The housing frontages should have a close relationship with the street and should be composed of short terraces with sufficient 'joined up' fabric to ensure adequate enclosure of street space and a clear distinction between the public realm of the street and the private realm of gardens behind. In general, curtilage parking between street and frontage should be avoided.



**A vigorous arrangement of urban space with key public buildings contributing positively to the village public realm**

#### 4.10.4 Density and building heights

Building heights and density adjacent to the Square and Green may be greater than at the periphery of the site relating to the taller buildings of Melbourne Place and reflecting the larger scale of urban space.

#### 4.10.5 Link to the old village

A pedestrian / cycle link should be provided extending the back lane on the north side of Tweedside to the new Green, and housing frontage added as emphasis and to provide natural surveillance.

#### 4.10.6 Parking at the Square and Green

Parking should be dispersed, avoiding large scale concentrations, particularly of dedicated parking at the Co-op food store and Health Centre to avoid over dominance of the public realm.

Advantage should be taken of the lane at the southern boundary of the Mart for semi private residents parking, and a link from the rear courtyard behind Melbourne Place would increase general connectivity.

A new ramped road connection should be formed to the southern end of the SBC car park to the parking area behind the Co-op, to introduce parking flexibility and connectivity particularly in the evenings and at weekends.

#### 4.10.7 Northern access road

A new vehicular access from the main road, B6308, should be formed by extending Waverley Place eastwards into the Mart development. Although there are level difficulties to overcome, this will provide a new vehicular route which avoids concentrating traffic at the village centre.

#### 4.10.8 The development north of the Square and the Green

As elsewhere, the policy contained in Scottish Borders Council's 'Placemaking and Design' SPG and the Scottish Government's 'Designing Streets' applies.

A possible layout is roughly sketched out introducing a circular street arrangement serving a plot depth on the east, north and west boundaries of the site and three perimeter blocks on the middle.



**Suggested development framework with single plot depth on periphery and perimeter blocks in middle**

#### 4.10.9 Perimeter blocks

These have the advantage of removing residents parking from the street, placing it in rear semi private courtyards. It is preferable these have various entrances to disperse traffic and introduce maximum permeability to pedestrian and cycle traffic and, if possible, the courtyards should include a small number of houses to provide natural surveillance and introduce a mews character – not unlike the rear of Melbourne Place.

#### 4.10.10 Street design

Rear courtyard parking promotes a strong building presence on the streets allowing the frontages to shape the space. Here it is essential that most of the residents parking is **not** provided within the curtilage in garden plots (especially if parking is in front of the building line) since compared with communal parking, this is inefficient and destructive to the 'Designing Streets' aim of developing streets with a sense of place where there is priority for pedestrians and cyclists over vehicle movement.

Every opportunity should be taken to shape pockets of space, to create local sense of place on the street by manipulating frontages to address street space and introduce closure to forward view.

On street visitor parking should be incorporated together with careful spatial design using reductions in forward visibility with narrowed and informal carriageway layout and the introduction of landscaping/planting to produce natural traffic calming and promote sharing of the street space by pedestrians and cyclists.

Also essential in this 'Designing Streets' agenda is a street and rear court layout that incorporates 'connectivity' ensuring that traffic is well dispersed throughout the development, and therefore minimised on individual streets.

#### 4.10.11 Secondary urban fabric

For the development to perform as a satisfactory 'piece of village' it ought to follow the example of the old village where there is a range of secondary urban fabric often consisting of stone walls, which shape and delineate the public and private spaces adjacent to the street.

In the new development, a range of walls, railings and fences will be required, particularly in relation to front gardens adjacent to the street



**Tweedside Road**

### **Appendix 3: Appraisal process**

Appraisal of access, open space, education, health centre and community development has been assessed against specific sites that have been identified for potential use, each of which is marked on the 'Newtown St Boswells Development Framework' plan. The appraisals set out a range of preferred options based on sound planning, deliverability and appropriate phasing of development.

The Development Framework comprises 5 key components, based on those identified within the Finalised Local Plan Amendment (as summarised for site ANEWT005). These are assessed in the context of all potential development within Newtown St Boswells:

- 1 ACCESS
  - Access from A68
  - Vehicular/pedestrian access to the village centre and local facilities
- 2 OPEN SPACE
  - Public open space, green space and play provision
  - Landscape framework for the village
- 3 EDUCATION
  - Provision of school and nursery facilities
- 4 HEALTH CENTRE
  - Provision of a larger replacement health centre facility
- 5 COMMUNITY DEVELOPMENT: TOWARDS A SUSTAINABLE COMMUNITY
  - Village centre
  - Employment: Business & Retail
  - IT infrastructure
  - Renewable energy
  - Wider access for all: footpath networks
  - Natural heritage
  - Community Facilities
  - Delivery Mechanisms

|                                 |   |
|---------------------------------|---|
| ACCESS                          | Access from A68 (including considering new roundabout) and road/transport networks within the settlement<br>Provision of cycle paths and footpaths  |
| OPEN SPACE<br>RENEWABLE ENERGY  | Provision of areas for Sustainable Drainage System, public park, greenspace, open space and play equipment<br>Sustainable approach to construction and use of renewable energy for running of buildings<br>Use of landscaping and buffers to create strong boundary of the settlement<br>Management scheme for any planting |
| EDUCATION                       | Provision of school and nursery to serve the local catchment area   |
| VILLAGE CENTRE                  | Incorporate outcomes of community consultation in development and regeneration of village   |
| LANDSCAPE + NATURAL<br>HERITAGE | Use of landscaping and buffers to create strong boundary<br>Design of development to conserve and enhance the landscape value of the National Scenic Area<br>Management scheme for any planting   |

## Methodology

For the specific single-use components of 'Open Space', 'Education' and 'Health Centre', the planning and physical context is assessed and the key requirements identified. The various potential sites are then appraised against the following:

|                                      |   |
|--------------------------------------|---|
| <b>Strengths:</b>                    | positive aspects of the site in delivering the use identified.                        |
| <b>Weaknesses:</b>                   | negative aspects of the site in delivering the use identified.                        |
| <b>Dependencies:</b>                 | factors that control or influence the delivery of a given use on the site identified. |
| <b>Stakeholders/key to delivery:</b> | key parties who are important to the critical path of delivery.                       |

Following this appraisal, a recommendation is then made for each land use and preferred site(s) identified.

For the 'Access' and 'Community Development' components of the Development Framework, the assessment appraises the existing situation, the impact that expansion may have, and makes recommendations for capturing the benefits as well as reducing any negative impacts that the strategic expansion may have.



## APPRAISAL OF POTENTIAL SITES FOR OPEN SPACE

(Please refer to Figure 6 - 'Development Framework' for site locations)

| Site  | Strengths   | Weaknesses | Dependencies  | Stakeholders/key to delivery   |
|---|---|------------|---|--|
| <b>1 within the southern expansion area</b> | <ul style="list-style-type: none"> <li>§ Directly accessible from village centre and adjacent facilities (on new link road)</li> <li>§ On greenfield land (no contamination issues)</li> <li>§ Set within existing mature woodland framework</li> <li>§ Additionality: civic use creates 'dumbell' to existing village centre, strengthening offer of village centre facilities</li> <li>§ Central to expanded settlement</li> <li>§ Can link into footpath network/Bowden Burn corridor</li> <li>§ Relatively flat site</li> </ul> |            | <ul style="list-style-type: none"> <li>§ Dependant on delivery of new vehicular + pedestrian link along former rail bridge</li> <li>§ Agreement on Heads of Terms for delivery on Elphinstone land</li> <li>§ Phased delivery of Buccleuch + Elphinstone masterplan: timing of phases and trigger point for delivery of open space</li> </ul> | <ul style="list-style-type: none"> <li>§ Elphinstone/Buccleuch through Masterplan/Heads of Terms</li> <li>§ SBC Parks/PED</li> <li>§ Aftercare: SBC</li> </ul> |

|   |   |  |  |   |
|---|---|--|--|---|
| <p><b>2 within the western expansion area</b></p> | <ul style="list-style-type: none"> <li>§ In proximity of village centre</li> <li>§ On greenfield land (no contamination issues)</li> <li>§ Can link into footpath network on settlement edge</li> <li>§ Relatively flat site</li> </ul>   | <ul style="list-style-type: none"> <li>§ Near settlement edge: not centrally located</li> </ul>  | <ul style="list-style-type: none"> <li>§ Agreement on Heads of Terms for delivery on Buccleuch land</li> <li>§ Phased delivery of B + E masterplan: timing of phases and trigger point for delivery of open space</li> </ul> | <ul style="list-style-type: none"> <li>§ Buccleuch/Elphinstone through Masterplan/Heads of Terms</li> <li>§ SBC Parks</li> <li>§ Aftercare: SBC?</li> </ul> |
| <p><b>3 within the Auction Mart site</b></p>      | <ul style="list-style-type: none"> <li>§ Directly accessible from village centre</li> <li>§ Additionality: civic use strengthens offer of village centre facilities</li> <li>§ Central to expanded settlement</li> <li>§ Already identified as 'village green' within the planning brief/outline planning application</li> <li>§ Flat site</li> </ul> | <ul style="list-style-type: none"> <li>§ Brownfield land: possible contamination</li> <li>§ Already identified as 'village green' within the planning brief/outline planning application and as such too small within site to provide civic park function</li> </ul> | <ul style="list-style-type: none"> <li>§ Subject to current outline planning application/planning brief that outlines scale of 'village green' component, therefore not likely to be viable.</li> </ul>                      | <ul style="list-style-type: none"> <li>§ John Swan &amp; Sons plc</li> <li>§ SBC Parks/PED</li> <li>§ Aftercare: SBC</li> </ul>                             |

|  |  |   |   |   |
|--|--|---|---|---|
| <p><b>4 within the Melrose Road site</b></p> | <p>§ On greenfield land (no contamination issues)<br/>         § Set within existing mature woodland framework<br/>         § Can link into footpath network: Eildon/etc</p> | <p>§ Peripheral to existing and expanded village: not centrally accessible to all<br/>         § Subject to detailed consent for housing, therefore little/no scope for reviewing open space provision.<br/>         § Levels: sloping site may inhibit active recreation opportunities</p> | <p>§ Subject to detailed consent for housing, therefore little/no scope for reviewing open space provision.</p> | <p>§ Current developer<br/>         § SBC Parks/PED<br/>         § Aftercare: SBC</p> |
|--|--|---|---|---|

| <p><b><u>Potential Sites for Open Space: conclusions of appraisal against criteria</u></b></p> | <p><b>1 Within the southern expansion area (Elphinstone)</b></p>            | <p><b>2 Within the western expansion area (Buccleuch)</b></p> | <p><b>3 Within the Auction Mart site</b></p> | <p><b>4 Within the Melrose Road site</b></p> |
|--|---|---|--|--|
|  | <p><b>1. Appropriately sited with good access and central location.</b></p> |   |  |  |

|  |  |  |  |  |
|--|--|--|--|--|
| 2. Deliverable: cost effective and not excessively constrained by land title/existing planning consents.                             |  |  |  |  |
| 3. On a relatively flat site unconstrained by landform/landcover to accommodate appropriate passive/active recreation opportunities. |  |  |  |  |
| 4. On a site that can accommodate an appropriate scale of open space to provide the civic park function(s).                          |  |  |  |  |



