

Chapter 5: Spatial Framework Proposed 'Green armature' - re-utilizing the ancient river bed escarpment

The 'green armature' - a ribbon of landscape following the line of the existing ancient river bed escarpment on the edge of the River Tweed - is the key organizational element in the proposed spatial network. In this new configuration this not only connects the southern side of the railway to the northern side via a new pedestrian/ cycle bridge (adjacent to the existing Tweedbank Crafts Centre) but also connects the various proposed residential clusters, the Residential Square, the Station Square, the new work space pavilions to the south of the Lowood Estate lake, the existing Tweedbank Crafts Centre and the Tweedbank Community Centre. In this way, the Spatial Framework attempts to exploit the existing topographic across the site, using the natural land form as a key part of the strategy to develop the site.

The proposed pedestrian/ cycle bridge is located on the site of an earlier crossing of the original railway (see historic maps in Chapter 4).

The proposed strategy for developing housing on the Lowood site responds to the limited topographic data available to the team - the level differences occurring across the site can be absorbed both within and between clusters and could create a unique and characteristic townscape edge.

Key:

- 1 The 'green armature' ribbon of landscape
- 2 The new pedestrian/ cyclist bridge across the railway on Essenside Drive
- 3 The Residential Square
- 4 The work space pavilions to the south of the pond
- 5 Crafts Centre
- 6 Community Centre



