

REDEVELOPMENT / DEVELOPMENT OF AUCTION MART FACILITIES / BUILDINGS

H&H Group Plc are submitting plans to redevelop land at the Auction Mart, Newtown St Boswells.

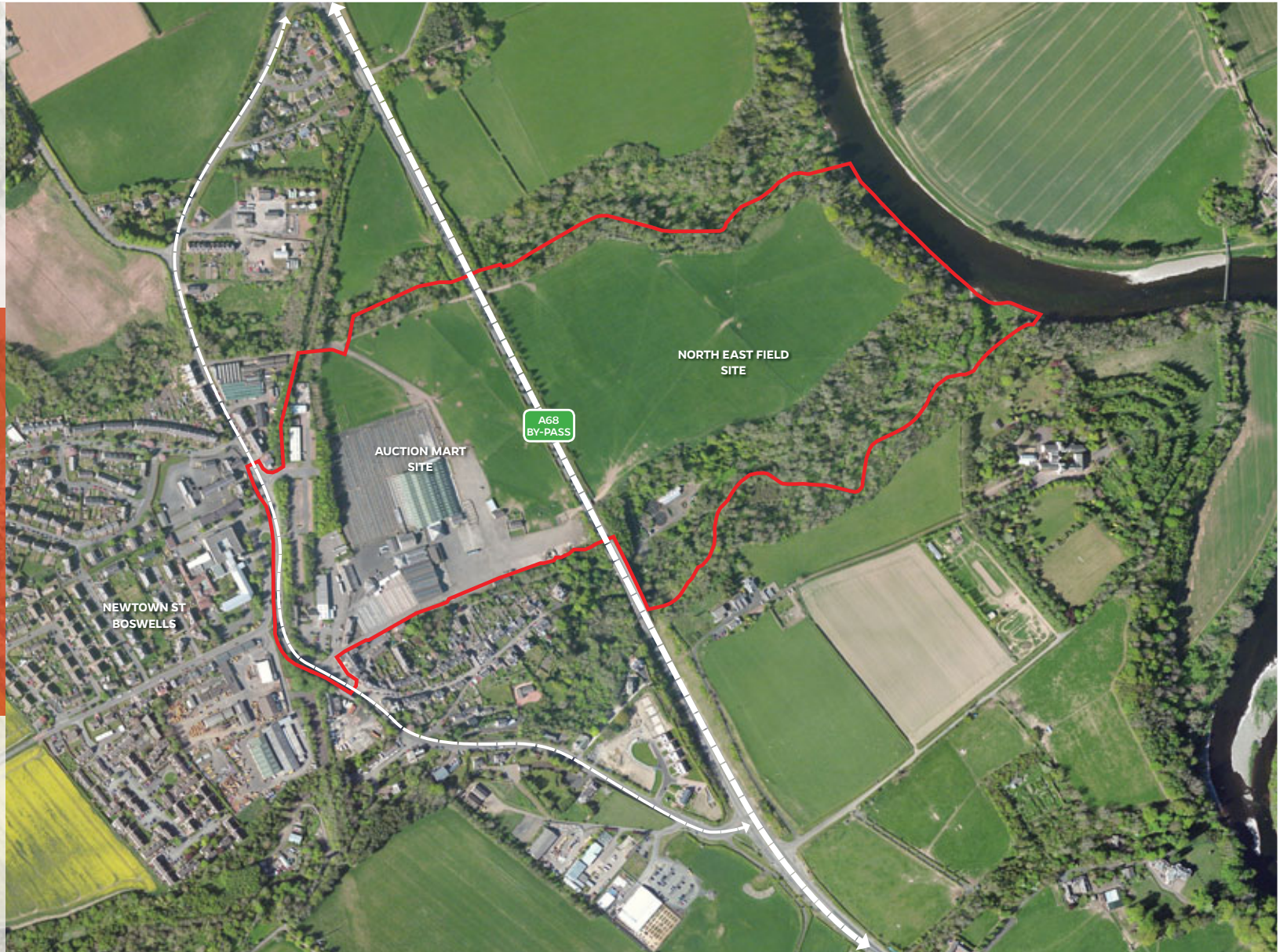
Given the development is located on an area greater than 2 hectares with a total floorspace of in excess of 5,000sqm the proposal is categorised as a "Major Application".