## APPRAISAL OF POTENTIAL SITES FOR EDUCATION PROVISION

| Site                            | Strengths   | Weaknesses   | Dependencies  | Stakeholders/key to delivery  |
|---------------------------------|---|--|---|---|
| <p><b>1 Existing school</b></p> | <ul style="list-style-type: none"> <li>§ Continued use of existing facility under Council ownership</li> <li>§ Can grow in time with development</li> <li>§ Some infrastructure is in place</li> <li>§ Efficient use of land: existing site and playing fields (though would need to resolve land title issues with playing fields).</li> </ul> | <ul style="list-style-type: none"> <li>§ Traffic management – currently staff parking is inadequate and vehicular traffic could potentially double at peak times</li> <li>Requires development on George V Playing Fields</li> <li>§ Requires off-site provision of playing fields in close proximity</li> <li>§ Not centrally accessible to whole village</li> <li>§ George V Playing fields Land Title restrictions</li> <li>§ Limited scope for further subsequent expansion</li> <li>§ Significant investment required in advance of development</li> <li>§ Formal sports provision: no room for adult sized facility</li> </ul> | <ul style="list-style-type: none"> <li>§ Resolution of land title issues relating to use of George V Playing Fields</li> <li>§ Identification of land nearby for compensatory playing field provision</li> <li>§ Agreement on contributions from developers through Heads of Terms</li> </ul> | <ul style="list-style-type: none"> <li>§ All developers in village via developer contributions</li> <li>§ SBC E&amp;LL for extension</li> <li>§ SBC Tech Services</li> <li>§ SBC PED</li> </ul> |

|  |  |  |   |   |
|--|--|--|---|---|
| <p><b>2 Western Expansion Area</b></p> | <ul style="list-style-type: none"> <li>§ Greenfield site; no contamination/demolition works</li> <li>§ Centrally accessible to most of village</li> <li>§ Adequate sized flat site could be made available</li> <li>§ Reuse opportunities of existing school site: potential to offset against adjacent Sergeants Park/Buccleuch land</li> <li>§ Opportunity to create soft edge to settlement through campus design/landscape framework</li> <li>§ Social integration of existing community with new expansion: knits together potentially separate 'halfs' of the expanded village</li> <li>§ Formal sports facility for adults could be included in overall provision</li> <li>§ Traffic management would form part of overall design strategy</li> </ul> | <ul style="list-style-type: none"> <li>§ Near settlement edge: not centrally located</li> <li>§ Poor links to southern expansion</li> <li>§ Significant investment required in advance of development</li> </ul> | <ul style="list-style-type: none"> <li>§ Agreement on Heads of Terms with Buccleuch (+ with Elphinstone) to offer land/do deal with existing school site</li> <li>§ Agreement on developer contributions through Heads of Terms</li> <li>§ SBC Capital programme for construction of new build</li> <li>§ Safeguarding of land possible: delivery of school still dependant on phasing and build out rates of all development.</li> </ul> | <ul style="list-style-type: none"> <li>§ Buccleuch/Elphinstone through Masterplan/Heads of Terms for land</li> <li>§ Other developers via developer contributions</li> <li>§ SBC E&amp;LL for new build school</li> <li>§ SBC Tech Services</li> <li>§ SBC PED</li> </ul> |
|--|--|--|---|---|

| Site                             | Strengths   | Weaknesses   | Dependencies   | Stakeholders/key to delivery  |
|----------------------------------|---|--|--|---|
| <b>3 Southern Expansion Area</b> | <ul style="list-style-type: none"> <li>§ Accessible to all: central to whole village (with new link road)</li> <li>§ Close to village centre facilities: additionality to vibrant village centre</li> <li>§ Greenfield land (no contamination issues)</li> <li>§ Adequate sized flat site could be made available</li> <li>§ Social integration of existing community with new expansion: knits together potentially separate 'halves' of the expanded village</li> <li>§ Opportunity to create community node, with after-school activities adjacent to other civic uses</li> <li>§ Traffic management would form part of overall design strategy</li> </ul> | <ul style="list-style-type: none"> <li>§ Landtake on Developer land with option for housing: land values</li> <li>§ Dependency on new road link across former rail bridge: timing of delivery of road in phased masterplan</li> <li>§ Significant investment required in advance of development</li> </ul> | <ul style="list-style-type: none"> <li>§ Agreement on Heads of Terms with Elphinstone (+ with Buccleuch) to offer land/do deal with existing school site</li> <li>§ Agreement on developer contributions through Heads of Terms</li> <li>§ SBC Capital programme for construction of new build</li> <li>§ Phasing and build out rates of new housing and road link (land safeguarding and school construction)</li> <li>§ Construction of new road link across former rail bridge must time in with delivery of school at appropriate phase</li> </ul> | <ul style="list-style-type: none"> <li>§ Buccleuch/Elphinstone through Masterplan/Heads of Terms for land</li> <li>§ Other developers via developer contributions</li> <li>§ SBC E&amp;LL for new build school</li> <li>§ SBC Tech Services</li> <li>§ SBC PED</li> </ul> |
| <b>4 Roads Depot site</b>        | <ul style="list-style-type: none"> <li>§ Accessible to all: central location close to existing community facilities</li> <li>§ Social integration centred on</li> </ul>   | <ul style="list-style-type: none"> <li>§ Need to relocate existing functions: Roads Depot/Reivers Complex. Cost/timing of delivery</li> </ul>  | <ul style="list-style-type: none"> <li>§ Established business case, alternative site and programme of delivery for Roads Depot relocation</li> </ul>   | <ul style="list-style-type: none"> <li>§ All developers in village via developer contributions</li> <li>§ SBC E&amp;LL for newbuild</li> <li>§ SBC Tech Services</li> </ul>   |

|  |  |   |   |                  |
|--|--|---|---|------------------|
|  | <p>one central village core inc. school</p> <p>§ Adjacent to village centre facilities</p> <p>§ Efficient use of brownfield site</p> | <p>§ Brownfield land: possible contamination issues</p> <p>§ Scale of site: possible constraint on longer term expansion capacity</p> <p>§ Cost: of Roads Depot relocation and land remediation</p> <p>§ Access to space for sufficient playing fields</p> <p>§ Potentially negative impact of increasing traffic to village centre</p> | <p>§ Agreement on developer contributions through Heads of Terms</p> <p>§ SBC Capital programme for construction of new build</p> | <p>§ SBC PED</p> |
|--|--|---|---|------------------|



| <b><u>Potential Sites for Education provision: conclusions of appraisal against criteria</u></b>                  |                          |   |  |                           |
|---|--------------------------|---|--|---------------------------|
|   | <b>1 Existing school</b> | <b>2 Western expansion area (Buckleugh)</b> | <b>3 Southern expansion area (Elphinstone)</b> | <b>4 Roads Depot Site</b> |
| <b>1. Centrally located to encourage walking via safer routes to school, reducing impact of car trips</b>         |                          |   |  |                           |
| <b>2. Provide sufficient School for the Future accommodation in good time to support the proposed development</b> |                          |   |  | <b>/</b>                  |
| <b>3. Include an appropriate size of site to serve the anticipated number of pupils in the catchment</b>          |                          |   |  |                           |
| <b>4. Provide flexibility to cope with future changes in school provision or school size</b>                      |                          |   |  |                           |
| <b>5. Promote integrated working and opportunity for integration of community facilities accessible to all</b>    |                          |   |  |                           |

|  |  |  |  |  |
|--|--|--|--|--|
| <b>6. Include suitable external play areas located to optimise community participation and use</b>   |  |  |  |  |
| <b>7. Located to enable consideration of catchment review if necessary as part of a longer term strategy to manage resources effectively</b> |  |  |  |  |

## APPRAISAL OF POTENTIAL SITES FOR HEALTH CENTRE

(Please refer to Figure 6 - 'Development Framework' for site locations)

| Site                  | Strengths   | Weaknesses   | Dependencies   | Stakeholders/key to delivery  |
|-----------------------|---|--|--|---|
| <b>1 Auction Mart</b> | <ul style="list-style-type: none"> <li>§ Existing land safeguarded within planning brief and outline planning application</li> <li>§ Central to village: adjacent to core facilities</li> <li>§ Adjacent to public transport links</li> <li>§ Potential to front onto proposed village green</li> <li>§ Sufficient land available to accommodate additional community facilities + parking</li> <li>§ Potential to reuse existing landmark building (Auction Mart building) as focal point</li> </ul> | <ul style="list-style-type: none"> <li>§ Dependant on applicant developing the site</li> <li>§ Brownfield land: potential remediation works</li> </ul> | <ul style="list-style-type: none"> <li>§ Developer actively developing the site</li> <li>§ Clarity on build out rates: trigger point for identified need for expanded facility?</li> </ul> | <ul style="list-style-type: none"> <li>§ All developers in village via developer contributions</li> <li>§ John Swan &amp; Sons developing the site</li> <li>§ NHS Borders</li> <li>§ SBC PED/Tech Services</li> </ul> |