Chapter 5: Spatial Framework Proposed vehicular, cycle and pedestrian networks

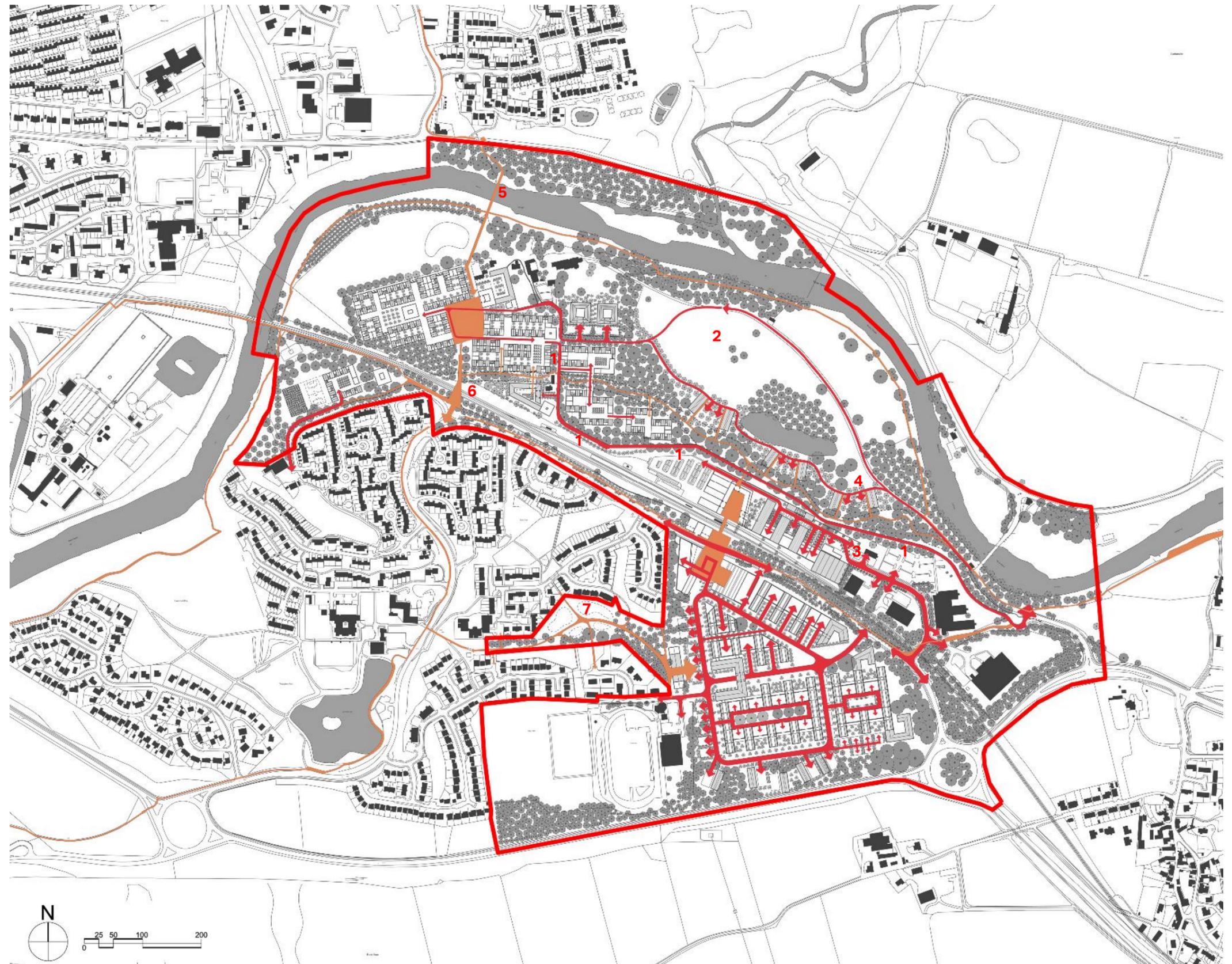
Vehicular traffic

A one way traffic system has been proposed to serve the Lowood site. This would allow the surface of the existing estate road to be upgraded (with passing points) rather than widened which would result in loss of the current distinctive character (existing stone estate walls and mature deciduous trees framing the estate road) of the Lowood estate. Following concerns aired during a public consultation and by the LA Planning Department an alternative access strategy has been proposed by Goodson Associates. If viable the proposed pedestrian/ cycle bridge across the railway (6) could be upgraded to accommodate vehicular traffic to service the residential clusters.

The train station with its carpark and the employment space on the Quarry Site would be served by a new access road - a continuation of Tweedside Park road. The work space pavilions to the south of the Lowood Estate lake are accessed via a designated access road feeding into the one way loop road off the Lowood Estate. For more detailed proposals please refer to Goodson Associates Traffic and Access Assessment in Chapter 16).

Pedestrian & cycle network

The newly proposed clusters are connected to the Station Square, the Residential Square and the existing Tweedbank neighbourhood via the 'green armature'. A new pedestrian/ cycle bridge has been proposed across the railway at the convergence of Tweedbank Drive and Essenside Drive in front of the existing Crafts Centre. The reinstatement of a historic bridge crossing the River Tweed at Bridgend is proposed. This connects the existing Tweedbank town centre, the Station Square and the new residential settlement to Melrose Gait on the north side of the river. It is anticipated that this will provide a direct and shorter pedestrian/ cycle connection between the new and future housing developments at Melrose Gait and the railway station at Tweedbank. In this way it may alleviate some of the pressures on the existing station parking and road network by reducing the need for car journeys to and from the station. It has also been proposed to activate and reconcile the Killie Holes landscape. This will become the new link between the Station Square and the existing Tweedbank neighbourhood centre.



Key:

- 1 Existing mature tree lined estate road with a stone wall to one side.
- 2 Green space in the eastern part of the Lowood Estate to be conserved within the Spatial Framework.

- 3 New access road serving the station and Quarry site
- 4 Proposed access road to pavilions
- 5 Proposed pedestrian/ cycle bridge across the River Tweed.