A description in general terms of the proposed development is as follows :-

Mixed use development comprising;

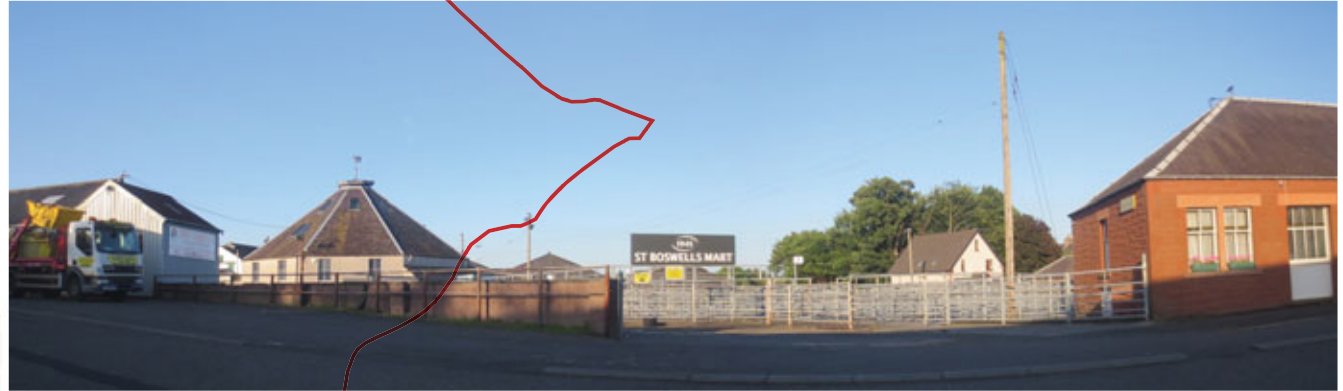
- Class 1 Retail,
- Class 2 Professional Services,
- Class 3 (inc Sui Generis) Food and Drink,
- Class 4 – 6 Business / Light Industrial,
- Class 7 Hotel,
- Class 8 Residential Institutions (College / Training Centre),
- Class 9 Houses (inc Sui Generis – Flats),
- Class 10 Non- Residential Institutions,
- Class 11 Assembly and Leisure,
- Access (Including Roundabout on A68),
- Car Parking,
- Demolition of Buildings and Associated Works.

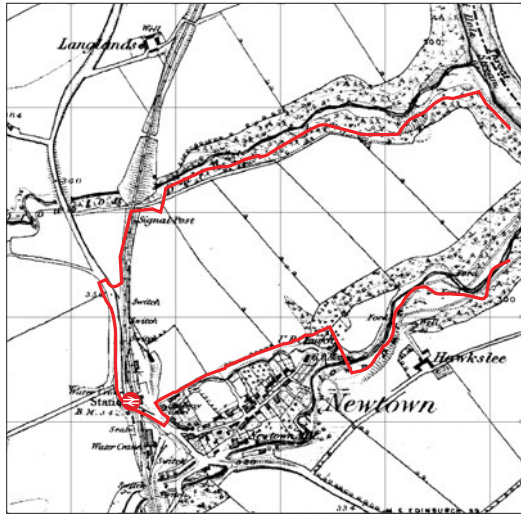
This consultation gives you an opportunity to view our early concept proposals for the site, and to speak to representatives from the project team about the proposals.



