

## Chapter 2: Site Analysis Existing site views (S)



**View 71** The green parkland to the north east of Lowood site



**View 72** Existing Lowood Estate access road



**View 73** Existing Lowood Estate access road



**Key**



**View 74** Looking South West to the walled gardens of the Lowood Estate



**View 75** Looking South West to the walled gardens of the Lowood Estate

**Chapter 3:** Spatial Framework Strategy



## Chapter 3: Spatial Framework Strategy Overview

The Spatial Framework proposes five key strategic principles for the development and expansion of Tweedbank. These are:

**1 To redirect the principal spatial connection between the existing town centre and the train station via Killie Holes.** In order to achieve this two key elements have been proposed. A new Station Square surrounded by mixed use development (possibly offices, residential, hospitality, retail and studio space) has been proposed to activate the route between the station and Killie Holes.

Killie Holes is given further significance with the inclusion of activities that could include a series of community resources, community garden and orchard, trim trail fitness zone, a wetland/ pond study area for the school, space for school use/ play/ gardening/ outdoor learning and natural play space. The viability of these uses would be subject to future studies. Due to its topography and risk of surface water flooding, the space is not deemed suitable for construction, hence, to improve surveillance of the space a limited amount of residential accommodation has been proposed at the east end of Killie Holes and a series of pedestrian routes from the immediate residential clusters have been introduced.

**2 To develop new residential clusters** to the North of the Railway; sensitively integrated within the parkland setting of the Lowood Estate and providing strong connections to the railway station and the existing Tweedbank settlement.

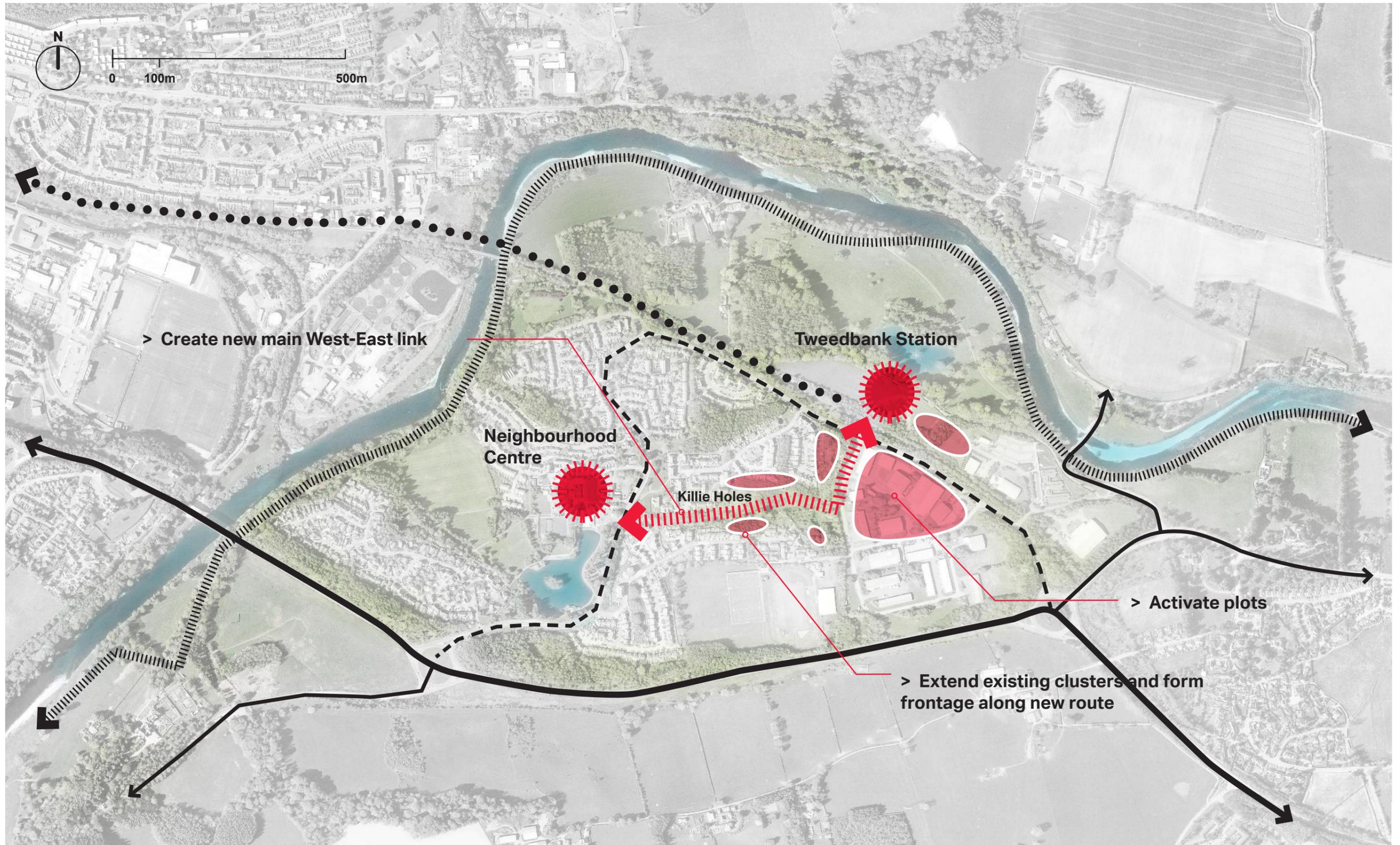
**3 To promote connections between the existing Tweedbank town centre and the Lowood settlement** by reinstating a bridge link across the railway.