|  |  |   |   |  |
|--|--|---|---|--|
| <p><b>2 Baxter Johnson site/former rail goods shed</b></p> | <ul style="list-style-type: none"> <li>§ Central to village: adjacent to core facilities</li> <li>§ Adjacent to public transport links/pedestrian</li> <li>§ Efficient re-use of brownfield land and potential landmark building (currently derelict)</li> <li>§ Key gateway site from southern expansion</li> </ul> | <ul style="list-style-type: none"> <li>§ Current site ownership not known</li> <li>§ Current feasibility of building conversion not known</li> <li>§ Brownfield land with likely contamination</li> <li>§ Site capacity for parking etc potentially limited</li> <li>§ Access may be dependant on some/all of new road link to the south</li> </ul> | <ul style="list-style-type: none"> <li>§ Feasibility of conversion/reuse established</li> <li>§ Purchase of/CPO served on 3rd party land</li> </ul> | <ul style="list-style-type: none"> <li>§ Current landowner</li> <li>§ All developers in village via developer contributions</li> <li>§ NHS Borders</li> <li>§ SBC PED/Tech Services SBC</li> </ul> |
| <p><b>3 Langlands Mill</b></p>                             | <ul style="list-style-type: none"> <li>§ Reasonably accessible to all</li> <li>§ Efficient re-use of brownfield land and potential landmark building (currently derelict)</li> </ul>   | <ul style="list-style-type: none"> <li>§ 3rd party ownership</li> <li>§ Current feasibility of building conversion not known</li> <li>§ Brownfield land with likely contamination</li> <li>§ Site capacity for parking potentially limited, though opportunities for additional community uses in derelict buildings.</li> </ul>                    | <ul style="list-style-type: none"> <li>§ Feasibility of conversion/reuse established</li> <li>§ Purchase of/CPO served on 3rd party land</li> </ul> | <ul style="list-style-type: none"> <li>§ Current landowner</li> <li>§ All developers in village via developer contributions</li> <li>§ NHS Borders</li> <li>§ SBC PED/Tech Services</li> </ul>     |



| <b><u>Potential Sites for Health Centre: conclusions of appraisal against criteria</u></b>   | <b>1<br/>Auction<br/>Mart</b> | <b>2 Baxter<br/>Johnsto<br/>n site</b> | <b>3<br/>Langland<br/>s Mill</b> |
|--|-------------------------------|--|----------------------------------|
| <b>1.Accessible to all: centrally located adj. to other community facilities</b>   |                               |  |                                  |
| <b>2.Deliverable: demonstrate cost effectiveness, little/no land title constraints and efficient use of land</b>                               |                               |  |                                  |
| <b>3.Site capacity to deliver integrated health and social care facilities</b>   |                               |  |                                  |
| <b>4. Creating opportunities for additional benefit to village centre regeneration (e.g. reuse of derelict bdg, catalyst for other devpt.)</b> |                               |  |                                  |

## Appendix 4: Summary of Key Outcomes from Consultation

The following topics were commented on, and the comments have been taken into consideration in the finalisation of the Development Framework.

### Key Objectives

Feedback indicates that while people are broadly in support of the objectives of the Development Framework, there is a need to clarify how any physical village centre regeneration will be implemented, by whom and within what timescale. Information regarding phasing of village centre improvements, employment and retail investment, education and other community infrastructure was sought, inter-related to the potential phasing of developer-led housing.

### Access

Traffic volumes, parking provision and linkage to the A68 were general areas of concern. The need to avoid creation of a 'rat-runs' in the village centre was raised. At the other end of the scale the risk of the village centre becoming a 'backwater' due to the new A68 access via the proposed roundabout was also a concern. Responses seemed to indicate that the community are broadly supportive of the new A68 roundabout as creating a safer road junction than that which exists. Potential future linkage to the A68 from the proposed Auction Mart redevelopment was also noted by one respondent as desirable.

A number of respondents referred to the impact of Scottish Borders Council HQ on traffic in the village centre, with particular reference made to parking. While it was generally held to be a positive presence within the village, the volume of parked cars generated by HQ was of particular concern, and the need to consider this within the future of the village centre was highlighted.

### Open Space

The need for a 'civic park' type facility as a public open space to serve the whole village was welcomed by all respondents who commented on open space. The need for this to be centrally accessible to all was noted by most respondents on this issue, in or near to the village centre. Scope for interlinking this with school provision and playing fields was also highlighted by some as important.

Play provision was highlighted by a number of respondents as important, with specific reference made to a central play facility similar to that at Tweedbank that could serve the whole village. The need to locate this somewhere accessible and to consider risk of vandalism was raised.

### Sites:

|                                    |    |
|------------------------------------|----|
| 1 – within Southern expansion area | 3  |
| 2 – within Western expansion area  | 2  |
| 3 – within Auction mart site       | 12 |
| 4 – within Melrose Road site       | 0  |

### Education

The delivery of a new single school (rather than expansion of the existing or a 2-school arrangement) was broadly supported, however the timing and delivery of this was questioned,

particularly as to whether the Council can forward-fund any school provision and what interim arrangements will be made.

General comments were made regarding the importance of a new school being centrally accessible, to encourage social integration. The preferred location out of the options put forward was on the SBC Roads Depot.

Sites:

|                                    |    |
|------------------------------------|----|
| 1 – existing school                | 0  |
| 2 – within Western expansion area  | 0  |
| 3 – within Southern expansion area | 0  |
| 4 – within Roads Depot site        | 13 |
| Other – within Auction Mart        | 2  |

**Health Centre**

Various locations for the health centre were put forward. Of these, the preference was split across a new health centre within the Auction Mart site or within the Former Engine Shed.

Generally the feeling was that it should be in or near to the village centre and bus routes.

Sites:

|                                    |   |
|------------------------------------|---|
| 1 – within Auction Mart            | 9 |
| 2 – within former Rail Goods Shed  | 5 |
| 3 – within Langlands Mill building | 0 |

**The Village**

The Village Centre

The need to reinforce the existing village centre was agreed, with some specific suggestions. Questions were raised about the phasing and delivery of village centre enhancements, in relation to developer-led housing.

The presence of SBC headquarters was acknowledged by many respondents as an important influence on the village centre, and as such should be included in the village centre section of the Development Framework, considering the land use and environmental quality around the headquarters complex. The long-term future of the headquarters was also questioned - if the Headquarters was to be relocated this would have significant implications for the centre on the landtake and the parking/traffic impacts, as well as the economic impact on local businesses. It was suggested that this therefore forms part of the Development Framework.

Suggestions such as the remodeling of the Coop building and adjacent industrial units to create more appropriate, high quality building design in the village centre were put forward.

Affordable Housing

The need to consider affordable housing for local people was raised as an important consideration, as was the provision of sheltered housing. Affordable housing as a potential land use was suggested for the site on or adjacent to the existing Cooks Van Hire site.

### Employment: Business & Retail

The need to engage with existing businesses in the village was raised. The need also to think more holistically about employment land use in the future was suggested, in particular the mix of uses/businesses envisaged for Tweed Horizons.

### I.T Infrastructure

No comments

### Energy Efficiency

The need to consider renewable energy, linking to the Biomass facility at Charlesfield, for the whole settlement was suggested as important, particularly relating to newbuild houses and other large land uses such as SBC Headquarters. This raised the question of the long-term future of the Headquarters in NSB.

### Wider Access for All

Enhancements to the path network were widely welcomed, with specific recommendations made regarding links to the Eildons and the Tweed. The continued involvement of the community in establishing any proposals was requested. Clarity was sought on who would deliver path improvements on or adjacent to privately owned land.

### Delivery

Feedback indicates that while people are broadly in support of the objectives of the Development Framework, there is a need to clarify how any physical village centre regeneration will be implemented, by whom and within what timescale. Information regarding phasing of village centre improvements, employment and retail investment, education and other community infrastructure was sought, inter-related to the potential phasing of developer-led housing.

Comment was also made regarding the need to consider the possibility of the Auction Mart not going ahead in time to deliver proposed enhancement in and around the village centre as part of the Development Framework.

## **Other Comments**

### New Housing

The design of new housing was noted as of concern – with the general issues of design quality, local identity and sustainable design raised as important factors across the expansion sites.

### Consultation and Community Engagement

Objections were made by the Community Council regarding the length of time given for feedback on the Development Framework, with a specific request for more active engagement on future work.

### Waste Water Infrastructure

Scottish Water highlighted concerns regarding the current capacity of the Waste Water treatment works and the local sewerage network, which will be reflected through the planning application process relating to specific development sites.



### Key Sites

Some specific sites were put forward as recommendations to be included in the Development Framework in their own right, and appropriate future land uses identified:

Langlands Mill site.

Relocation of Cooks Van Hire

Serviceline Garage relocation

Elders Yard – alternative uses such as Cooks Van Hire/Serviceline

Engine Shed – various uses suggested

Relocation of SBC Roads Depot.

Existing school site

The burn/bridge at St Cuthbert's Way as a recreation/tourism node

A protected field between Bowden burn and Railway Hotel

Disused railway Waverley Place north to By-pass

### **Shared Vision for the Village Centre – Contribution from an Urban Design Perspective**

#### **Comments / Feedback**

##### **Village Centre**

- Important to ensure local businesses are retained within the village centre and new opportunities for retail / commercial facilities and services are provided.
- Ensure road layout into the centre can still accommodate large delivery vehicles, particularly for the Foodstore.
- Any new build should try and incorporate materials/ colours /design aesthetics of existing village.
- Lorry park could potentially be relocated alongside proposed new Auction mart site.

##### **Melbourne Place**

- Extend Melbourne Place as the key retail focus for the village centre.
- Develop streetscape design to ensure local bus services/ bus stops can be accommodated without congestion.
- Access to housing via vennel at Melbourne Place into Station Court – suggestion to restrict to pedestrian / cycle access only. Provide new access for vehicles from access road in the Auction Mart site.
- Consider pedestrian footbridge as a link from bottom of Bowden Road into village centre. Consider direct link into a new build property, which could be a shopping centre.

##### **Waverley Place**

- Query as to how far streetscape works would extend
- Location of many services – often roadworks - Concern about traffic congestion.
- Concern about traffic congestion around Waverley Road with traffic coming from junctions at Sprouston Road and the Council's car park.

##### **Auction Mart site access**

- Suggestion of link road into north end of Auction Mart site via Langland mills as an alternative traffic route into the Auction Mart site to disperse traffic.

##### **HQ car park**

- Consider relocating Council HQ staff parking to the north end of the village.