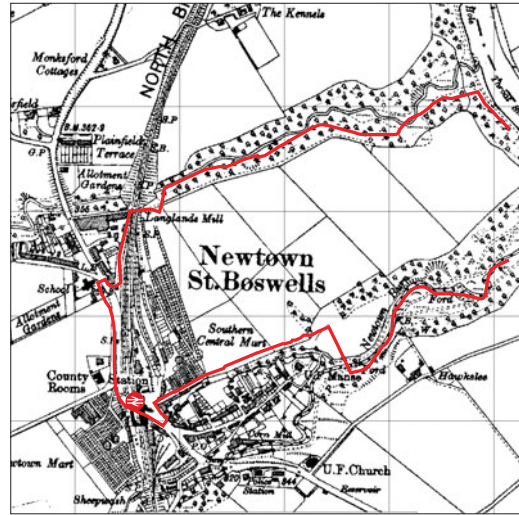
REDEVELOPMENT OF AUCTION MART SITE NEWTOWN ST BOSWELLS

EXISTING SITE





1863



1924



1967



PRESENT



REDEVELOPMENT OF AUCTION MART SITE NEWTOWN ST BOSWELLS

PLANNING



SETTLEMENT PROFILE
NEWTOWN ST BOSWELLS

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

DESCRIPTION

Newtown St Boswells is located in the Central Borders Strategic Development Area as defined in the SEPlan. At the 2001 Census the population in the village was 1,153.

PLACE MAKING CONSIDERATIONS

Newtown St Boswells is dominated by views of the Eildon Hills and the Black Hill. The village centre is clustered around the B1078 Old Station Coast and Tweedside Road. Other features of interest include the Auction Mart with its octagonal ring building, the former school and the nineteenth century terraces.

The semi-natural plantation wood along the Borders Burn is included in Scotland's Semi-Natural Woodland Inventory (SNWI). The River Tweed lies to the east, but it is not a feature of the village. Newtown St Boswells is further from the river than the other villages in the area. The area to the north of the settlement, from Sproughton Burn to the junction of Eardon Road and the A66, is part of a National Scenic Area and is highly visible from the A66 trunk road and the attractive settlement of Eildon.

Newtown St Boswells is located within the heart of the Borders and is the Council's administrative centre. It has excellent road connections, is convenient for the Borders Railway and has good quality developable land in its vicinity. The planned expansion of the village is allocated as site ANEW100 in the Plan.

It is expected that, aside from any future expansion, there will be a growth in pressure to develop within Newtown St Boswells. In addition to the expansion area, two housing sites are allocated. A large site is allocated along Melrose Road, heading towards the A66 away from the village. A smaller site is allocated to the north-west of the existing village, located between the school area and the planned expansion.

The allocated development sites provide mixed use opportunities which will encourage regeneration of the village centre. There is community support to redevelop and regenerate Newtown St Boswells and it is hoped that these aspirations can be met through the redevelopment sites and the future expansion. The Council has developed a Development Framework to support and provide guidance for the redevelopment of the village centre.

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Areas to north and east of the A66 are considered to be unsuitable for residential expansion. If planned expansion does not take place, the preferred area for the longer term development of Newtown St Boswells is to the west. This would allow a more sensitive edge to be created to Newtown St Boswells. Although this land is within the Special Landscape Area, and further investigations must be carried out, the impact of development at this location would be significantly lower than to the north or east of the settlement.

Where possible, the relocation to more suitable sites of various existing uses in the village that generate heavy goods vehicles and other commercial vehicle movements will be supported, in the interests of road safety, local amenity, and regeneration.

The separation between the two communities of Newtown St Boswells and Eildon must be retained and further development along Eardon Road and Melrose Road will be resisted.

There are two areas, near the primary school, identified as key green spaces.

INFRASTRUCTURE CONSIDERATIONS

Affordable Housing will require to be provided under the provisions of Policy HD1 and the Supplementary Guidance Supplementary Planning Guidance on Affordable Housing.

The existing primary school does not have the capacity to accommodate pupils from all allocated sites. Contributions will be sought for expansion of existing facilities or development of new education facilities in the catchment area based on the best long term solution for the settlement as a whole where all sites have been taken into consideration. A contribution towards Eardon High School will be sought to supplement Scottish Borders Council's investment in the new school which opened in 2007/2010 under the 3 High Schools project.

There are current and predicted longer term pressures on the health service's accommodation in Newtown St Boswells. The current premises require upgrade or development.