**4 To improve public access to the River Tweed and pedestrian/ cycle connections** between Tweedbank and Abbotsford, Galashiels and Melrose. For a more detailed description of the landscape proposals please refer to Chapter 12.

**5 To provide a framework for the expansion of the existing business/ workshop space** to the north and south of the railway.

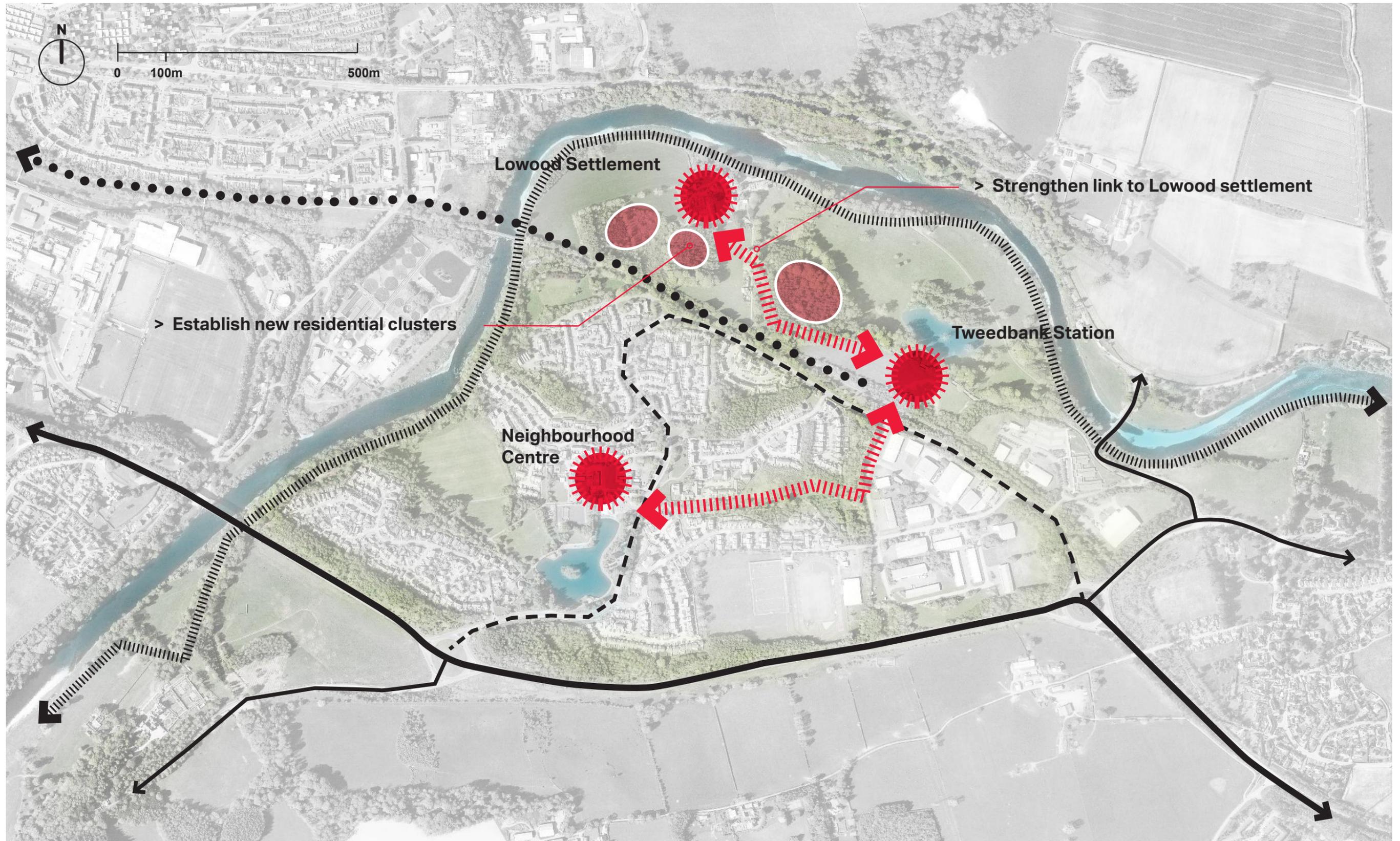
### Chapter 3: Spatial Framework Strategy