**Council Depot**

- Opportunity to relocate the Council Depot from its current site and utilise this site for regeneration.

**Front area of HQ**

- Opportunity to enhance area around the war memorial and the toilet block.

**Link route**

Suggest limiting route from old village via Tweedside Road to new village centre to pedestrian/cycle access only.

## Appendix 5: Existing and planned village characteristics

|   |  |  |
|---|--|--|
| <i>Existing Village</i>                     |  |  |
| <i>Distinct areas within the village</i>    | <ul style="list-style-type: none"> <li>• Existing village centre</li> <br/> <li>• Council HQ</li> <br/> <li>• Council Depot</li> <br/> <li>• Auction Mart</li> <br/> <li>• Langland Mills</li> </ul> | <ul style="list-style-type: none"> <li>• Focused on the former Railway Hotel, local retail units and banks.</li> <br/> <li>• Red sandstone buildings addressing the main street</li> <br/> <li>• Large office building with substantial car park in central village</li> <li>• A number of temporary buildings overspill development around main buildings</li> <br/> <li>• Located south of Council HQ, heavy goods vehicles requires access, creates heavy traffic through village</li> <br/> <li>• Existing Mart creates heavy traffic through village and village centre</li> <br/> <li>• Former mill buildings with some existing business use</li> </ul> |
| <i>Residential areas within the village</i> | <ul style="list-style-type: none"> <li>• The old village</li> </ul>  | <ul style="list-style-type: none"> <li>• Traditional residential buildings following the topography of Bowden Burn</li> <li>• Red sandstone buildings addressing the street</li> </ul>   |

|                              |  |   |
|------------------------------|--|---|
|                              | <ul style="list-style-type: none"> <li>• Whitefield Crescent</li> <li>• Sergeants Park/Park Crescent/Park Avenue</li> </ul>                      | <ul style="list-style-type: none"> <li>• Residential area from 1970's</li> <li>• Location for small play area</li> <li>• Residential area in close relation to the school, playing fields and Council HQ</li> </ul>   |
| <i>Public areas</i>          | <ul style="list-style-type: none"> <li>• Village centre centred around old Railway Hotel</li> </ul>  | <ul style="list-style-type: none"> <li>• Mainly used for parking cars. No focus on providing public space</li> </ul>  |
| <i>Open Space/Play Areas</i> | <ul style="list-style-type: none"> <li>• George V Playing Fields</li> <li>• Play area at Whitefield Drive</li> </ul>                             | <ul style="list-style-type: none"> <li>• Playing Fields used by school and public, includes play area</li> <li>• Smaller play area in residential area</li> </ul>   |
| <i>Roads</i>                 | <ul style="list-style-type: none"> <li>• Existing A68</li> <li>• Former route of A68</li> <li>• Bowden Road</li> <li>• Sprouston Road</li> </ul> | <ul style="list-style-type: none"> <li>• Busy trunk road</li> <li>• Busy route through the village</li> <li>• Links to the existing A68</li> <li>• Large number of heavy vehicles use the route</li> <li>• Main link to residential areas, Council Depot and villages further west</li> <li>• Main link from former A68 to primary school and community centre</li> <li>• On-street parking can make passing difficult at peak times</li> </ul> |
| <i>Planned Development</i>   |  |   |
| <i>Residential</i>           | <ul style="list-style-type: none"> <li>• Southern expansion area</li> </ul>  | <ul style="list-style-type: none"> <li>• Large, planned residential expansion area on agricultural land to the south of existing village,</li> </ul>  |



|                             |  |   |
|-----------------------------|--|---|
|                             | <ul style="list-style-type: none"> <li>Western expansion area</li> </ul>   | <ul style="list-style-type: none"> <li>Large, planned residential expansion area on agricultural land to the west of existing village, included in NSA and AGLV and located close to existing primary school</li> </ul>   |
| <i>Mixed use</i>            | <ul style="list-style-type: none"> <li>Existing Auction Mart</li> </ul>    | <ul style="list-style-type: none"> <li>Allocated for mixed use, predominantly residential and community use. Subject to approved Planning Brief and planning application (approved subject to conclusion of legal agreements)</li> <li>Relocation of existing use planned, but delayed because of current economic climate and implications related to development viability</li> </ul> |
| <i>Employment</i>           | <ul style="list-style-type: none"> <li>Tweed Horizons expansion</li> </ul> | <ul style="list-style-type: none"> <li>Large, planned expansion of high amenity employment land</li> <li>Sensitive setting close to River Tweed and Dryburgh Abbey</li> </ul>   |
| <i>Village regeneration</i> | <ul style="list-style-type: none"> <li>Village centre</li> </ul>           | <ul style="list-style-type: none"> <li>Regeneration focus on provision of improved civic space and public park.</li> <li>Improvement of pedestrian/cycle and vehicular links to planned and redeveloped</li> </ul>  |

|   |   |   |
|---|---|---|
| <p><i>Other potential development areas</i></p> | <ul style="list-style-type: none"> <li>• Langland Mills</li> <li>• Council Depot</li> <li>• Existing Auction Mart</li> <li>• Existing Cooks Van Hire site</li> <li>• Former Baxter Johnston site</li> <li>• Elders Yard</li> <li>• Existing school site</li> <li>• Railway Hotel</li> </ul> | <p>There are a number of sites within the village that can offer redevelopment opportunities. The sites are either vacant, may become vacant in the village regeneration process <u>or</u> would benefit from redevelopment to achieve a more appropriate village centre use.</p> |
|---|---|---|

## Appendix 6: Strengths, weaknesses, opportunities and threats related to development areas

| <b>Langland Mill</b>   |  |
|--|--|
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Located in close proximity to village centre</li> <li>• Allocated for redevelopment in the Local Plan</li> </ul>  | <ul style="list-style-type: none"> <li>• Owner previously unwilling to redevelop</li> <li>• Location not optimal in relation to southern expansion area</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Redevelopment of the site can accommodate community facilities, if a requirement is established</li> <li>• Possible potential to reuse existing buildings which would reflect the history of the village</li> </ul> | <ul style="list-style-type: none"> <li>• Unknown condition of the building, may not be suitable for reuse.</li> </ul>  |

| <b>Council Depot</b>   |  |
|--|--|
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Village centre location</li> <li>• Redevelopment would provide more suitable use for village centre</li> <li>• Located close to southern expansion area and in proximity to western expansion area</li> </ul>   | <ul style="list-style-type: none"> <li>• Potential contamination on site could be costly to remediate</li> </ul>   |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Opportunity for improved and safer links to southern expansion area if industrial use was relocated</li> <li>• Redevelopment to more suitable village centre land use would reduce heavy traffic in village centre</li> <li>• Redevelopment could incorporate short term parking to relieve village centre</li> </ul> | <ul style="list-style-type: none"> <li>• Cost of relocating existing activity to more suitable location</li> </ul> |

| <b>Existing Auction Mart</b>   |  |
|--|--|
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Planning application for redevelopment approved (subject to conclusion of legal agreements)</li> <li>• Approved Planning Brief outlines plans for redevelopment of the site</li> <li>• Plans for new facility to relocate Auction Mart have been approved pending legal agreement by the Council</li> <li>• Central location in village centre</li> </ul> | <ul style="list-style-type: none"> <li>• If not developed according to original timescale, incorporation of new health centre may need to be reconsidered.</li> <li>• Dependant on availability of NHS funding if health centre was to be developed within the site</li> </ul> |

| Opportunities   | Threats   |
|---|---|
| <ul style="list-style-type: none"> <li>• Redevelopment to more suitable village centre land use would reduce heavy traffic in village centre</li> <li>• Relocation of the existing Mart would give opportunity to redevelop village centre and incorporate civic space and community uses in development</li> </ul> | <ul style="list-style-type: none"> <li>• Recession may delay redevelopment of the site</li> <li>• Development dependant on relocation of Auction Mart to new facility.</li> </ul> |

| <b>Existing Cooks Van Hire site</b>  |   |
|--|---|
| Strengths  | Weaknesses  |
| <ul style="list-style-type: none"> <li>• Village centre location</li> <li>• Redevelopment could provide more suitable village centre use</li> <li>• Relocation of existing business would improve traffic flow through the village centre, especially coming from the south</li> </ul> | <ul style="list-style-type: none"> <li>• Successful redevelopment dependant on relocation of existing business, including their offices, to a more suitable site</li> </ul> |
| Opportunities  | Threats   |
| <ul style="list-style-type: none"> <li>• The site could be considered for a number of uses or a combination of uses (short term parking, affordable housing)</li> </ul>  | <ul style="list-style-type: none"> <li>• Potential contamination on site could be costly to remediate</li> </ul>  |

| <b>Former Baxter Johnston site</b>   |  |
|--|--|
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Potential for reuse of existing buildings which would reflect the history of the village</li> <li>• Redevelopment could encourage use more suitable to village centre location</li> </ul>   | <ul style="list-style-type: none"> <li>• Existing redevelopment plans excludes short term parking option for the site, although in the short term there may be scope for some parking between the redevelopment site and the Council Depot site</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Current pending application can create opportunity to create pedestrian and cycle connection between the southern expansion area and village centre</li> <li>• Opportunity for local business to relocate within the village</li> </ul> | <ul style="list-style-type: none"> <li>• Ownership – potential link to village centre is dependant on successful negotiations with landowner</li> </ul>  |

| <b>Elders Yard</b>   |  |
|--|--|
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Location between village centre and southern expansion area</li> <li>• Part of site not currently in use</li> </ul> | <ul style="list-style-type: none"> <li>• Possible need for existing business to relocate depending on preferred future land use</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Removal of old access constraint on the</li> </ul>  | <ul style="list-style-type: none"> <li>• Dependant on link from former A68 to</li> </ul>   |

|  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Site could be considered for a number of uses (housing, high amenity employment)</li> </ul> | <ul style="list-style-type: none"> <li>• Cooperation between multiple landowners required to achieve new road link</li> </ul> |
|--|---|

|  |  |
|--|--|
| <b>Existing school site</b>  |  |
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Within walking distance from village centre</li> <li>• Located close to community hall</li> </ul> | <ul style="list-style-type: none"> <li>• Located on the edge of existing settlement and more than 400 metres from the southern expansion area</li> <li>• Access and landownership</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Located close to the western expansion area</li> </ul>  |  |

|  |  |
|--|--|
| <b>Railway Hotel</b>   |  |
| Strengths  | Weaknesses   |
| <ul style="list-style-type: none"> <li>• Village centre location</li> <li>• Listed building - major contributor to the village character</li> </ul>          | <ul style="list-style-type: none"> <li>• Multiple ownership may constrain redevelopment</li> </ul>   |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Improvement of village centre activities can increase footfall and viability for new/existing businesses</li> </ul> | <ul style="list-style-type: none"> <li>• Lack of improvement could adversely impact on other efforts to improve village centre.</li> </ul> |