Newtown St Boswells falls within an area identified for a contribution to the Borders Railway (See Policy IS3).

In accordance with the Council's Local Transport Strategy, a Central Borders Traffic Model has been developed which will help direct funding to areas of the road network that may become congested in the future. Developer contributions will be sought from developments within the Central Borders in accordance with the Supplementary Guidance/Supplementary Planning Guidance on Developer Contributions.

With regards to Waste Water Treatment Works, Newtown St Boswells 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.

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THE BORDERS RAILWAY & WAVERLEY LINE

By Unknown - Old postcard, Public Domain, <https://commons.wikimedia.org/w/index.php?curid=42595350>



FROM CAMPAIGN FOR BORDERS RAIL

"The Waverley Route was a railway line that ran south from Edinburgh, through Midlothian and the Scottish Borders, to Carlisle. First slated for the axe in 1963 by British Railways' infamous Chairman, Dr Richard Beeching, the closure of the Waverley Route ranks as the worst rail cut in British history, with Galashiels and Hawick left further from a railway station than any other towns of their size in Britain. Now Gala has re-joined the rail network, but CBR's work goes on - with a key aim being to seek restoration of passenger and freight rail services along the entire 98-mile length of the Waverley Route, re-connecting the communities cut off in 1969.

WHY EXTEND TO HAWICK & CARLISLE?

Hawick is the Borders town which has suffered most from the loss of the old Waverley Route in 1969. And to meet its full potential, the Borders also needs a direct rail link to the South. The key benefits of southwards extension would be:

- better social inclusion, economic regeneration and tourism opportunities
- an attractive alternative to the car - faster, safer and greener travel for the future
- sustainable transport for timber from Kielder and the Borders forests - getting log lorries off the roads
- a strategic diversionary route, relieving pressure on the busy West Coast Main Line"



By Waverley Wanderer
<https://commons.wikimedia.org/w/index.php?curid=40969644>



REDEVELOPMENT OF AUCTION MART SITE
NEWTOWN ST BOSWELLS

TOWN CENTRE 'SPLIT': CREATING NEW LINKS



Newtown St Boswells has grown organically however the historic route of the railway and main road through the village and the related topography effectively splits the town in two, separating the newer developments to the west from the historic village to the east. The double access from the A68 accentuates this.

MARKET DAY: ADDRESSING TRAFFIC ISSUES



The auction mart is a historic farmer's market which has been at the heart of Newtown St Boswells for around a century. There are issues with heavy goods and livestock vehicles travelling through the village on busy market days - is there another way for access to the market that avoids the town centre?

REDEVELOPMENT OF AUCTION MART SITE NEWTOWN ST BOSWELLS



STEWARDSHIP
DIVERSE COOPERATIVE PRIDE
NEIGHBOURLY
INTERACTIVE
FUN
CELEBRATORY
USEFUL
FRIENDLY
WELCOMING
SUSTAINABLE
VITAL
INDIGENOUS
USES & ACTIVITIES
SPECIAL ACTIVE WALKABLE
REAL
CONTINUITY PROXIMITY ACCESSIBLE
CONNECTED READABLE CONNECTIVITY
ACCESS & LINKAGES
HISTORIC CHARMING
CLEAN SITTABLE ATTRACTIVE
COMFORT WALKABLE
& IMAGE
SAFE "GREEN"
SPIRITUAL