- 6 Proposed pedestrian/ cycle bridge across the railway.
- 7 New pedestrian route within the Killie Holes landscape/

- Pedestrian routes
- Vehicular routes

Chapter 5: Spatial Framework Existing tree retention/ reinforcement and new tree planting

In order to maintain the existing mature woodland and parkland setting of the Lowood Estate it is proposed that the new residential clusters are contained within the footprint of the existing young tree plantations to the west. This ensures the retention of as much of the remaining landscape to the east as possible. The existing deciduous tree shelter belts will be reinforced with newly planted trees. A screen of trees has also been suggested along the north western edge of the railway line to screen the development from the railway.

In the new employment space (Cluster F' refer to page 63) to the south of the railway line most of the trees protected by Tree Protection Orders (TPOs) and identified in the Scottish Borders Council's Draft Supplementary Guidance and Simplified Planning Zone Scheme have been retained. In addition, a significant number of new trees have been proposed within the reconfigured streetscape.

Where small office/ studio pavilions are proposed on the southern edge of Lowood Estate (and adjacent to the 'Green armature') some existing trees may require removal, with the intention of planting new trees in the space between each pavilion. These are considered as building in clearings on the edge of the woodland overlooking the Lowood Estate meadows and lake.

Key:

- 1 The new residential clusters
- 2 Retained green space to the east
- 3 Cluster F