## Appendix 7: Existing housing tenure in Newtown St Boswells

In order to assess the anticipated impact that the development proposals may have upon the existing settlement, it is necessary that the existing housing provision is identified. In 2001, 1,199 people resided in the settlement within 547 households. The housing types represented within the village are as set out in tables 1 and 2:

Table 1: Housing Type by Tenure (no. of people)

| Dwelling Type           | Owner Occupied | Social Rented | Private Rented | Total       |
|-------------------------|----------------|---------------|----------------|-------------|
| <b>Detached</b>         | 124            | 11            | 17             | 152         |
| <b>Semi-detached</b>    | 425            | 203           | 29             | 657         |
| <b>Terraced</b>         | 106            | 93            | 14             | 213         |
| <b>Flat/ maisonette</b> | 69             | 100           | 8              | 177         |
| <b>Total</b>            | <b>724</b>     | <b>407</b>    | <b>68</b>      | <b>1199</b> |

Source: Census 2001

Table 2: Housing Type by Tenure (no. of households)

|                         | Owner Occupied | Social Rented | Private Rented | Total      |
|-------------------------|----------------|---------------|----------------|------------|
| <b>Detached</b>         | 55             | 7             | 8              | 70         |
| <b>Semi-detached</b>    | 166            | 83            | 12             | 261        |
| <b>Terraced</b>         | 53             | 52            | 8              | 113        |
| <b>Flat/ maisonette</b> | 37             | 60            | 6              | 103        |
| <b>Total</b>            | <b>311</b>     | <b>202</b>    | <b>34</b>      | <b>547</b> |

Source: Census 2001

The current provision of affordable housing in Newtown St Boswells is as follows:

Table 3: RSL Summary of Newtown St Boswells

| RSL                         | Apt Size |    |    |    |    | Total |
|-----------------------------|----------|----|----|----|----|-------|
|                             | 1        | 2  | 3  | 4  | 5+ |       |
| <b>Eildon (amenity)</b>     | 0        | 8  | 0  | 0  | 0  | 8     |
| <b>SBHA (general needs)</b> | 6        | 55 | 57 | 23 | 3  | 144   |

|                                 |          |           |           |           |          |            |
|---------------------------------|----------|-----------|-----------|-----------|----------|------------|
| <b>Waverley (general needs)</b> | 2        | 7         | 28        | 5         | 2        | 44         |
| <b>Total</b>                    | <b>8</b> | <b>70</b> | <b>85</b> | <b>28</b> | <b>5</b> | <b>196</b> |

Source: Annual RSL data March 08/09

## **Appendix 8: Eco-Homes**

This standard is assessed using the Building Research Establishment Environmental Assessment Method (BREEAM) and can be applied across the spectrum of housing types. The Eco-Homes excellent standard can be achieved through creative design such as making best use of natural daylight and choosing construction materials that are appropriate to the climatic conditions of the development site. This means that even starter homes which are very price sensitive can be built to these standards (where the incorporation of technologies such as solar panels and wind turbines may not be financially viable).

The Eco-Homes standard includes making full use of energy conservation techniques, including:

- Reduction of primary energy use and reduction of CO2 emissions through, for example, the siting, form, orientation and layout of buildings which maximise the benefits of heat recycling, solar energy, passive solar gain and the efficient use of natural light; and the use of planting to optimise the balance between summer shading and winter heat/daylight gain.
- Reduction of water consumption through for example use of water butts for garden use, low-water consumption white goods, showers and WC's and grey water recycling for internal use.
- Green specification of materials including those for basic building elements and finishing elements.
- Reduction of construction waste through for example sorting and recycling construction waste on-site.
- Designing for life-cycle adaptability.

Construction methods for all developments in Newtown St Boswells should allow for building deconstruction which enables fittings and materials to be re-used and / or recycled at the end of the building's life.

## Appendix 9: National and local sustainability policies

Development proposals must comply with all relevant national policy to reduce carbon emissions from development, to achieve high standards of energy conservation and to provide on-site renewable energy production. These provisions are highlighted in Policy G1 (5) – ‘Quality Standards for New Development’ of the Local Plan and in the ‘Renewable Energy’ SPG. Developers must comply with these policies and provide evidence of how they have addressed them through an energy statement.

The Scottish Borders Structure Plan Policy I21 “Small Scale Renewable Energy Technologies” states:

“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.”

The Local Plan 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 resources.”

Local Plan Policy G1 (5) identifies the standards which will apply to all development, including that:

“...in terms of layout, orientation, construction and energy supply, the developer has demonstrated 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 in accordance with supplementary planning guidance referred to in Appendix D,”

The planning system supports low and zero carbon development through the use of energy efficiency, micro-generation and renewable energy systems. The Council’s approved SPG on ‘Renewable Energy’ requires all future developments with a total cumulative floorspace of 500m<sup>2</sup> or more to reduce carbon dioxide (CO<sub>2</sub>) emissions by 15% beyond the 2007 Building Regulation CO<sub>2</sub> emissions levels. This 15% reduction should be considered a minimum requirement.

The SPG on Renewable Energy states:

(1) The Council now requires all future developments with a total cumulative floorspace of 500m<sup>2</sup> or more to reduce carbon dioxide emissions (CO<sub>2</sub>) by 15% beyond the 2007 Building Regulations carbon dioxide emission levels.

(2) To achieve this 15% reduction, consideration should first be given to energy efficiency and building design measures.

(3) Where the 15% reduction cannot be met through energy efficiency and design measures then on-site low or zero carbon technologies (LZCT) including renewable energy systems should be used.

(4) Developments under 500m<sup>2</sup> are also strongly encouraged to achieve an additional 15%

reduction in carbon dioxide emissions through these measures.

(5) All applications for planning permission will also now require a statement on how energy efficiency measures and low and zero carbon technologies have been incorporated into the development proposal.

Planning Advice Note 84 Reducing Carbon Emissions in New Development (PAN84) provides information and guidance on achieving and demonstrating reduced CO2 emissions.

To achieve the required reduction in CO2 emissions all new development should first give consideration to energy conservation measures and sustainable design and construction techniques to reduce energy demands. Once energy demand has been minimised consideration should then be given to the use of low and zero carbon technologies (LZCT) for on-site heat and / or power generation. LZCT includes community heating schemes and combined heat and power schemes which would serve the development as whole.

Developers must submit a statement for the Council’s approval detailing how energy efficiency measures and low and zero carbon technologies will be incorporated into the development proposal, and the level of CO2 reduction that will be achieved.

In this respect, developers should bear in mind the timescale for development in relation to Government proposals for progressive increases in CO2 reductions to meet the 2016 target of net zero carbon emissions for new dwellings. The Climate Change Act (2008) puts a further onus on improving carbon management and reducing greenhouse gas emissions. This act introduces measures targeting carbon emissions such as the use of biofuels and carbon neutral development. Council aspirations are in line with Government thinking. Meeting these targets is increasingly likely to involve site-wide approaches and communal energy technologies rather than installations on individual dwellings.

Broad guidance on the CO2 emissions reductions achievable from a range of sustainable energy technologies is provided in the table below:

| <b>Scale of technology</b>     | <b>Name of technology</b>             | <b>Potential CO2 emissions reduction</b> |
|--------------------------------|---------------------------------------|--|
| <b>Site-wide/<br/>communal</b> | Biomass district heating              | Up to 70%                                |
|                                | Gas combined heat and power (CHP)     | Up to 50%                                |
|                                | Biomass combined heat and power (CHP) | Up to 50%                                |
|                                | Wind turbine(s)                       | Up to 50%                                |
| <b>Individual dwelling</b>     | Biomass boiler                        | Up to 65%                                |
|                                | Solar photovoltaic cells / panels     | Up to 35%                                |
|                                | Ground source heat pump               | Up to 35%                                |



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|  | Advanced improvements to the building fabric     | Up to 30% |
|  | Solar thermal hot water                          | Up to 25% |
|  | Air source heat pump                             | Up to 20% |
|  | Intermediate improvements to the building fabric | Up to 20% |
|  | Micro wind turbine                               | Up to 5%  |
|  | Micro combined heat and power                    | Up to 5%  |

*Source: Entec report for Scottish Borders Council (April 2008)*

This table is for indicative purposes only. The Energy Saving Trust and specialist suppliers and contractors will be able to provide up-to-date information and advice which may be of use to developers in formulating proposals.

