

# BROOMLANDS EAST, KELSO

## Supplementary Planning Guidance



Looking south east over the site



above and below - adjacent housing development

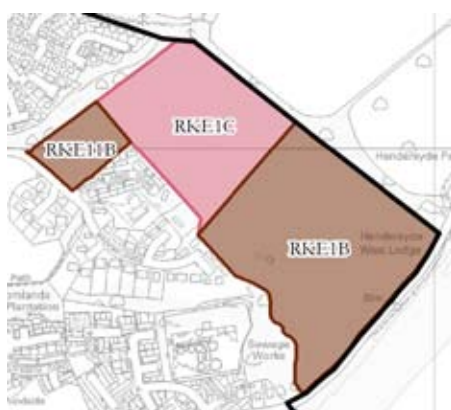


## Introduction

This guidance sets out the main opportunities and constraints relating to the proposed housing sites at Broomlands East and West, Kelso. It also provides an outline framework for the future development of the site within the period covered by the Scottish Borders Council Finalised Local Plan (following adoption).

The comments within the sub-headings below indicate where detailed attention is required to address specific issues and where developer contributions will be sought. The comments and advice contained within this document should be considered in conjunction with the appropriate planning guidance given at local and national level. A selection of related policy advice and guidance is referred to in this document, but it should not be regarded as comprehensive.

## Site Description



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Extract from Scottish Borders Local Plan  
Finalised December 2005

Land Use Proposals (H3 Applies)

 housing

Policy Boundaries

 development boundary (G8)

 H1A housing land safeguarding

The site covered by this guidance lies on the eastern fringes of Kelso. The site covers an area of 8.2 hectares (20.3 acres). To the north it is bounded by woodland and residential development, to the east it is bounded by Hendersyde Park, to the south it is bounded by a housing site under construction – part of Local Plan reference RKE1B - and the A698 beyond. To the west it is bounded by woodland and residential properties. The site is identified for housing purposes in the Council's Finalised Local Plan and in that document the indicative capacity is shown as 80 units.

# Development Vision

The aspiration for the site is that it should provide a high quality, sustainable mixed residential development which takes advantage of the excellent setting and mature woodland of the surrounding landscape. It is acknowledged that these sites represent two of the final phases of residential development in this area and to some extent, design parameters for critical parts of the site have already been set by completed and partially completed developments.

## Constraints and Opportunities

Consultations and research have been carried out to establish likely constraints and requirements in terms of Local Plan policy, electricity, gas, water, drainage, access, flood prevention, biodiversity, archaeology and architectural and landscape heritage.

Consultation responses have been received from Scottish Power, National Grid (formerly Transco), SEPA, Scottish Water and Scottish Natural Heritage. Critical issues are summarised below. Certain constraints will require to be addressed through appropriate developer contributions, as indicated:

- **Affordable housing:** This will require to be provided under the provisions of Policy H1 and the Supplementary Planning Guidance on Affordable Housing (see Affordable Housing below).
- **Education:** Kelso High School may face capacity issues depending on the size of residential developments; Broomlands Primary School is expected to rise to a level which would cause concern around 2012. Developer contributions will be required (see Developer Contributions below).
- **Leisure and Sport:** The community has identified a need to enhance sporting facilities within Kelso.
- **Open space, landscaping and play facilities:** these must be provided together with proposals for long term maintenance (see Developer Contributions below).
- **Gas** – a National Grid gas main is available nearby.
- **Access and transport** – see separate section below.
- **Water and drainage** – see separate section below.



high quality residential development

Developers are expected to take account of these comments, as may be appropriate for the site development.

## Access and Transport

**Rail:** Kelso falls within an area identified for a contribution to the Waverley Railway Project (see Developer Contributions below).

**Road:** Road construction should not be conceived in isolation, but as an element in the overall design of the development.

