



**Proctor Tweedbank Spatial
& Matthews Framework
Architects 30.11.2017**

Tweedbank Spatial Framework report compiled by:

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NOTE: For technical reasons it has not been possible to incorporate scaled drawings into the main document, however scale bars are incorporated for reference where possible.

The Project Team

Scottish Borders Council	Client
Scottish Government	Client Stakeholder
Borders Railway Blueprint	Client Stakeholder
Borders Railway Prospectus	Client Stakeholder
Scottish Enterprise	Blueprint Partner
Scotrail	Blueprint Partner
Transport Scotland	Blueprint Partner
Visit Scotland	Blueprint Partner
Scottish Futures Trust	Blueprint Partner
Turner & Townsend	Project Manager, Cost Manager, Client CDM Advisor
Proctor and Matthews Architects	Lead Masterplanner and Architect
Goodson Associates	Civil & Structural Engineer
KJ Tait Engineers	Mechanical & Electrical Engineer
Wardell Armstrong	Landscape Architect



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Goodson
Associates
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KJ TAIT
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Contents

Chapter 1: Introduction

- 1.1 Overview
- 1.2 Stakeholders
- 1.3 Stakeholder consultation

Chapter 2: Site Analysis

- 2.1 Location (L)
- 2.2 Scope of analysis (L)
- 2.3 Settlements & built fabric (L)
- 2.4 Landscape (L)
- 2.5 Topography (L)
- 2.6 Settlements (M)
- 2.7 Existing Land Uses (M)
- 2.8 Regional Connectivity - Walking and Cycling Networks (L)
- 2.9 Local connectivity - walking and cycling networks (M)
- 2.10 Connectivity between the train station and the town centre (M)
- 2.11 Existing views (S)

Chapter 3: Spatial Framework Strategy

- 3.1 Overview
- 1.2 Redirect the main link between the town centre and the station
- 1.3 Create connections between the station and the new Lowood settlement
- 1.4 Complete the loop by connecting Lowood back to the Town Centre
- 1.5 Improve connections to the wider network of food and cycle paths
- 1.6 Proposed land uses

Chapter 4: Spatial Framework Concept

- 4.1 Overview
- 4.2 Historic development of the Tweedbank settlement
- 4.3 Plantations
- 4.4 Historic precedents
- 4.5 Concept sketch
- 4.6 Design development
- 4.7 Development density

Chapter 5: Spatial Framework

- 4.1 Overview
- 4.2 Phase 1 Diagram
- 4.3 Phase 2 Diagram
- 4.4 Phase 3 Diagram
- 4.5 'Green armature'
- 4.6 Vehicular, cycle and pedestrian networks
- 4.7 Existing tree retention/ reinforcement and new tree planting
- 4.8 Townscape markers
- 4.9 Natural surveillance
- 4.10 Building heights
- 4.11 Land uses
- 4.12 Parking
- 4.13 Site constraints
- 4.14 Potential future Lowood bridge locations
- 4.15 Existing/ Proposed figure ground plans

Chapter 6: Massing studies

Chapter 7: Character Study - The Station Square

Chapter 8: Character Study - The Residential Square

Chapter 9: Housing typologies

Chapter 10: The train station parking expansion

Chapter 11: Landscape Design by Wardell Armstrong

Chapter 12: Ecological Appraisal by Wardell Armstrong

Chapter 13: Proposed Utility Servicing Strategy by KJ Tait

Chapter 14: Carbon Strategy by KJ Tait

Chapter 15: Traffic, Access, Drainage and Flooding Assessment by Goodson Associates

Chapter 16: Order of Cost by Turner & Townsend

Appendices:

Appendix 1: Schedule of Accommodation

Appendix 2: Response to SBC Planning Department Comments

Appendix 3: Further SBC Planning Department Comments

Chapter 1: Introduction



Chapter 1: Introduction Overview

Since the opening of the Borders Railway in 2015 it has unlocked significant economic, social and environmental benefits and opportunities across the Scottish Borders. It is integral in giving a strong impetus for new enterprises to emerge, for the existing enterprises to grow and for the creation of jobs to take place. It will also revitalize communities along the railway line, creating great places to live, to work, to learn in and to visit.