**Appendix B - Consultation Responses**

| <b>Contributor</b> | <b>Summary of consultation response</b>  | <b>Council response</b>   | <b>Recommendation</b> |
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| Buccleuch Property | The planning framework must remain flexible to cope with changes.  | The document has been written as a flexible document for implementation, but retaining key requirements for any development.  | No change.            |
|                    | Clarity required for development contributions need to be in line with economic conditions governing housing development at the present time. The ability to phase development contributions is welcome. | <p>Requirements for contributions are set out in the Development Framework. The Council policy for contributions includes a degree of flexibility. This is set out in the SPG on Development Contributions:</p> <p>“Depending upon the prevailing economic climate, housing markets and the availability of development finance, factors that are understood and acknowledged by SBC, commercial project viability can be significantly affected. SBC appreciates that the effective co-ordination of development costs with revenues can be critical to project viability. Consequently and where appropriately demonstrated, the contribution settlement point(s) within anticipated development programmes will be negotiated, agreed and factored into a S75 legal agreement in a manner that will assist with facilitating the building out of proposed projects.”</p> <p>“Should it be satisfactorily demonstrated that even the sympathetic scheduling of a contribution settlement point(s) would inhibit development, SBC can, where appropriate, vary identified contribution</p> | No change.            |

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|  |   | <p>requirements to assist with facilitating the project's commercial viability. If an applicant can satisfactorily demonstrate to SBC on a confidential "open book" basis that the strict application of policy would render an otherwise commercially viable project commercially unviable, then contribution requests may, where appropriate, be negotiated and varied."</p> <p>Planning and Building Standards committee and in some cases Full Council make the ultimate decision on any deviation from the policy.</p> |   |
|  | <p>Para 2.6 - Fundamental to the success of the expansion, the new mart site and the existing mart site is the roof tax approach to development contributions rather than expectation of upfront payments. This requires the Council to secure prudential borrowing to meet some upfront costs.</p>               | <p>The Council's Development Contributions policy is flexible and considers different approaches. The roof tax approach will be considered by the Council.</p>  | <p>No change.</p>   |
|  | <p>Para 2.20 - Buccleuch/Elphinstone (B/E) have undertaken community consultation (included more integration with the village centre) which significantly influenced the masterplan and should therefore be treated as a material consideration in determining plans for the regeneration of the town centre.</p> | <p>The content of the masterplan produced by Buccleuch/Elphinstone has been considered in producing the Development Framework and has influenced the document. Any details of the redevelopment will be determined at detailed planning application stage.</p>  | <p>No change.</p>   |
|  | <p>Para 3.12 - New pedestrian/cycle linkage to the west included in B/E masterplan and should be adopted in the development framework.</p>  | <p>The cycle routes from the west (shown in Fig. 11.4 B/E Masterplan) are not shown in figure 4 of the Development Framework because of the scale. It is proposed that</p>  | <p>It is proposed that figure 8 and paragraph 4.59 will be amended to clarify the cycle</p> |

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|  |  | <p>figure 8 and paragraph 4.59 will be amended to clarify the cycle routes. In addition, paragraph 4.61 includes 'g. Proposed cycle/pedestrian link to the south.', and 'Link 'j' will provide a link between the two expansion areas.'</p>   | <p>routes. In addition, paragraph 4.59 includes 'g. Proposed cycle/pedestrian link to the south.', and paragraph 4.61 includes 'Link 'j' will provide a link between the two expansion areas.' Changes will be required in 4.60 to reflect the above changes.</p> |
|  | <p>Para 4.6 – Maximum flexibility has to be applied to provision of affordable housing and clear focus on threshold below which an open market sale is considered as subsidised low cost homeownership and therefore qualifies as affordable.</p>              | <p>The policy on Affordable Housing accepts a range of different mechanisms for delivery of affordable housing. Developers should present any proposals on how to deliver affordable housing in a way that demonstrates commitment to delivery. Mean household income provides a starting point for assessment of the suitability of subsidised low cost homeownership as affordable housing.</p> | <p>No change.</p>   |
|  | <p>Para 4.7 – Collaborative approach required so land suitable or allocated for affordable housing is used as such rather than land banked.</p>  | <p>The opportunity for RSLs to landbank would safeguard land to meet future housing need as it is not realistic for RSLs to dedicate disproportionately high levels of resources to one settlement. This would provide flexibility for future affordable housing provision and delivery mechanisms.</p>   | <p>No change.</p>   |
|  | <p>Para 4.13 – Noted that the Council is encouraging delivery of district heating systems based on renewable energy resources. This should be based on evidence and the contributor believes that a report commissioned by the Council around 2008 was not</p> | <p>The report from AEA (2008) concluded that there would be substantial energy and environmental benefits at an investment return that is attractive on a public sector investment basis.</p>   | <p>No change.</p>   |

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|  | conclusive in its findings.   |   |            |
|  | Para 4.20 – The contributor has considerable doubt about the timeframe for the relocation of the existing mart. Consequently this must not be allowed to delay the delivery of the remaining village.   | The delay in redeveloping the existing Auction Mart would have detrimental effects on the redevelopment of the village centre. SBC are in discussion with John Swan on how to progress the application for the existing Auction Mart. SBC does not have direct control of the redevelopment of the existing Auction Mart. | No change. |
|  | Para 4.32 – Aspiration that new school should provide improved access arrangements from Bowden Road but no indication in development framework how this could be delivered. During negotiation of the B/E masterplan there was reluctance by the Council to see any road linkage from the Bowden Road to the southern expansion area. | As stated in paragraph 4.32 the Council is requesting an improved access to Bowden Road. This link was discussed with Council officers during the preparation of the masterplan for the outline planning application. The link will improve connection between the southern and western expansion areas.                  | No change. |
|  | Para 4.33 – There is spare capacity at Selkirk High School and this should be taken into account demonstrating a flexible and accommodating approach.   | To consider changing catchment boundaries current policy requires an educational benefit to be demonstrated. There is currently no basis for this.  | No change. |
|  | Para 4.36 – New health centre should be provided by developers in partnership with the NHS to procure the right facilities. These facilities would be made available on rental basis to NHS. Subsequent investment sale will help fund the development process.   | Noted.  | No change. |
|  | Para 4.55 – What level of contribution will Tweed Horizons and the business allocation on the east side of A68 be making towards the new roundabout?  | The roundabout on the A68 is required for the development of the expansion of Newtown St Boswells.<br><br>It is not Council practice to seek development contributions from   | No change. |



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|  |   | industrial/business development. The need for the roundabout (5 arms) is identified in the Transport Assessment for the Newtown expansion (09/01005/OUT) and the requirement is not linked to the future employment development.  |            |
|  | Para 4.77 – Fails to recognise significant work undertaken by B/E for masterplan. This must be treated as a material consideration.   | The content of the masterplan produced by Buccleuch/Elphinstone has been considered in producing the Development Framework and has influenced the document. There are clear connections between the landscape framework in the Development Framework and the revised landscape framework submitted as part of application 09/01005/OUT. Any details of the development will be determined at detailed planning application stage.   | No change. |
|  | The framework is a valuable tool but must not be used as a material consideration in determining forthcoming planning applications. In particular, there is still a case to retain the primary school on the current site rather than construct a new school. | The Development Framework set out the Council's approach and the key requirements for development and regeneration, including the provision of key facilities and development contributions. The Development Framework is a key consideration in determining planning applications. The main reasons for the existing primary school site not being suitable for the expanded school is the location on the edge of the village, an increasingly poor traffic situation, the difficulties associated with building on a George V Playing Field and the difficulties of providing suitable walking and cycling routes to the site. If these issues changed the existing site could be reconsidered, but this would be dealt with as exception. | No change. |

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|  | The framework is comprehensive and addresses the principal issues however fails to address delivery or recognise the work already undertaken (B/E masterplan, planning statement, landscape framework, section 75 negotiations).   | The Council does recognise the work undertaken by Buccleuch/Elphinstone and incorporate parts of the masterplan. The Development Framework sets out Council's approach for development and redevelopment for the whole of Newtown St Boswells and not just the expansion area.  | No change. |
|  | Flexibility is required to deliver developments of this scale which are actively encouraged by the Scottish Government. The Council needs to take a lead role in the process by way of prudential borrowing for enabling infrastructure and recovery through roof tax contributions on sale of units which is both fundable and deliverable in the current economic climate.   | The Council's Development Contributions policy is flexible and considers different approaches. The roof tax approach will be considered by the Council.   | No change. |
| Newtown St Boswells & Eildon Community Council | Background: Despite community requests the following sites have not been included in their own right in the Development Framework and no feedback has been received by the contributor as to why not. (Langlands Mill, Elders Field, Disused North Railway Embankment, Vacated School Site, Cooks Van Hire Site, Baxter Johnston Site, Serviceline Garage Site, North Oil Depot & Adjacent Field Next To Bypass) Information on past and current use and preferred future use are included in the contributors full consultation response. | The Development Framework has taken into account the appraisal process, site allocations and site requirements in the consolidated Local Plan. Strengths, weaknesses, opportunities and threats were identified for a large number of sites. The appraisal process assessed a number of uses against different sites. The preferred sites were then taken forward as options in the Development Framework. Sites not identified in the Development Framework can still be assessed for redevelopment at planning application stage. | No change. |
|  | Community consultation: The  | The criticism regarding consultation with   | No change. |