Redirect the main link between the town centre and the station



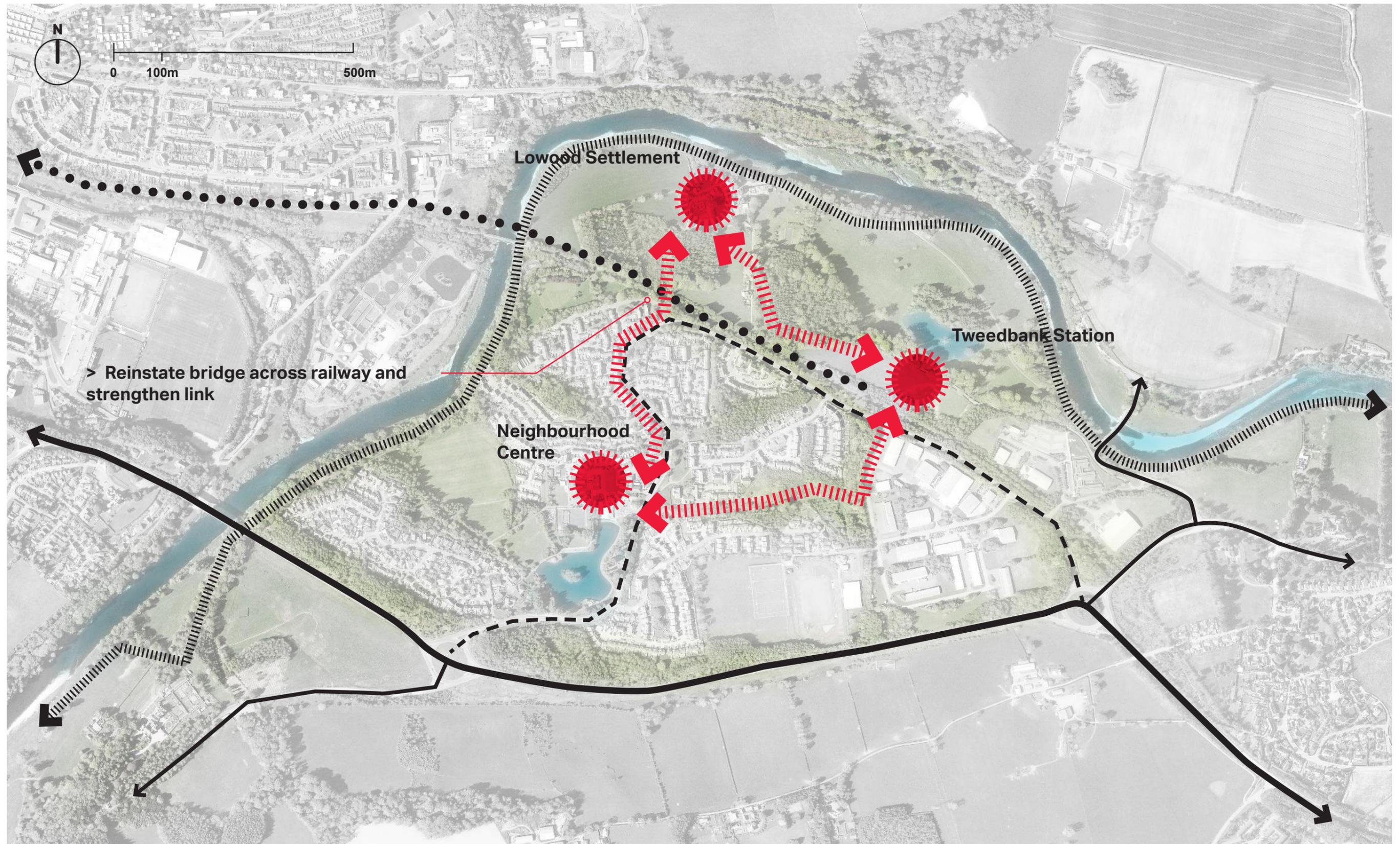
# Chapter 3: Spatial Framework Strategy

Create connections between the station and the new Lowood settlement



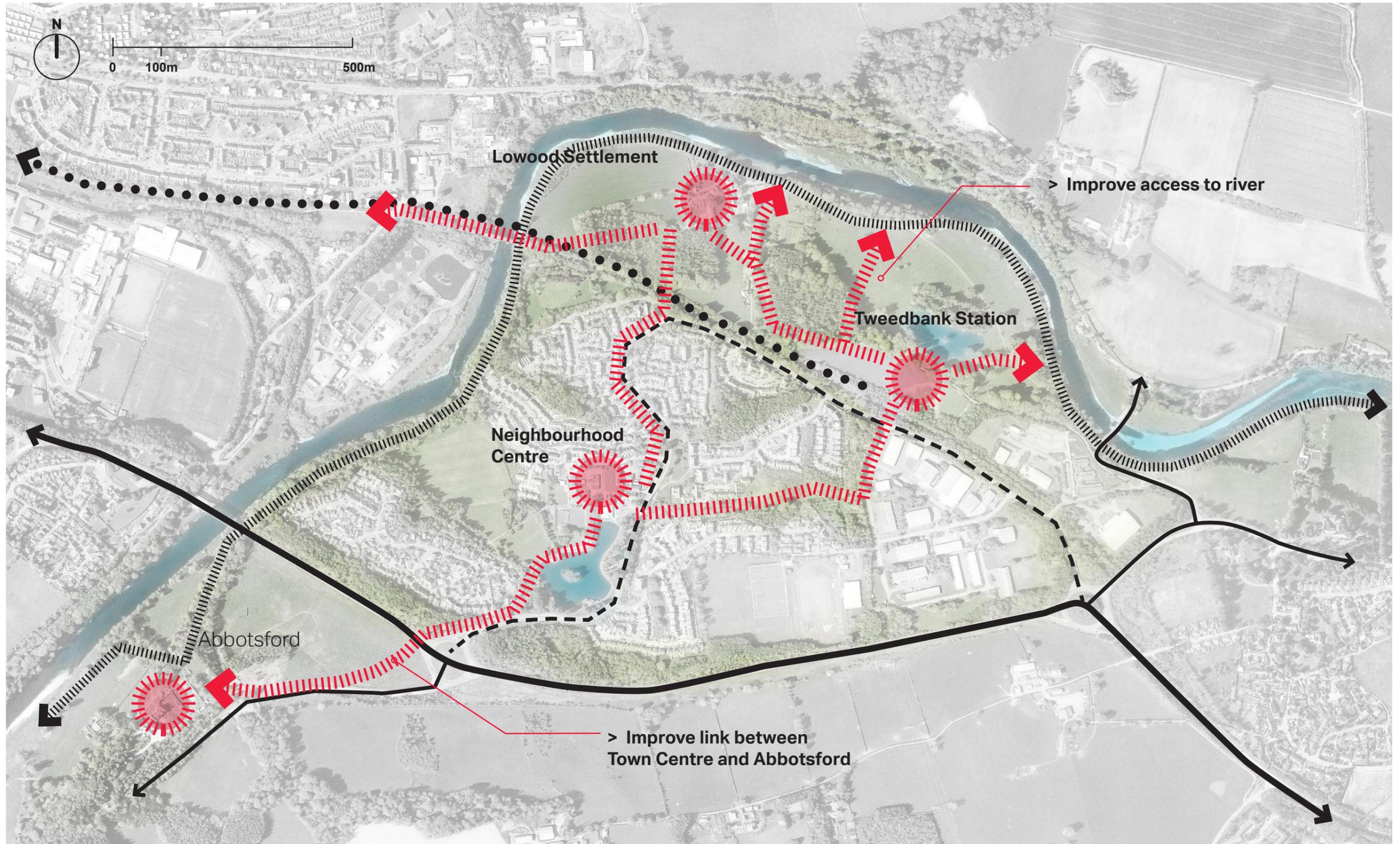
# Chapter 3: Spatial Framework Strategy

Complete the loop by connecting Lowood back to the town centre

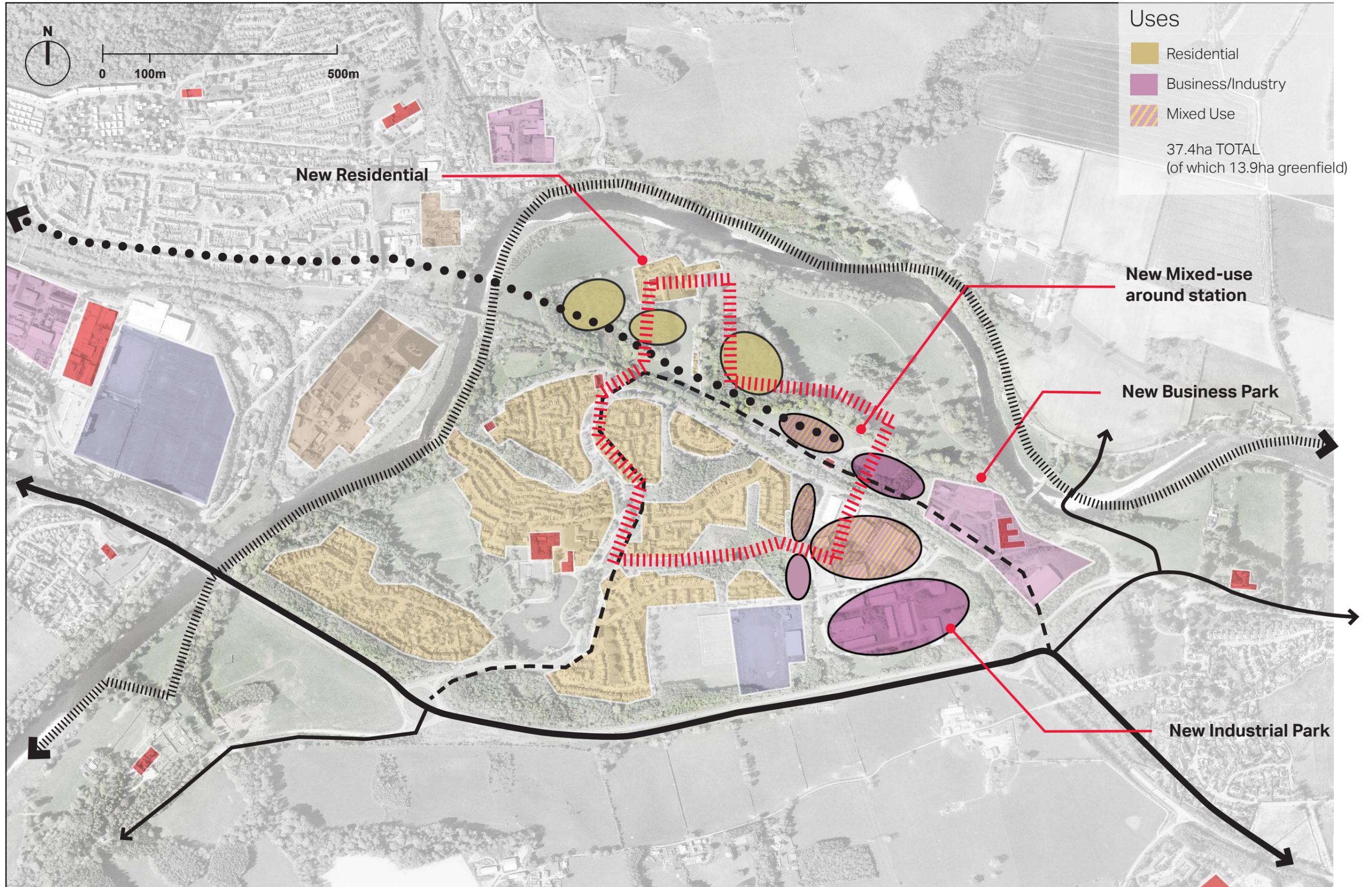


### Chapter 3: Spatial Framework Strategy

Improve connections to the wider network of foot and cycle paths



# Chapter 3: Spatial Framework Strategy Proposed land uses



**Chapter 4: Spatial Framework Concept**



## Chapter 4: Spatial Framework Concept Overview

Lowood Estate's unique position along the bend of the