-  Proposed trees
-  Proposed retained trees

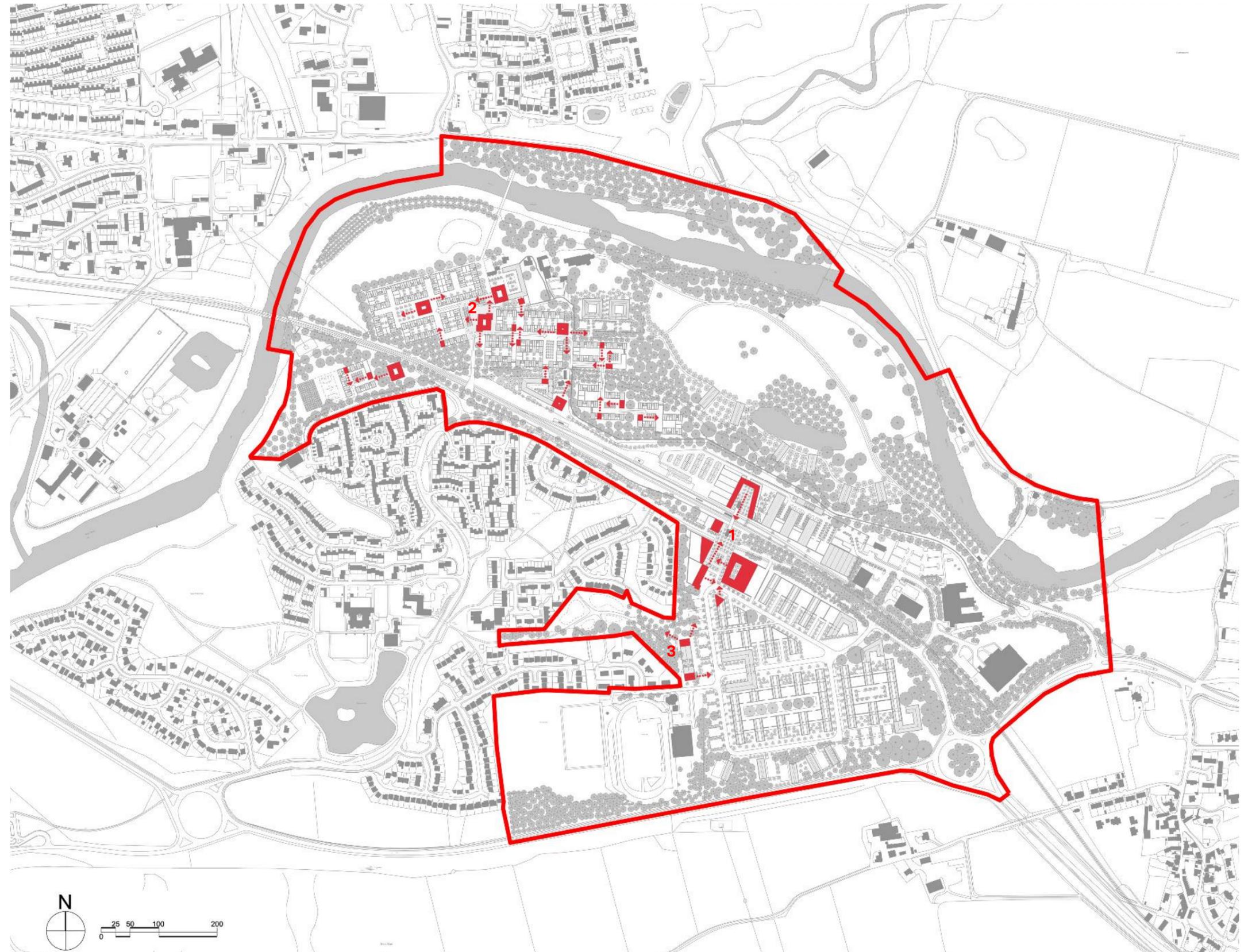


Chapter 5: Spatial Framework Townscape and Way-finding markers

The 'wayfinding' strategy across the Spatial Framework is assisted by a series of townscape 'marker' buildings. The 'markers' are expressed as taller buildings with distinctive architectural elements setting them apart from other buildings, with community/ civic spaces located on the ground floors.

These 'markers' signify the Station Square, the Residential Square, the head of Killie Holes, the centre of each cluster or form the visual termination to street scenes within the clusters. In addition to aiding in wayfinding the markers will help to forge a distinctive character of each cluster within the Spatial Framework.

The new Station Square is central to the wayfinding strategy. It will announce the arrival into Tweedbank and create an important moment in the spatial sequence from the Station to Tweedbank and the significant tourist attractions (Abbotsford House and the Borders Abbeys Way) beyond.



- Key:
- 1 The Station Square
 - 2 The Residential Square
 - 3 The townscape markers at the head of Killie Holes