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|  | <p>Community Council has requested from the start of the redevelopment project to have full involvement and real engagement in drawing up the plans for the village redevelopment, but this has not happened.</p> <p>The contributor feels that SBC unilaterally decide on what has to be studied, SBC officers carry out studies, SBC make recommendations and only then was the community asked to make comments.</p> <p>The community was invited to a walk-in display board presentation in December 2009 and SBC representatives were there to answer questions but subsequently the community was given very little time to make written comments. No information before Council meeting on if the community's comments were taken onboard before taken to P&amp;BS Committee.</p> <p>In February 2011 a diagram of a proposed new village centre was presented. The village had no prior involvement in compiling the diagram. Comments were to be taken onboard although the diagram could not be displayed on Notice Board or shown to other villagers. Further presentation to the full Community Council and a small number of people made comments. No</p> | <p>the community is not substantiated by the facts. The local community has been involved in the process of identifying and planning the expansion area and the regeneration of the village centre. This has been through consultation on draft documents, workshops and meetings. Over and above the consultation on the Local Plan a consultative draft of the Development Framework was published in November 2009 and community engagement events took place in December 2009. In October 2010 - January 2011 an initial draft plan and vision for the village centre was presented to stakeholders including key landowners/developers, Council elected members and the Community Council. There have also been a number of Newtown St Boswells &amp; Eildon Community Council Sub Group Progress Reports and / or Meetings since 2009.</p> <p>The Community Council requested an informal pre-consultation stage which took place mid-January to end of February 2011. Information was presented on the Council's website and the Community Council's notice board.</p> <p>The public consultation on the draft Development Framework (incorporating the Village Centre proposals) ran for 12 weeks and finished in September 2011.</p> |  |
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|  | <p>changes could be seen when the formal consultation commenced.</p> <p>Villagers have had no prior information before decisions have been made on major issues affecting Newtown St Boswells (inclusion of 900 houses in the LP, planning officers recommendation to give outline planning approval, development framework was approved for public consultation. It was known to SBC that the local Councillor, sitting on these committees, had no contact or attended a single Community Council meeting for years.</p> <p>More information was requested during the 12 week consultation in relation a number of areas. Contact names were provided, with the exception of Technical Services, no meetings took place during the consultation period. The contacts could give no reassurance that SBC were looking into how the matters in the Development Framework could be implemented leaving the village with the conclusion that the development Framework was no more than words. Lack of participation and engagement has left the Community Council feeling detached from the development plans and very uneasy about being forced into formal consultation periods and uncertain about how much real involvement they</p> | <p>Papers presented at committee meetings are made public one week before the meeting and are available for the public to view on the Council's website or at Council HQ.</p> <p>The consultation on the expansion of Newtown St Boswells has included public consultation on the different stages of the Local Plan and the Development Framework, it has also included special events with Council officers and with Allan Swan from Bain Swan Architects who was working for the Council drawing up proposals for the redevelopment of the village centre. Given the size and scale of the development, community consultation has been over and above normal requirement. It is the responsibility of the Council to use the expertise in the organisation to draw up the preferred options and present these to the public and to elected members to comment on.</p> <p>As part of the consultation response from The Minister for Local Government and Planning, Aileen Campbell states that: "Scottish Planning policy supports the effective and meaningful engagement in the planning process and it is encouraging to see this in practice, together with the development of a clear vision for the long-term future of Newtown St Boswells."</p> <p>The developers of the southern and</p> |  |
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|  | <p>will have in the future. The village continues to request more information, real engagement and participation as recommended in the Scottish Executives Planning Advice Notes. The village would like to be involved in discussions to jointly reconsider the Development Framework plans and move forward to compile a plan to make the Development Framework come into life and a reality. Consultation and project management plan for the future is urgently needed.</p> | <p>western expansion areas have had separate consultation with the community in the process of developing the outline masterplan.</p>  |                   |
|  | <p>Development Framework: The contributor suggests that the Key Objectives should include:</p> <ul style="list-style-type: none"> <li>○ To ensure that new development positively contributes to the vibrancy/vitality/success of the existing village and its community (extract from SBC Development Brief 1)</li> </ul>  | <ul style="list-style-type: none"> <li>○ The Development Framework sets out the key requirements for the expansion of Newtown St Boswells and the regeneration of the village. The increased population, links to the village centre and improvements in the village centre will increase footfall in the village. The increased footfall will contribute to vibrancy and vitality of the village centre.</li> </ul> | <p>No change.</p> |
|  | <ul style="list-style-type: none"> <li>○ Provision of a tangible job creation plan for local people</li> </ul>  | <ul style="list-style-type: none"> <li>○ It is outwith the scope of the Development Framework as a planning document to create a job creation plan. The Council's Economic Development section work to promote economic development and support job creation across the Borders.</li> </ul>  | <p>No change.</p> |



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|  | <ul style="list-style-type: none"> <li>○ Provision of improved community facilities of all ages</li> </ul>   | <ul style="list-style-type: none"> <li>○ The Development Framework set out the possibility to include community facilities in the redevelopment of the village and the expansion area. It is outwith the scope of the Development Framework as a planning document to set out details of what community facilities may come forward.</li> </ul>   | No change. |
|  | <ul style="list-style-type: none"> <li>○ Provide opportunities for tourism through marketing, facilities, signage and provision of accommodation (Extract from SBC Development Brief 1)</li> </ul>   | <ul style="list-style-type: none"> <li>○ The Council's Economic Development section support the promotion of tourism along with VisitScotland and the private sector in the Borders. It is outwith the scope of the Development Framework as a planning document to set out a tourism action plan for the village.</li> </ul>   | No change. |
|  | <p>Village regeneration (new civic square): Fully pedestrian area required to separate people from traffic and to make it possible to move between shops without crossing the road. Not considered acceptable or safe that the food store is positioned on an island with roads on all sides.</p> <p>Square should be of sufficient size to hold farmers market and village gatherings and be level for ease of use for elderly and less able.</p> <p>Shops and small businesses are planned but not included in consultants</p> | <p>The aim for the vision set out in the Development Framework is to create an environment in the village centre which calm traffic and give priority to pedestrian. The location of the Coop in the heart of the village together with public buildings, as the old Mart and the Health Centre, will enhance the public character of the place and attract regular visits to the village centre.</p> <p>The vision includes a new civic square to improve the sense of place in the village centre, attract visits to the village centre and to act as a place for farmers markets, events and other activities. As such the</p> | No change. |

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|  | <p>diagram. Village knows of no strategy, plans and resources allocated. High priority for village to bring back vitality to village centre. Shops and small businesses are planned but not included in consultants diagram. Village knows of no strategy, plans and resources allocated. High priority for village to bring back vitality to village centre.</p> | <p>square will be designed to be accessible and user friendly for events.</p> <p>Additional retail spaces, at the existing industrial units at the back of Coop, are included in the proposal for the regeneration of the village centre set out in the Development Framework. Redevelopment sites within the village gives further opportunities for retail/employment uses. It is outwith the scope of the Development Framework to set out details of how it will be implemented. The private sector will need to put forward proposals for implementation.</p> <p>The framework (paragraph 3.13) suggests that a regeneration fund is set up to manage funds related to projects to improve the public realm particularly in the village centre.</p> |                   |
|  | <p>Suggested position of Health Centre needs discussion since positioning could bring more light and grass into square.</p>   | <p>The principal of the location of the Health Centre, as suggested the Development Framework, is to strengthen the public character of the village centre and attract visits to the centre. The detailed position of the Health Centre will be determined at detailed application stage.</p>  | <p>No change.</p> |
|  | <p>The village has no information on the restoration of the Auction Mart and would like to have discussion to find out what options are available and</p>   | <p>The Development Framework sets out the importance of the regeneration including the Mart building, preferably for community use. Future use of the building will depend</p>   | <p>No change.</p> |

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|  | information on how it is to be restored.   | upon the proposals for development of the Mart site.   |            |
|  | <p>Village regeneration (car parking and movements): Car parking, traffic and movement has high priority for the village, therefore a Transport Assessment study has been requested.</p> <p>Development Framework is at high level but it is impossible to make valid comments on parking without information from Transport Assessment analysis.</p> <p>Requested TA should be used as an ongoing tool. It should take into account different stages of house building and initial assumptions of different number of shops/small businesses so parking and traffic movement levels can be seen for each scenario.</p> <p>Need to ensure adequate parking so important not to allocate all land in the village centre to housing.</p> | <p>A Transport Assessment (TA) would be premature at this stage as the number and nature of housing and business developments in the village centre are unknown at present. A TA will be considered at detailed planning application stage.</p> <p>Disperse parking is promoted in the Development Framework to avoid large areas of parking spaces. Indicative parking requirement as included in the Development Framework is adequate at this stage. Parking standards would need to be met at detailed planning application stage.</p> | No change. |
|  | General development requirement (housing and design): Adoption of Place making and design SPG guide in the Development Framework is very welcome.  | Noted.   | No change. |
|  | Some affordable housing are required   | The Council's policy on Affordable Housing   | No change. |

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|  | for local people, but it should be born in mind that 87% of existing housing originates from Council housing and many terraced properties. Important with better balance so that all social groups are represented in the village. | can be met through a number of different mechanisms. It is not expected that the provision of affordable housing will be delivered through one mechanism, for example public rented properties, but a mix of different tenures. The implementation of affordable housing will be carried out by RSLs and the private sector in agreement with the Council. The current level of social rented housing in Newtown St Boswells is 32% and the level of owner occupied homes is close to the average for Scottish Borders. |            |
|  | Affordable and rented accommodation priority to be given to local people which the contributor understand has been discussed at government level.  | There is a range of criteria to be considered and for applicants to meet to be successful in the application for affordable housing. Living and working locally is included in the criteria.  | No change. |
|  | More sheltered housing required for local people.  | The Council's policy on Older People's Services is being transformed and will in the future have more focus on giving care at home to promote independence.   | No change. |
|  | General development requirement (open space): Development Framework comments generally good but the community would like some discussion on this.  | Noted.  | No change. |
|  | Strong preference for new school to be positioned centrally, possible on the Council Roads depot site. Required outside space could be located on corner of Southern development in planned recreational area if not possible      | The Council depot is the Council's preferred option in educational and planning terms, but the site is not currently likely to be deliverable for a number of reasons. Therefore, the Council's preferred alternative is a location in close proximity to   | No change. |

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|  | to have on Depot site.   | the village centre within the southern expansion area.  |            |
|  | No mention made in Development Framework of plans to use the existing school site when it is vacated. Community would like to be involved in discussions for its future use.   | If the existing school site became available this would create an opportunity for redevelopment.  | No change. |
|  | Community facilities (shops and small businesses): High priority to see the new village centre with shops, small businesses and retail outlets. No discussion has taken place to explain how this will happen and who will pursue this.                      | The Council contribute by improving the village centre and through the allocation of preferred sites and potential support programmes to encourage inward investment and new business start ups etc. However, it should be acknowledged that it is the private sector that would open and run shops and businesses. | No change. |
|  | Community facilities (health centre): The village wants information on the new facility and what services are planned, how many doctors, consultation rooms, parking spaces etc. SBC, NHS or GP practice seems to have information or is willing to discuss. | The Council highlight the need for a site for a new Health Centre in a central and suitable location. As stated in the Development Framework the development of the health centre is depending on public sector funding. NHS would make decisions on the nature and scale of the service provision.                 | No change. |
|  | Community facilities (improved community facilities): No discussion has taken place on studying existing facilities, forming plan or strategy to provide new facilities. Village does not know how improved community facilities mentioned in Development    | The possibility to include community facilities has been included at community events. The Development Framework is a high level document and does not include details on what facilities are required. Development of community facilities is  | No change. |



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|  | <p>Framework will happen. The community has requested discussion with SBC about what community facilities are required to accommodate large scale population growth. Discussion has not taken place.</p> <p>No discussion on the restoration of the Mart octagon building.</p> | <p>dependant on public funding.</p> <p>The redevelopment of the old Mart building will be depending upon the overall proposals for the development of the Mart site.</p>   |                   |
|  | <p>Employment infrastructure: The community wishes to see same urgency placed on plans to create jobs as housing plans.</p>  | <p>The Council is committed to:</p> <ul style="list-style-type: none"> <li>• Produce a planning brief for the Tweed Horizons site.</li> <li>• Investment in the village centre</li> <li>• Retainment/enhancement of other key employment sites eg. Cookes/Milestones etc.</li> <li>• IT infrastructure/home working opportunities.</li> <li>• Other interventions to support business/employment.</li> </ul> | <p>No change.</p> |
|  | <p>The community wants to know when development of Tweed Horizons is likely to happen and how many jobs will be created, and how employees will access the village centre (pedestrian bridge, tunnel not mentioned in Development framework).</p>                              | <p>The site will come forward when interested developers take the site forward. The planning brief will need to include careful phasing of the site. Access agreements and links to the village will have to be agreed with Transport Scotland.</p>  | <p>No change.</p> |