The Council's 'Standards for Development Roads' should serve as a guide for the form of development on the site, but should be flexible enough so as not to inhibit the design of an innovative less car dominant layout which respects the landform and character of the area. The Council embraces the concepts of PAN 76 on 'New Residential Streets' which promotes an informal system of well connected streets with natural traffic calming (building lines, squares, shared road surfaces etc) built in and equal priority given to all transport modes such as passenger transport walking and cycling.

Where parking spaces are allocated to individual properties the provision requirement will be 2 parking spaces per dwelling unit (discounting garages) along with 25% visitor parking which should be provided in groups of at least 2 spaces and must be strategically located. For communal parking the

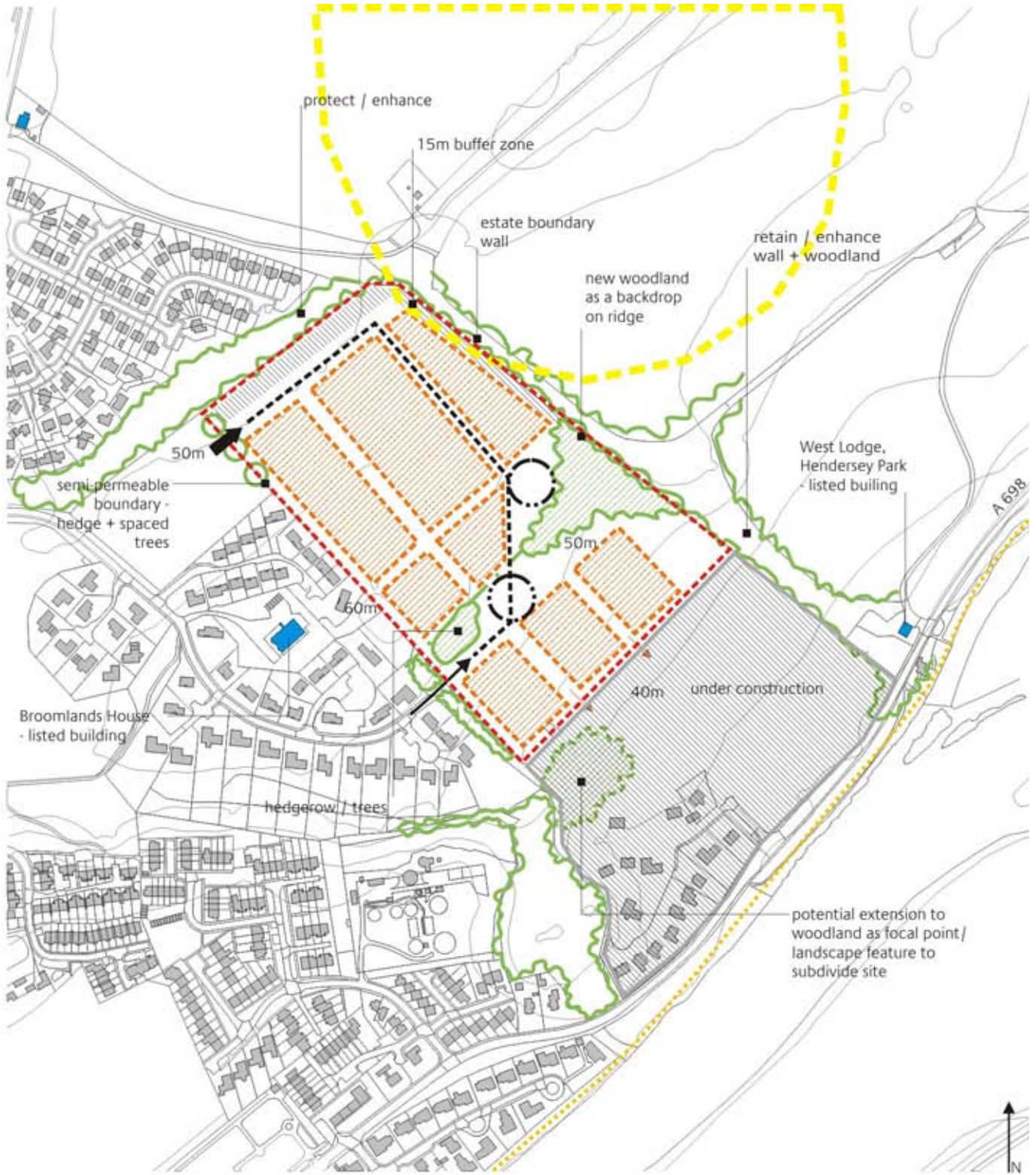
provision requirement (including visitor parking) is 1.5 to 1.75 spaces per dwelling unit.