SOCIABILITY



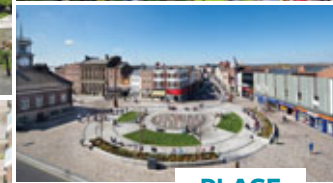
USES



ACTIVITIES



PLACE



LINKAGES



COMFORT



ACCESS



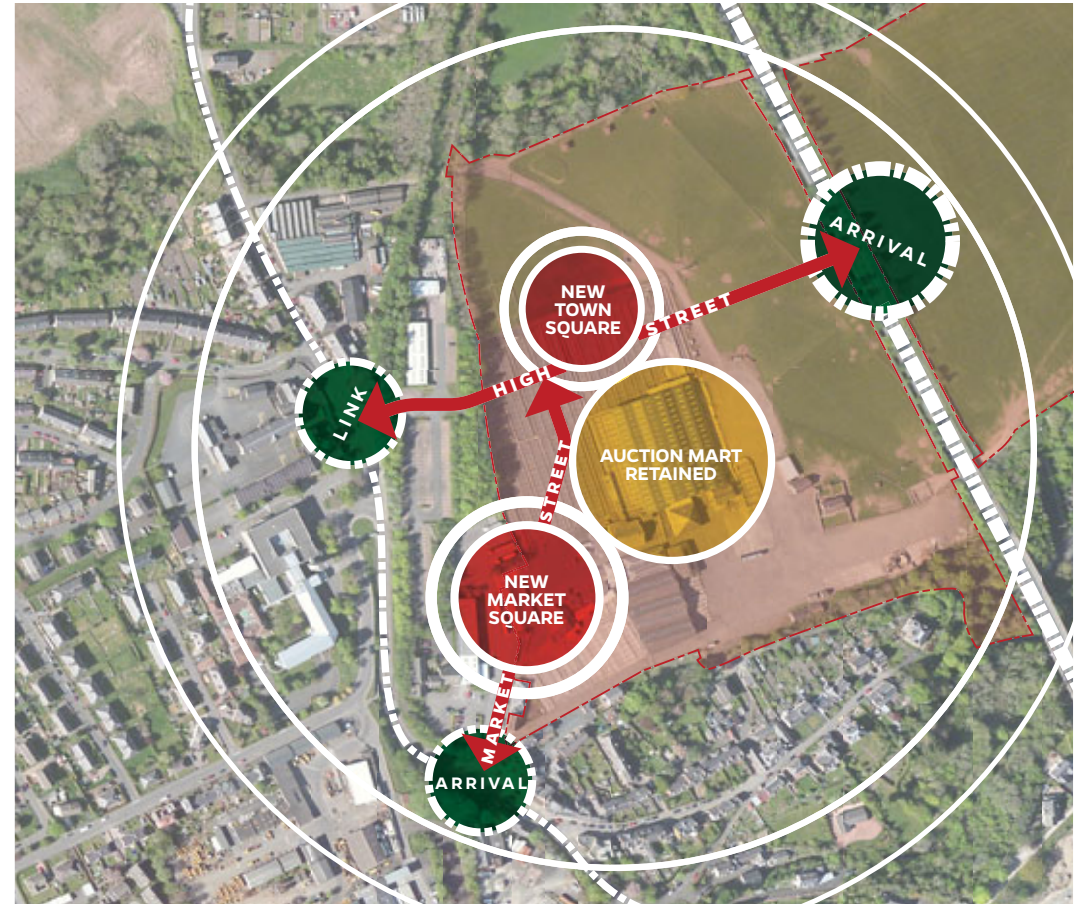
IMAGE

REDEVELOPMENT OF AUCTION MART SITE
NEWTOWN ST BOSWELLS

NEW VILLAGE CENTRE



VILLAGE CENTRE: CREATING NEW LINKS AND SPACES



REDEVELOPMENT OF AUCTION MART SITE
NEWTOWN ST BOSWELLS

MEDIEVAL PRECEDENT

HADDINGTON



- Linear public realm (market) space in centre of town
- Key public structure providing a backdrop for the public realm
- Plan encourages discovery and interest
- Distinctive character