River Tweed - known for its salmon spawning grounds and salmon fishing - mature woodland with native habitats and architectural heritage, makes it a highly sensitive site for development.

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 Borders landscape. Minimizing the visual impact of development particularly when viewed from the riverside pedestrian routes and the highland across the Tweed is a critical design consideration.

By concentrating and confining the development within the existing plantations to the West of the site, the picturesque character of the remaining eighteenth/ early nineteenth century Lowood Estate 'designed parkland' to the East can be protected and enhanced. This can be done with clusters of purpose designed homes 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 also aims to re-discover and to celebrate the hidden history of the site and to retain and to integrate the existing built form in the new development.



Existing parkland/ grassland setting to the east of Lowood



The historic built form of the Lowood Estate to the west



Young tree plantations to the west of Lowood

## Chapter 4: Spatial Framework Concept

### Historic development of the Tweedbank settlement

The historic maps dating to 1860s show clear field patterns on the Lowood Estate. The maps also show Bridgend House, an area which gets its name from 'Bridgend Cottages' - a medieval settlement (first mentioned in official records in 1790s) and a bridge that formerly stood north of the site connecting Lowood with Easter Langlee (likely to have been constructed by Melrose Abbey and connected the Girthgate to the north with the Selkirk and Eildon roads). Bridgend House was severed from Bridgend Mains by the Waverley Route - a railway line connecting Edinburgh to Hawick - in mid 19th Century.

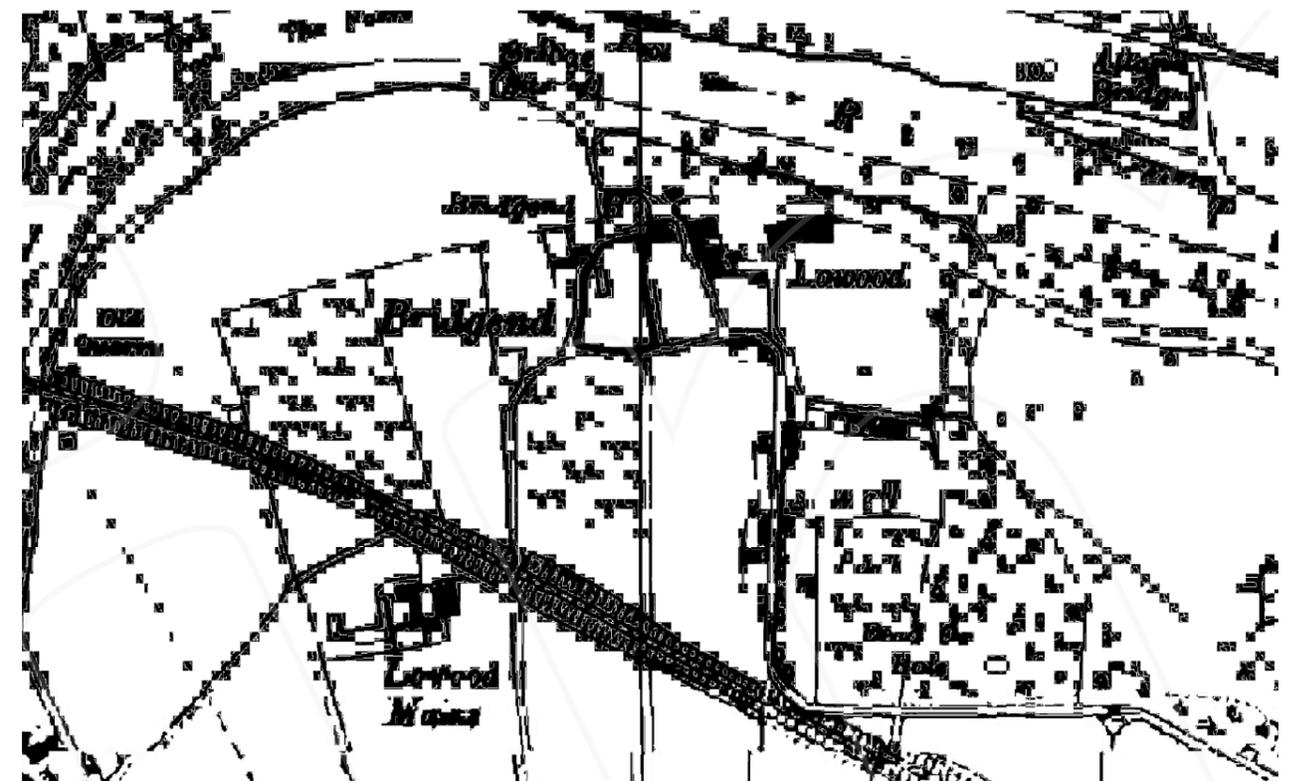
However, three bridges connected the southern and northern part of the railway allowing a free flow of people and vehicles. Most of the buildings and the estate road (with its stone wall and deciduous tree avenue of beech trees) seen in the 1860s map still exist today making their retention a priority in the Spatial Framework.