Following the opening of Tweedbank Railway Station in 2015 (currently the terminus of the Borders Railway in the South), the area has experienced significant increase in economic activity prompting the Scottish Government to initiate an ambitious study, commissioned by the Scottish Borders Blueprint (Scottish Borders Council, Scot Rail and Scottish Enterprise), to develop a long term vision for Tweedbank, Newtongrange, Stobb Hill/ Lady Victoria and Galashiels).

Proctor and Matthews Architects were appointed in 2016 as part of a multi-disciplinary team lead by project managers Turner and Townsend, to develop a Spatial Framework - focussed on delivering an attractive place to live and work in the expanded Tweedbank neighbourhood and to build on the rich heritage of the Scottish Borders to develop the area as a significant tourist and leisure destination.

The proposed Spatial Framework comprises approximately 400 new homes and 75,500 square metres of mixed use accommodation (hotel, office, retail, hospitality and light manufacturing) in a mature woodland and parkland setting extending over a site area of 98.6 hectares.

The design looks to create a coherent Spatial Framework connecting the existing settlement of Tweedbank to the new expansion areas to the north and north east of the newly reinstated railway. A 'green armature' – a ribbon of landscape following the line of the existing ancient river bed escarpment on the edge of the River Tweed is proposed. This natural landform

is rediscovered and developed as a proposed pedestrian route and cycleway connecting the proposed business quarter in the north east, across the railway lines, to the existing community heart in the south west. This also connects the new proposed residential hamlets, which are carefully integrated within the mature parkland landscape of the historic Lowood Estate located to the north. These will offer new mixed tenure homes for local residents and those benefitting from the new railway to Edinburgh.

The heart of the new Spatial Framework is marked by a new arrival square - the Station Square - with small incubator offices, cafes and apartments. This is located at the railway station – the termination of the current line - but anticipates its future expansion to Melrose and beyond.

The adjacent historic Lowood Estate provides the unique setting for the proposed neighbourhood expansion of Tweedbank. The historic patterns of the Estate plantations offer clues to the way in which the new medium density housing can be successfully and sensitively integrated within this distinctive Border landscape. The Spatial Framework proposes clusters of homes which are orthogonally arranged within the original plantation shelter belts, shielding them from view from the River Tweed and the Borders' Abbey Way tourist trail.

The proposed Spatial Framework extends and reinforces the existing local, regional and national cycling and tourist pedestrian networks which cross the site. The proposed streets follow the guidance set out in the Scottish Government's Creating Places and Designing Streets policies.

As part of the masterplan study, the Scottish Borders council, Proctor and Matthews and Turner and Townsend also carried out a comprehensive programme of local stakeholder and resident consultation and were commissioned to prepare a series of detailed building design studies for key locations. These included: a new brewery, a manufacturing space for an