Chapter 5: Spatial Framework Active frontages and natural surveillance

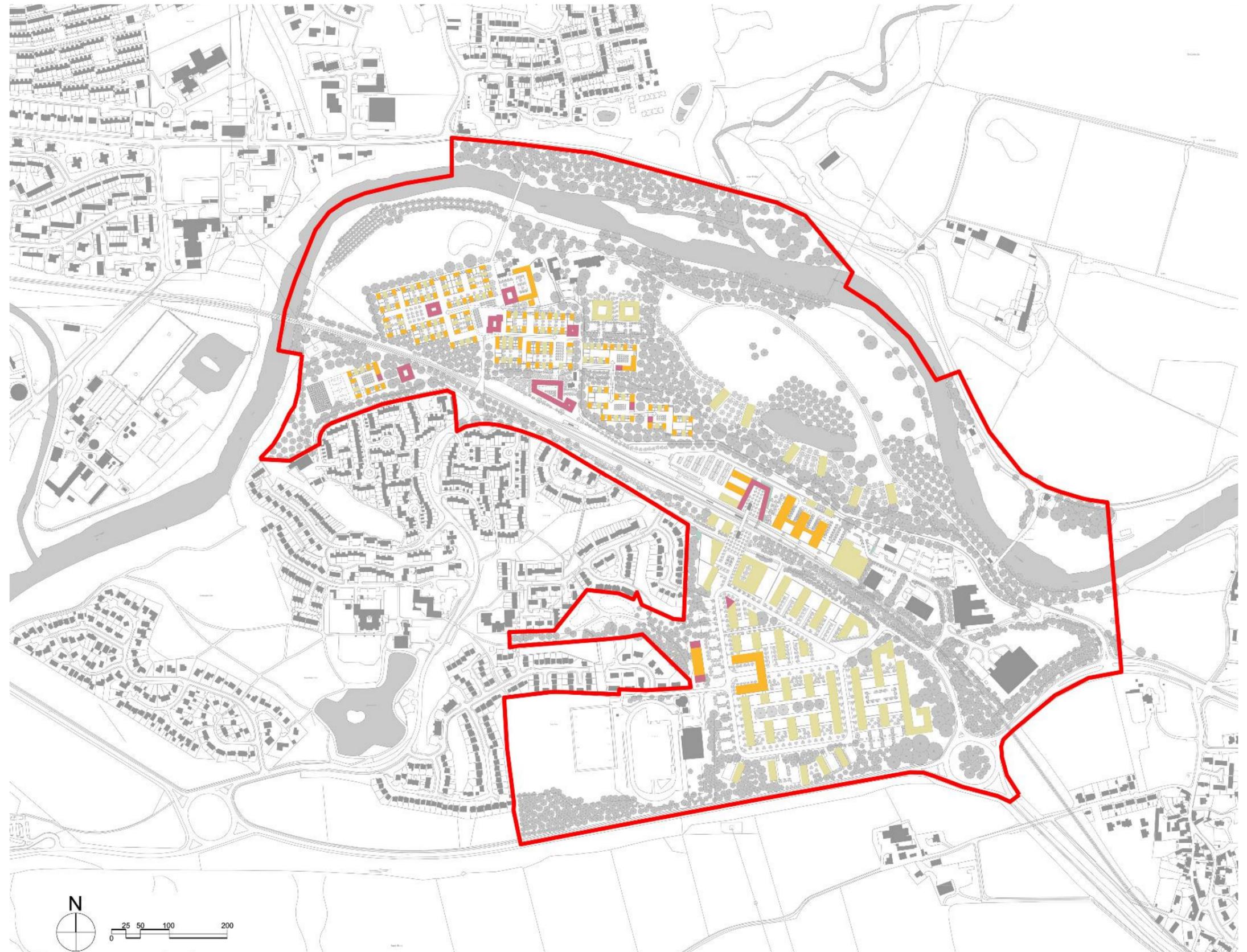
Active frontages have been proposed wherever possible to assist natural surveillance of the streets - this should assist in preventing crime and contribute to neighbourhood safety. The active frontages have been maximized by locating the gardens/ courtyards/ parking between the buildings rather than to the rear or at the street frontage of each dwelling. This configuration also provides security, privacy and shelter to private amenity spaces.



Chapter 5: Spatial Framework Building heights

The Spatial Framework proposes predominantly two/ three storey houses/ business premises and four storey townscape 'markers'.

Spaces which are of key significance within the Spatial Framework and locations which terminate vistas or are positioned at key locations along the railway are celebrated with the tallest buildings.



Key:
1 storey
2 storey
3 storey
4 storey

Chapter 5: Spatial Framework Land use flexibility - Ground Floor Plan

The proposed Spatial Framework features predominantly residential housing to the south west and employment space to the south east. In order to promote a more inclusive mixed-use development each residential cluster has a community space at its heart - the use of these spaces is flexible but could perhaps include spaces such as workshops (i.e. for local crafts), incubator units, small retail and leisure.

The Station Square is envisaged as a mixed-use space which could house various uses such as offices, bicycle rental, cafe, nursery, dental practice, brewery, apartments/ hostel. Some residential accommodation has been proposed at the head of Killie Holes to improve natural surveillance along the proposed pedestrian/ cycle link between the station and the existing town centre.