A Transport Assessment (TA) is required for developments of 50 or more dwelling units and may be sought for developments of between 25 and 49 units. The developer will be expected to pay for or contribute towards the cost of identified off-site transport work required as a result of the development and/or the cumulative effect of overall development.

A new access formed opposite Broomlands Court should loop round the top half of the site and link into phase No. 6 of Broomlands (RKE14B) by means of a carefully designed minor access link. This loop connection will create a natural service route combined with a general pedestrian facility, all of which should be designed with traffic calming features.

Secure and convenient walking and cycling connections must be provided to local facilities and public transport access points. The existing footpath across the site from north-west to south-east should be reflected in the new layout for public use. Traffic calming should be introduced as a self-enforcing measure to maintain vehicle speeds below 20 mph.

fig 1 - Design Guidance Plan



scale - 1 : 5000

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- no dig zone
- hazard pipeline buffer

- main vehicular access
- vehicular access
- pedestrian access
- loop system for roads
- suggested site dev. structure
- existing trees

- proposed tree planting / within site
- proposed tree planting / outwith site
- focal point
- listed building
- right of way
- site boundary

# Urban Design and Landscape

The key requirements for the development are:

## Buildings and place making

- the development should demonstrate efficient use of energy and resources in terms of layout, orientation, construction and energy supply, to comply with Local Plan Policy G1
- the buildings should be 1 or 2 storey
- building colour themes should be white into buff render with grey roofs
- consideration should be given to the use of local sustainable materials, particularly stone and timber throughout the development
- the buildings should present a frontage to the internal street system and could be terraces in part – the development should avoid presenting rear garden fencing to the principal street
- the focal points or places should be created as shown on the Design Guidance Plan
- the development should incorporate a footpath network through the site linking to the proposed focal points as shown on the Design Guidance Plan and to the Right of Way running to the east of the site
- care should be taken with the setting of the listed building shown on the Design Guidance Plan

## Landscape and orientation

- establishment of a permeable and outward looking high quality mixed residential development
- some existing landscape features represent opportunities for place-making and care should be taken to integrate important features as indicated above
- buildings should take advantage of views to the west and south
- buildings should be set out with the grain and contours of the site and the surrounding area
- by preference houses should not breach a ridgeline, but if this is unavoidable, a backdrop of trees of an appropriate scale should be



above: good quality residential exemplar  
below: garden boundary exemplar



- introduced
- it is necessary to protect existing vegetation on the site and extend and reinforce as shown on the plan
- new blocks of woodland planting need to be substantial in size to work properly
- creating a sense of enclosure throughout the development by linked frontages, garden walls and hedges and consistency of materials

## Boundaries and edges

- the development should avoid making 'compartments' - ie overly uniform boundary planting around each site margin
- the use of inappropriate brick walls, coniferous hedges, decorative gateways to individual developments is not acceptable
- existing patterns of field walls/ hedges/woodland blocks/ shelterbelts in the countryside around each site should be used as clues for new boundary or subdividing elements
- the site edge facing open countryside is potentially very unnatural and should be broken up with a combination of block