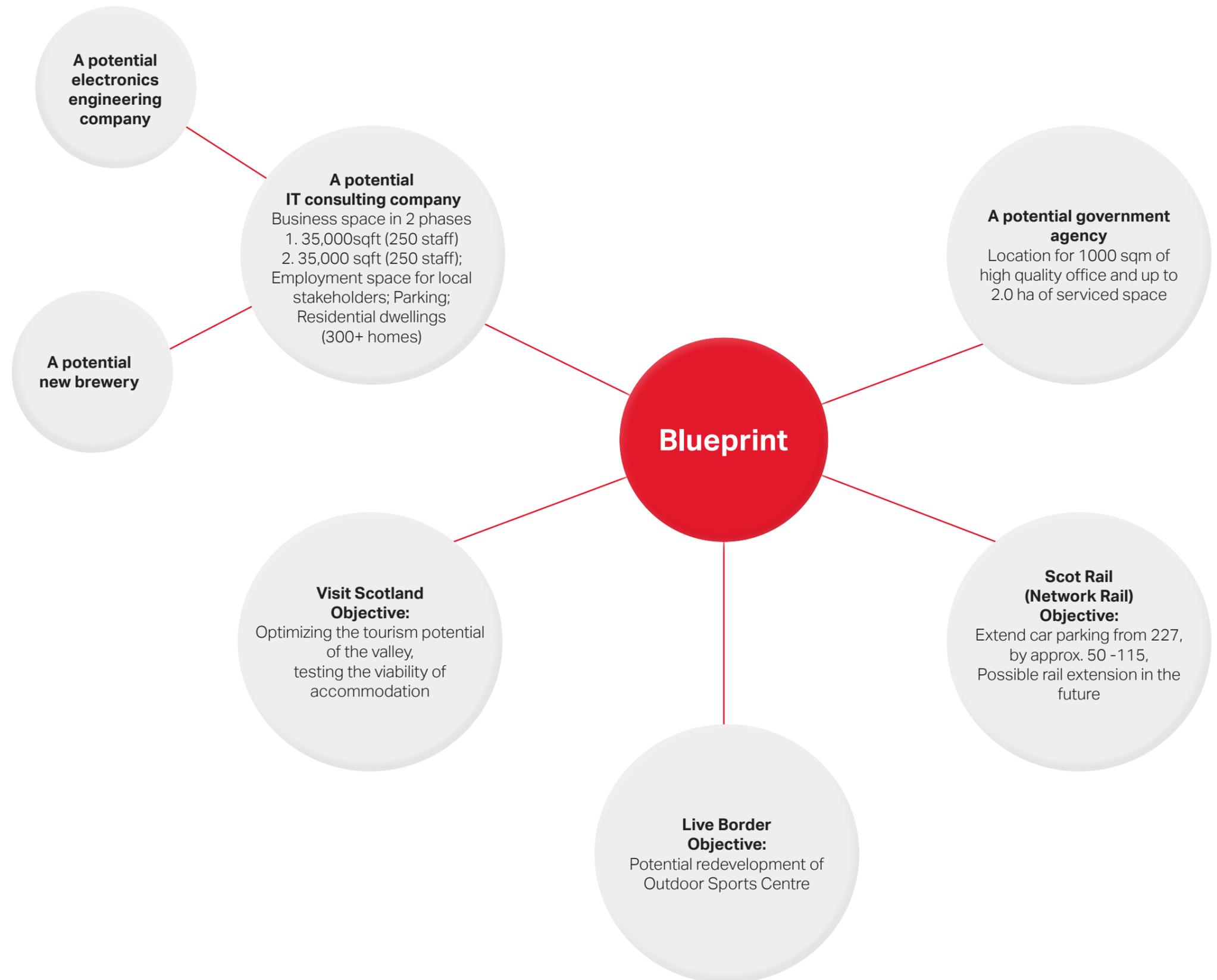
expanding electronic engineering company and new office buildings for a government agency and an IT consulting company. The Spatial Framework anticipates a variety of future uses to emerge as part of the phased development and is not reliant on specific advocated uses at this moment in time.

This Spatial Framework study is supported by outline proposal by the landscape architects, civic & structural engineers, mechanical & electrical engineers and cost consultants.

The report is structured as follows:

- Chapter 1** Introduction
- Chapter 2** Site analysis
- Chapter 3** Spatial Framework strategy
- Chapter 4** Spatial Framework concept
- Chapter 5** Spatial Framework
- Chapter 6** Massing studies
- Chapter 7** Character study: The Station Square
- Chapter 8** Character study: The Residential Square
- Chapter 9** Housing Typologies
- Chapter 10-6** Supporting reports
- Appendices**

Chapter 1: Introduction Stakeholders



Chapter 1: Introduction Stakeholder consultation

As part of the design process of the Spatial Framework various stakeholders have been consulted including:

- Scottish Borders Council (Planning, Roads, Heritage, Landscape, Economic Development Departments) on 6 April 2017,
- Blueprint Partners (including Scottish Railways) on 5 August 2017,
- A number of local businesses on 5 April 2017,
- The general public - two public consultations were held on 15 December 2016 and 27 September 2017. Both consultations received great interest from the local community - the latter was attended by over 200 residents.