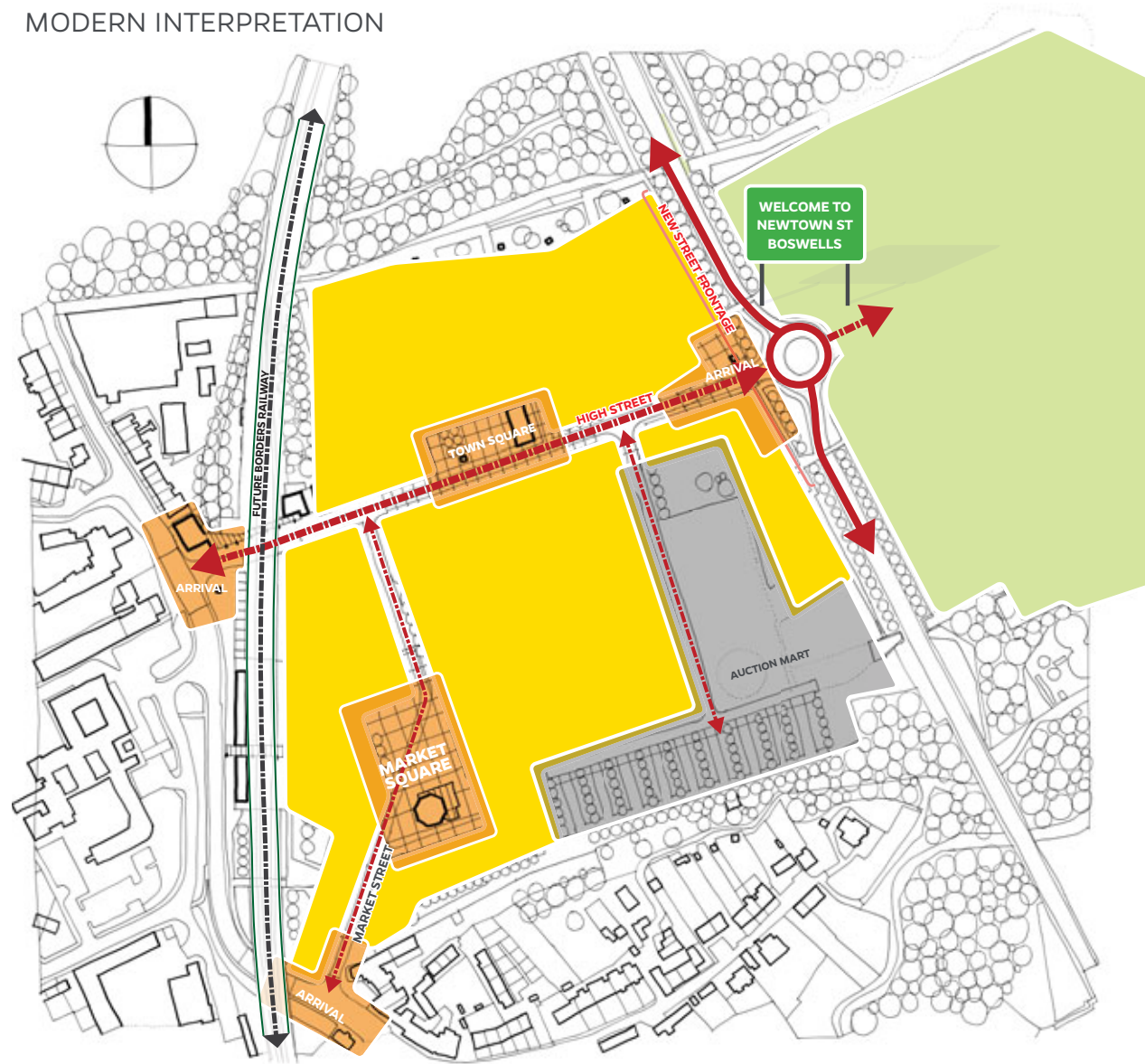
MELROSE



- Traditional market 'square' provides focus and attractive public realm
- Number of clear routes around centre
- Variety of heights and materials, distinct change in levels
- Civic pride with strong identity



URBAN APPROACH: MODERN INTERPRETATION



REDEVELOPMENT OF AUCTION MART SITE NEWTOWN ST BOSWELLS

SITE



RE-CONFIGURE AUCTION MART: CREATE TOWN CENTRE



RESIDENTIAL



EDUCATION & BUSINESS





ALTERNATIVE LAYOUTS



BUILT IN FLEXIBILITY.

The masterplan is, at this stage, conceptual and inherently flexible.

