

SETTLEMENT PROFILE

BROUGHTON

This profile should be read in conjunction with the relevant settlement map.

DESCRIPTION

Broughton is located outwith the Western Strategic Development Area, as part of the Development Strategy in the Strategic Development Plan. The village sits within the Northern Housing Market Area. The 2001 Census population was 306.

PLACE MAKING CONSIDERATIONS

Broughton lies on the wide valley floor at the point where the Biggar Water and the Broughton Burn converge before issuing to the Tweed. The valley is framed by Trahenna Hill to the north east, Goseland Hill to the west and Whitslade Hill to the south. The north part of the village lies on lower lying slopes of Langlawhill. The village sits within the Upper Tweed National Scenic Area. The Borders Landscape Assessment describes the area as an “Upland Valley with Pastoral Floor” characterised by flat valley bottom pastures, strongly enclosed by steep valley side merging with heather and forest covered uplands.

The village lies on the A701 principal road and this provides the village with a direct route north to Edinburgh and south to Moffat. There are two separate parts to Broughton. The older part is known as ‘The Village’, constitutes a double line of cottages, mostly in local stone, on either side of the Moffat to Edinburgh road. The more recent part of Broughton lies to the south of the original village where the Broughton Burn joins the Biggar Water, heading towards Calzeat. Within ‘The Village’ where the properties are built tight to the back of the footpath and adjoin each other the settlement feels enclosed; whilst to the south of the settlement the properties tend to be set back from the footpath and are generally detached or semi-detached. It is also the south of the settlement that particularly benefits of the views of the surrounding landscape.

The plan provides two housing allocations; both are located to the north east of the village. They are Dreva Road and Springwell Brae. Additionally, there is planning permission in principle for a housing development on the western side of Dreva Road opposite the two housing allocations and the existing housing at Springwell Brae. The site extends up to the development boundary to the south of Elmsfield. The plan also safeguards an established business and industrial site – Former Station Yard.

The preferred areas for future expansion beyond this Local Development Plan will be the area to the West of the A701 at Corstane adjoining the Biggar Road. The area for future growth indicated in this profile will require detailed assessment during the next Local Development Plan Review.

The playing fields to the north of the primary school provide an important recreational area for the community and will be protected.

INFRASTRUCTURE CONSIDERATIONS

Affordable Housing will require to be provided in association with proposed housing sites under the provisions of Policy HD1 and the Supplementary Guidance/Supplementary Planning Guidance on Affordable Housing.

Peebles High School is forecast by the Director of Education and Lifelong Learning to face capacity issues from 2016 onwards. Developer Contribution towards school provision within the catchment will be requested, commensurate with the size and type of the development and in accordance with Developer Contribution Policy.

With regards to Waste Water Treatment Works, Broughton has limited capacity. Contributions may be required where upgrades are necessary. In respect of the local water network, developers may be required to contribute towards upgrading to enable development.

Further information is available from Supplementary Guidance/Supplementary Planning Guidance on Developer Contributions and Planning/Development Briefs where applicable.

DEVELOPMENT AND SAFEGUARDING PROPOSALS

HOUSING

SITE REFERENCE	SITE NAME	SITE SIZE (HA)	INDICATIVE SITE CAPACITY
TB200	Dreva Road	2.4	10
Site Requirements			
<ul style="list-style-type: none"> Enhancement of existing landscaping in addition to buffer areas along new and existing landscaping will be required. The long term maintenance of landscaped areas must be addressed Mitigation measures are required to prevent any impact on the River Tweed Special Areas of Conservation via the Broughton Burn Consideration should be given to the design of the overall site to take account of the National Scenic Area Vehicular access will be via the Dreva Road, upgrades will be required Consider the potential for any culvert removal and channel restoration. 			
TB10B	Springwell Brae	0.6	10
Site Requirements			
<ul style="list-style-type: none"> Enhancement of existing landscaping in addition to buffer areas along new and existing landscaping will be required. The long term maintenance of landscaped areas must be addressed Consideration should be given to the design of the overall site to take account of the National Scenic Area Vehicular access to be achieved from Springwell Brae. Upgrades along the Dreva Road will also be required. 			

BUSINESS AND INDUSTRIAL SAFEGUARDING

SITE REFERENCE	SITE NAME	SITE SIZE (HA)	INDICATIVE SITE CAPACITY
zEL43	Former Station Yard	1.8	N/A
Site Requirements			
<ul style="list-style-type: none"> • This is a local safeguarded business and industrial site as defined in Policy ED1 • Existing landscape features to be retained • The established pathways onsite to remain free from any built structure so to ensure access for pedestrians, horse riders or cyclists. 			

KEY GREENSPACE

SITE REFERENCE	SITE NAME	SITE SIZE (HA)
GSBROU001	School Playing Fields	2.2