15 December 2016 public consultation

During the consultation the following comments were received:

- Concerns about the future of the existing tree nursery within

the existing tree plantations on Lowood site and the fauna inhabiting it were raised.

- The local gillie inquired what measures would be taken to prevent the people from gaining access to the river and to deter illegal fishing.

27 September 2017 public consultation

The following comments were received:

- The local residents in principle were supportive of the design approach of developing the station square into a new civic space and integrating housing on Lowood site.
- It was agreed that a careful design approach is required to develop housing on a sensitive Lowood site in order to maintain its woodland/ grassland character.
- The concerns about the traffic congestion around the existing Lowood bridge which could be exacerbated by a new entrance/ exit to the proposed Lowood residential

neighbourhood were expressed,

- Problems with speeding along Tweedbank Drive were highlighted - opportunity for the issue to be addressed by the Spatial Framework,
- Local businesses were interested in how their premises could be integrated in the strategic framework (i.e. via new premises).
- Inquiries about the proposed strategy for retaining existing trees and planting new ones were made,
- The local residents raised questions about the likely phasing/ timing of the development.
- There was an agreement the new neighbourhood should be well integrated into the existing Tweedbank, proposed housing to be of mixed nature including existing residents.

The Spatial Framework for the potential future development of Tweedbank has been completed in November 2017. The next steps could potentially be to commission a separate study to develop the framework further and to secure the statutory status (such as Supplementary Guidance for Developing the Lowood Estate) to be followed by future prospective developers.



Public consultation 15 December 2016



Public consultation 27 September 2017

Chapter 2: Site Analysis



Chapter 2: Site Analysis Location

The existing village of Tweedbank is located 36 miles south east of Edinburgh, on the banks of the River Tweed. The first records of a small settlement at Bridgend - at the north part of the Lowood site - are found in the First Statistical Account for Melrose Parish in the 1790s. The size and extent of the village is unknown but the records suggest several large buildings.

While the village no longer exists the buildings present on the site date from the mid 19th Century. The village was extended between 1970 and 2000 to the south of the former Edinburgh to Carlisle Railway known as the Waverley Route.

The closure of the Waverley Route in late 1970s left a series of towns (Tweedbank being one of them) further from the rail network than any other towns of their size in Britain. This resulted in significant isolation and strain on economic development in the Scottish Borders. This trend has now been reversed with the reopening of the line and station in Tweedbank in 2015.



Chapter 2: Site Analysis Scope of analysis

L 1:25000



At **L** scale we explore the role Tweedbank can play regionally in the Borders as a place to work, to live, to learn in and to visit.

M 1:2500



At **M** scale we investigate the area of the redline site boundary and the immediate wider context of Tweedbank. As the analysis below will show it is of utmost importance to maintain/ reinforce the pedestrian and cycle links between Tweedbank and Abbotsford, Galashiels and Melrose.

S 1:1000



At **S** scale we study a series of areas within the redline site boundary to develop solutions responding to the local context. This includes development of a strategy for building new housing on a highly sensitive site and creating character areas around the station, employment space and residential clusters, with reference to local historic precedents and materials.