- woodland, hedgerow (with mature trees at intervals) and stone walls the edge along main roads should take references from the countryside – stone walls, hedges and deciduous trees
- existing trees/hedges should be retained and protected even if they are not appropriate species as they help to marry new development to the landscape

## Ecology and habitat

- a planning application for the development of this site will require to be supported by an Ecological Impact Assessment
- planting should focus on native species
- there are opportunities for habitat reinforcement and creation along the north, east and west boundaries of the site as well as along the north-south running central spine

## Parking and the external environment

The developer should consider a range of solutions to reduce the impact of car parking on the residential environment. This might include a combination of:

- avoiding front garden space being entirely given over to parking
- using traditional front garden walls and hedges to structure the street appearance
- designing in shared small scale semi-private courtyard parking
- placing larger parking courtyards behind perimeter blocks
- building shared surfaces in traditional materials rather than using coloured concrete block surfaces - for example in parking zones and domestic runways

## Water Resource Management

The site lies close to the River Tweed and SNH has advised that this part of the river is covered by the River Tweed 1981 Act SSSI, the Tweed River 1949 Act SSSI and the River Tweed SAC. Care must be taken to ensure that the development works do not conflict with the aims of this legislation.

There are known capacity issues with the waste water network in this area; developers are advised to check with Scottish Water for up-to-date information (see Developer Contributions below).

A Drainage Impact Assessment will be required as part of the planning application submissions.

In line with the requirements of PAN 61 (Planning and Sustainable Urban Drainage Systems) an appropriate SUDS will be required as part of the development of both sites. This must be designed as part of the overall site development and should be visually attractive, safe and accessible for maintenance purposes.

## Density

Following the assessment of the site it is felt that the net developable area should be limited to 6.5 hectares (16.06 acres) and that the density should not exceed 20 units per hectare for standard housing and 30 units per hectare for affordable units. This would give a maximum capacity of 143 residential units.

It should be noted that these figures are indicative only and that the final number of houses will be determined at the detailed design stage.

## Density Calculation

The calculations for density within the site are approximate and are based on the Net Developable Area (NDA). This area excludes landscape buffer zones and site constraint features. Where appropriate, buffer zones may include as part of the garden areas. The figures shown in the table below assume that for standard houses the density will be 20 houses per hectare and for the affordable housing element 30 houses per hectare.

## Affordable Housing

To comply with the Council's Planning Guidance on Affordable Housing, provision of affordable housing units will be required on-site. It is estimated that the site has a capacity of 143 units. 39 of these units should be affordable.

The final number of affordable housing units that will be required will be determined at the detailed design stage and will be dependent upon the type, mix and size of proposed houses for the overall development of the site.

## Developer Contributions

Under the terms of Policy G5 of the Finalised Scottish Borders Local Plan 2005 developers are required to make full or part contribution (through the terms of a Section 75, or alternative legal, Agreement) towards the cost of addressing specific infrastructural or environmental deficiencies. With respect to the site at Broomlands, Kelso the following issues require to be addressed:

- Rail: Waverley Line Reinstatement (Stage One)
- Roads: Formation of new accesses into the sites and possible upgrading of existing roads/ junctions.
- Education: Both sites are within the catchment areas of Broomlands Primary School and Kelso High School. Contributions towards increasing school capacity will be required at the approved Council rate - particularly at primary school level.
- Waste Water Treatment: only limited development can take place until additional capacity is provided by Scottish Water. Developer contributions may be required accordingly.
- Leisure and Sport: Consultation with local community to identify and address deficiencies in local sporting provision, and
- Open space, landscaping and play facilities: Provision of appropriate landscaping, open space and play facilities will be required together with details of their long term management

## Further Information

For further information on the development of this site please contact:

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site name	total site area (ha)	net developable area	density normal per ha	area for standard units (ha)	total standard units	density affordable per ha	area for affordable units	total affordable units	net developable density	total units
Broomlands East	8.20	6.50	20	5.20	104	30	1.30	39	22	143