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|  | Does SBC support mixed housing and small/clean business development on the new housing sites?   | Some non-housing development on the large expansion sites will be considered due to the character and scale of the development.  | No change. |
|  | The community has requested discussion about how developing tourism businesses would create local jobs. Discussion has not taken place.   | The Council's Economic Development section supports the promotion of tourism in the Borders along with VisitScotland and other private and public sector agencies. It is outwith the scope of the Development Framework as a planning document to set out a tourism action plan for the village. | No change. |
|  | IT infrastructure: Plans in Development Framework are very welcome.   | Noted.   | No change. |
|  | <p>Transport: The village has requested that a gap is left in the housing layout for the Mart development for a possible spur road onto the new Mart roundabout. This will offer a future option to ease village centre traffic at a later stage of the village development.</p> <p>Access to Mart development could be assisted with a new road alongside Langlands Mills which would help keep traffic away from the village centre. This is not included in the Development Framework.</p> | Further new access to the A68 would need to be agreed with Transport Scotland. The Development Framework does include a connection via Waverley Place to feed traffic away from the village centre (section 4.10.7).   | No change. |
|  | When expansion is complete some 95% of population plus housing will be on opposite side of new village centre. In the interest of ease of access and  | A number of pedestrian, cycle and vehicular links are included in the Development Framework and it is highlighted that these links are crucial to  | No change. |

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|  | safety a pedestrian bridge across the main road should be planned. 70 years ago the railway could justify a pedestrian bridge.   | the success of the expansion.  |            |
|  | Transport (local path/cycle network):<br>The village has been requesting to be part of discussions on Local Path/Cycle network, but so far no discussion has taken place.  | Detailed discussions on local paths and cycle network will take place when detailed applications come forward. The core of the path network is included in the Core Path Plan. The development if the Core Path Plan included public consultation. | No change. |
| The Scottish Government –<br>Minister for Local Government and<br>Planning | Scottish Planning policy supports the efficient and meaningful engagement in the planning process and it is encouraging to see this in practice, together with the development of a clear vision for the long term future of Newtown St Boswells.  | Noted.   | No change. |
| Scottish Environment Protection<br>Agency                                  | The contributor has not identified any environmental issues that are relevant to the effective integration of the existing village and proposed development areas. SEPA has previously commented on the masterplan and outline planning application for the Newtown St Boswells western and southern expansion and a planning brief for the Auction Mart site and the contributors comments relating to flood risk, waste and surface water drainage, waste management etc are set out in these responses. The contributor trusts they will be consulted in the future as other proposals come | Noted.   | No change. |

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|                    | forward.   |   |  |
| Transport Scotland | The contributor seeks clarification on the mention of an alternative access from the A68 within option C on page 31. The link is shown within figure 8 however does not show an alternative access from the A68. The contributor would welcome clarification and further discussion on this aspect, if required.   | It is proposed to include the alternative link in figure 8 in the final version of the Development Framework.   | It is proposed to include the alternative link in figure 8 in the final version of the Development Framework and include 'c. Access from A68: Southern expansion area (proposed)' as a bulletpoint in paragraph 4.58'. |
|                    | The contributor notes the comments on the cycle link across the A68 within paragraph 4.55 and would welcome clarification on this matter and potential impact on the safe and efficient operation of the trunk road.   | The Development Framework does not provide details on the cycle link although it sets out the need for a safe connection between the village and Tweed Horizons. Details of the link will have to be agreed with Transport Scotland at detailed planning application stage. | No change.   |
|                    | <p>Planning applications, many already consented, in relation to the trunk road should be included within the Development Framework. In relation to 09/01005/OUT the contributor would like to note the following:</p> <ul style="list-style-type: none"> <li>○ Transport Scotland has agreed to the principle of a new roundabout on the A68 to the south of the town. However the location and layout has not been agreed to date. The Access Appraisal resulted in two options which Transport Scotland required to be taken forward for further</li> </ul> | The proposed roundabout in figure 8 is not showing an agreed layout but illustrates the principle of a roundabout. Further work, at detailed planning application stage, is required before traffic and road improvements can be finalised.                                 | No change.   |

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|                   | <ul style="list-style-type: none"> <li>○ Transport Scotland required further assessment of the northern (ghost island) junction prior to the western expansion proceeding.</li> </ul>  |   |   |
|                   | <p>The Development Framework makes no reference to the new A68 roundabout agreed in principle by Transport Scotland to access the proposed Auction Mart site which has permission in principle (06/02506/OUT). It would be useful to understand why this aspect has been omitted from the Development Framework as the contributor would have expected an intervention of this nature to be reflected in the document.</p> | <p>It is proposed to amend figure 8 to include the roundabout included in the application for the proposed Auction Mart to the east of the A68.</p> | <p>It is proposed to amend figure 8 to include the roundabout included in the application for the proposed Auction Mart to the east of the A68.</p> |
| Historic Scotland | <p>There are no historic environment sites for Historic Scotland's remit within the development area. There are some historic sites in the vicinity and the new proposals may have potential impact indirectly on the setting of these sites. However the Development Framework will take into account those commitments within the Local Plan Amendment to consider sensitively</p>                                       | Noted.  | No change.  |

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|                           | landscape and settings in the area. In particular maintaining and enhancing woodland screening to minimise setting impacts on scheduled monument (index no 90103) and A listed Dryburgh Abbey and the area to the east.  |   |            |
| Scottish Natural Heritage | The points of interest and issues of concern to the contributor in relation to designated sites have been addressed by the Development Framework. In particular, the vision (paragraph 3.2) and the desire to 'provide attractive places to live', one of the five key objectives to set the strategic context for individual development sites. The intended use of masterplans as part of the planning application process for each phase of the expansion (paragraph 3.17). | Noted.  | No change. |
|                           | A planning brief is required for the high amenity employment land at Tweed Horizons.   | The production of a planning brief for the employment site at Tweed Horizons is scheduled for 2012.   | No change. |
|                           | The contributor expect any planning application for the expansion to conform with requirements listed in their response relating to landscape designations and also provide all the necessary supporting information as described in Local Plan Policy EP1 National Scenic Areas and Structure Plan Policy N10 National Scenic Areas.  | Any planning application would need to confirm with Development Plan policies and meet the requirements set out in the Development Framework. | No change. |
|                           | The contributor supports the proposed establishment of a landscape framework for the village. In particular scalloped edges to the proposed  | Noted.  | No change. |



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|                        | western expansion areas and the proposed woodland planting and woodland management to the west of the village are supported.  |  |  |
|                        | The contributor supports the inclusion of open space in the expansion areas as this would reduce the anticipated pressure on the Borders Woods SAC and Newtown St Boswells Woods SSSI.  | Noted.   | No change.   |
| Charlesfield First LLP | The contributor suggests that SBC provides a protocol for the assessment with key consultees of the sustainability requirements of development proposals to be considered in terms of the Supplementary Planning Guidance.  | Any planning application will have to comply with the SPG on Renewable Energy.   | No change.   |
|                        | Planning authorities will be expected to support district heating schemes, albeit recognising that there will be practical implementation challenges.   | The Council supports the inclusion of different types of renewable energy to meet the requirements set out in national and local policy.   | No change.   |
|                        | The Development Framework is an opportunity to encourage and support the creation of a local heat network serving Newtown St Boswells. The contributor encourage Scottish Borders Council to take account of the potential for developing a heat network in Newtown St Boswells by stating clearly in the Supplementary Planning guidance the need for collaborative working to deliver the sustainable aspect of the development framework as an individual applicant will most likely be unable to deliver a heat network in isolation. | The Development Framework, in Appendix 9, encourages site-wide approaches and communal energy technologies rather than installations on individual dwellings to meet targets set out in policy. The targets can be reached through a range of different mechanisms. Developers must submit a statement for the Council's approval detailing how energy efficiency measures and low and zero carbon technologies will be incorporated into the development proposal, and the level of CO2 reductions that will be achieved. It is proposed to add to paragraph 4.13 that "In the future there may be opportunities to connect to local district heating system run from | It is proposed to add to paragraph 4.13 that "In the future there may be opportunities to connect to local district heating system run from Charlesfield." |

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|               |   | Charlesfield.”   |            |
|               | The contributor notes the requirement within the draft Planning Framework to comply with national planning guidance and also the references to National Planning Framework 2 and Scottish Planning Policy. The contributor is aware of policy statements in National Planning Framework 2 and Scottish Planning Policy in relation to climate change and energy generation. | Noted.   | No change. |
|               | The contributor suggests that the Development Framework should provide greater clarity on the importance attached to the provision or use of locally available low and zero carbon technologies.  | The Development Framework promotes policy G1 and Renewable Energy SPG and the production of an energy statement from applicants.   | No change. |
|               | The target to reduce fuel poverty and provision of affordable housing should be considered to take advantage of the benefits of locally available decentralised heat supply.  | Noted. The requirements for affordable housing are the same as for mainstream housing regarding energy efficiency and reduction of carbon emission. The applicant will have to provide evidence in any planning application on how the requirements will be met. | No change. |
| Mr. Richforth | The number of new houses seems out of proportion to the number of existing houses. Requires upgrades to facilities, roads, parking and school provisions.   | The number of units has been decided through the Local Plan process which has been subject to consultation.  | No change. |
|               | The village needs coffee shop and shop for crafts and local produce which can serve locals and walkers. There are existing roads issues in the village and empty buildings.   | There are opportunities for shops etc in the village centre and potential opportunities in the redevelopment of the Auction Mart site. There are existing facilities in the village centre and at Milestone Garden & Leisure.                                    | No change. |

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|  | The school should have facilities that can be shared with the community.                         | The Development Framework includes reference to inclusion of community facilities in the primary school.                                     | No change. |
|  | The contributor puts forward that improvements to facilities should be helped by the developers. | Developers will be required to contribute to improvements of some facilities in line with the Council's policy on Development Contributions. | No change. |