Galashiels
14,990 residents

Gattonside
380 residents

Earlston
1,980 residents

Tweedbank
2,100 residents

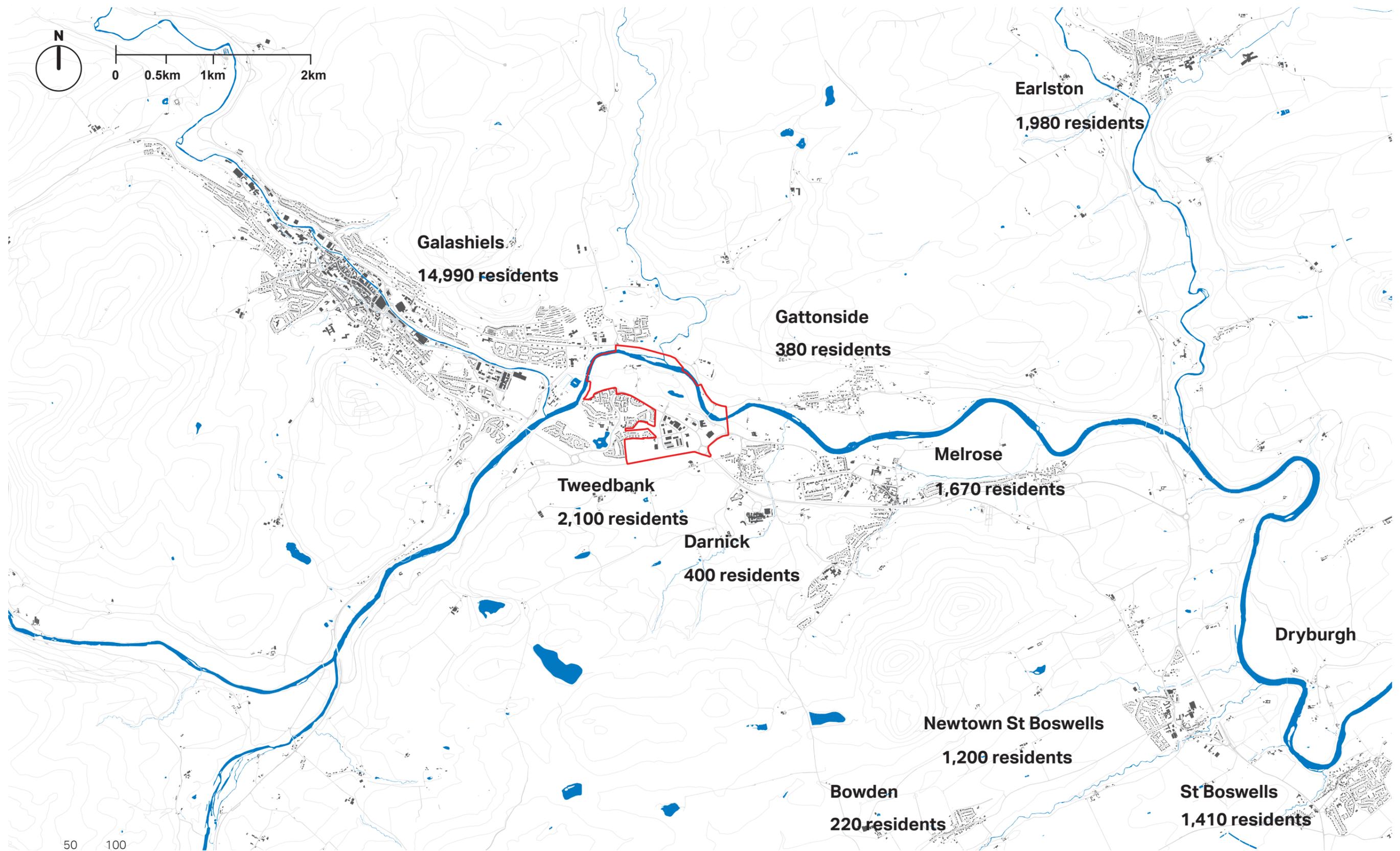
Darnick
400 residents

Melrose
1,670 residents

Newtown St Boswells
1,200 residents



Chapter 2: Site Analysis Settlements & built fabric (L)



50 100

Chapter 2: Site Analysis Landscape (L)

— Forested areas