There are many variables that could effect the layout of the masterplan, including the future re-instatement of the railway line through the village.

Should the railway go ahead in the near future, the masterplan can adapt to allow for this and many other possibilities that may develop over the coming years.





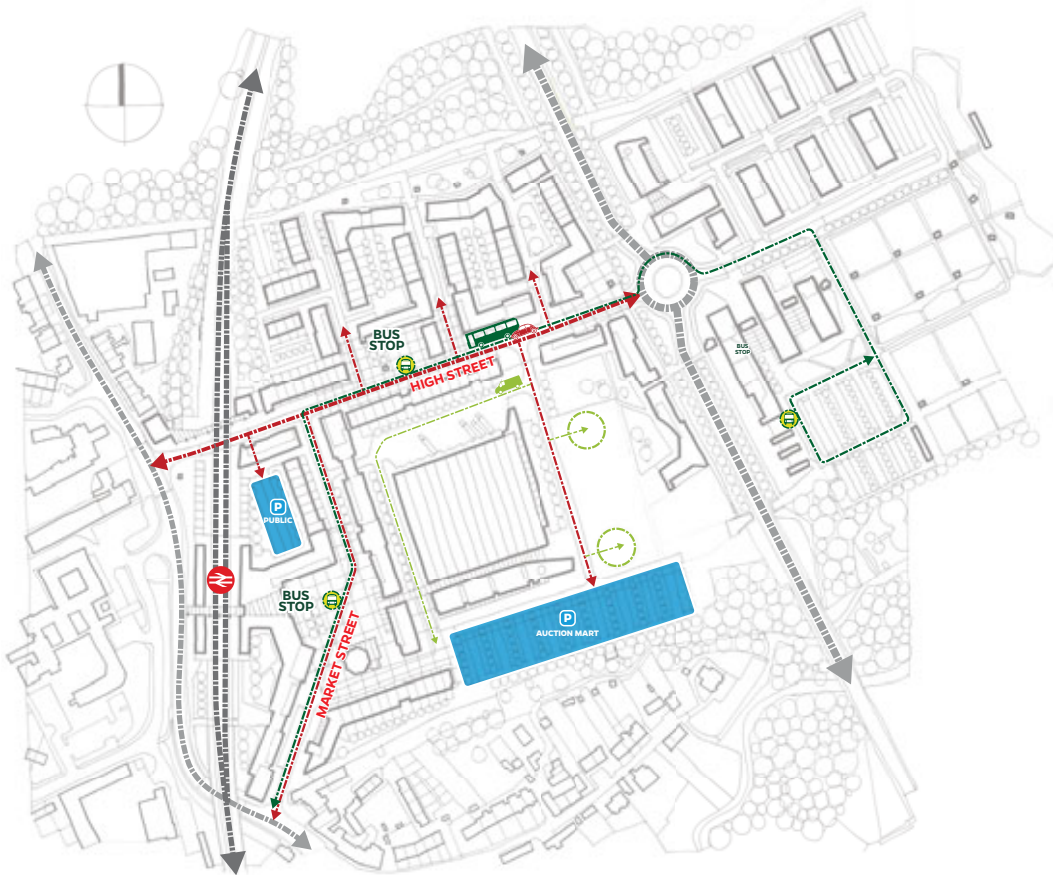
TOWN SQUARE



RESIDENTIAL



MOVEMENT:



— VEHICULAR ROUTES

— BUS ROUTE

■ CAR PARKS

USES:



■ AUCTION MART

■ RETAIL/LEISURE/COMMERCIAL/SOME RESIDENTIAL ABOVE

■ RESIDENTIAL

■ LAND BASED INDUSTRIES / TRAINING CENTRE

■ COMMERCIAL/INDUSTRIAL

REDEVELOPMENT OF AUCTION MART SITE NEWTOWN ST BOSWELLS

FUTURE...



THANK YOU FOR ATTENDING TODAY.
PLEASE FILL IN A COMMENTS FORM.

REDEVELOPMENT OF AUCTION MART SITE
NEWTOWN ST BOSWELLS