By the 1950s the field patterns remain unchanged, however, the use of land have changed. The tree plantations have replaced the sheep pens and only one bridge connection across the railway remains.

Tweedbank in 1860s



Tweedbank in 1950s



## Chapter 4: Spatial Framework Concept

Historic development of the Tweedbank settlement

In 2013 five tree plantations surrounded by a belt of deciduous trees could be identified on the Lowood site. No bridge connections across the railway existed since the railway line was not in operation.

By 2016, one of the plantations has been felled leaving only the surrounding deciduous tree belt. The railway was reopened in 2015 but none of the bridges across the railway connecting Tweedbank town centre and the Lowood estate were reinstated effectively severing the settlements in the north and the south.

Tweedbank • 2013



Tweedbank • 2016



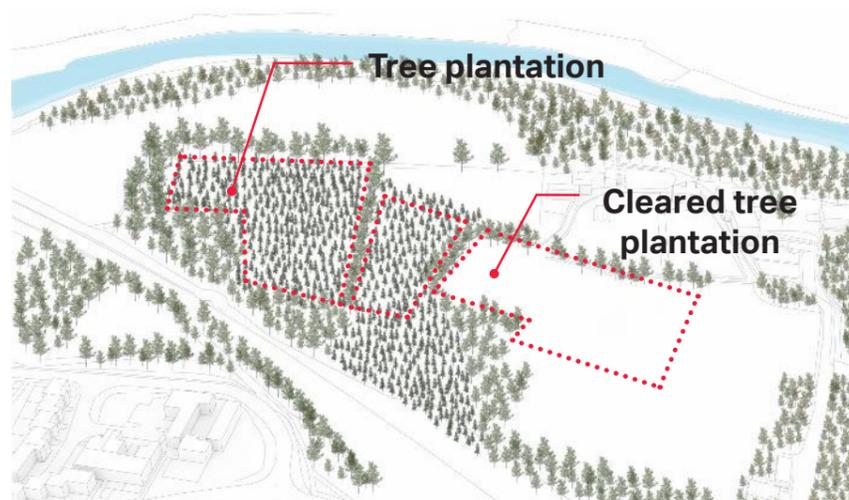
 Areas of tree plantation

## Chapter 4: Spatial Framework Concept Plantations

The design proposal for the Lowood Estate utilizes the existing tree plantation platforms and surrounding shelter belts for development.

The new Lowood residential clusters are confined to the existing tree plantations locations and this in turn reflects historical field patterns. The mature deciduous trees are retained and new trees are planted to reinforce the natural boundaries providing a visual buffer and environmental shelter between the housing clusters and the surrounding Estate landscape and parkland.

Existing site



Clear plantations



New settlements