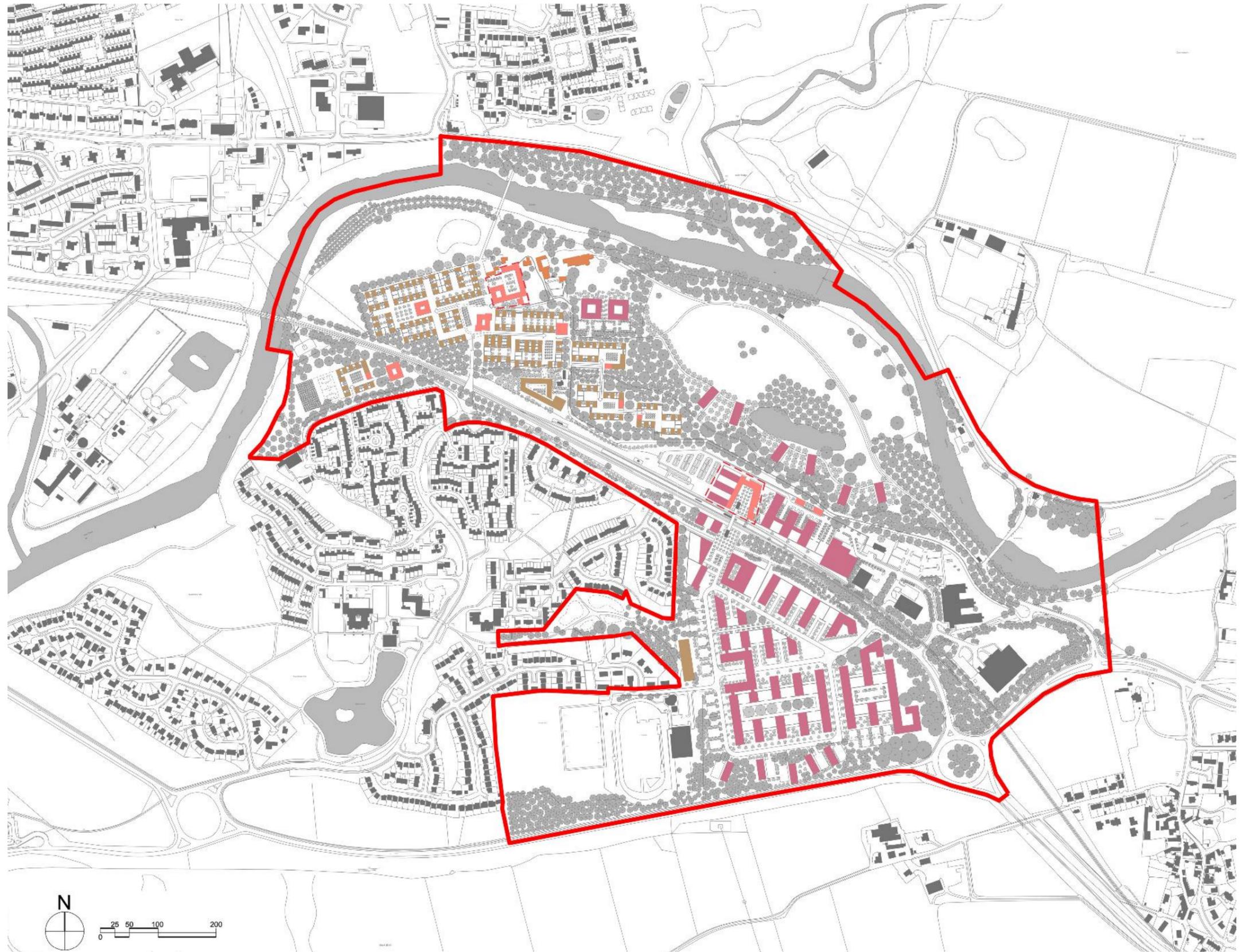
As part of this study two locations have been identified for potential hotel use (Clusters A & E; refer to page 63).

A 'boutique' hotel could potentially be located in the existing house and estate buildings at Lowood. This might also include conference facilities and expand into adjacent buildings proposed within the spatial network, this could expand into adjacent buildings proposed within the Spatial Framework. The two courtyard pavilions located on the south side of the existing Lowood garden and tennis court together with the existing stable buildings could provide additional hotel space depending on demand.

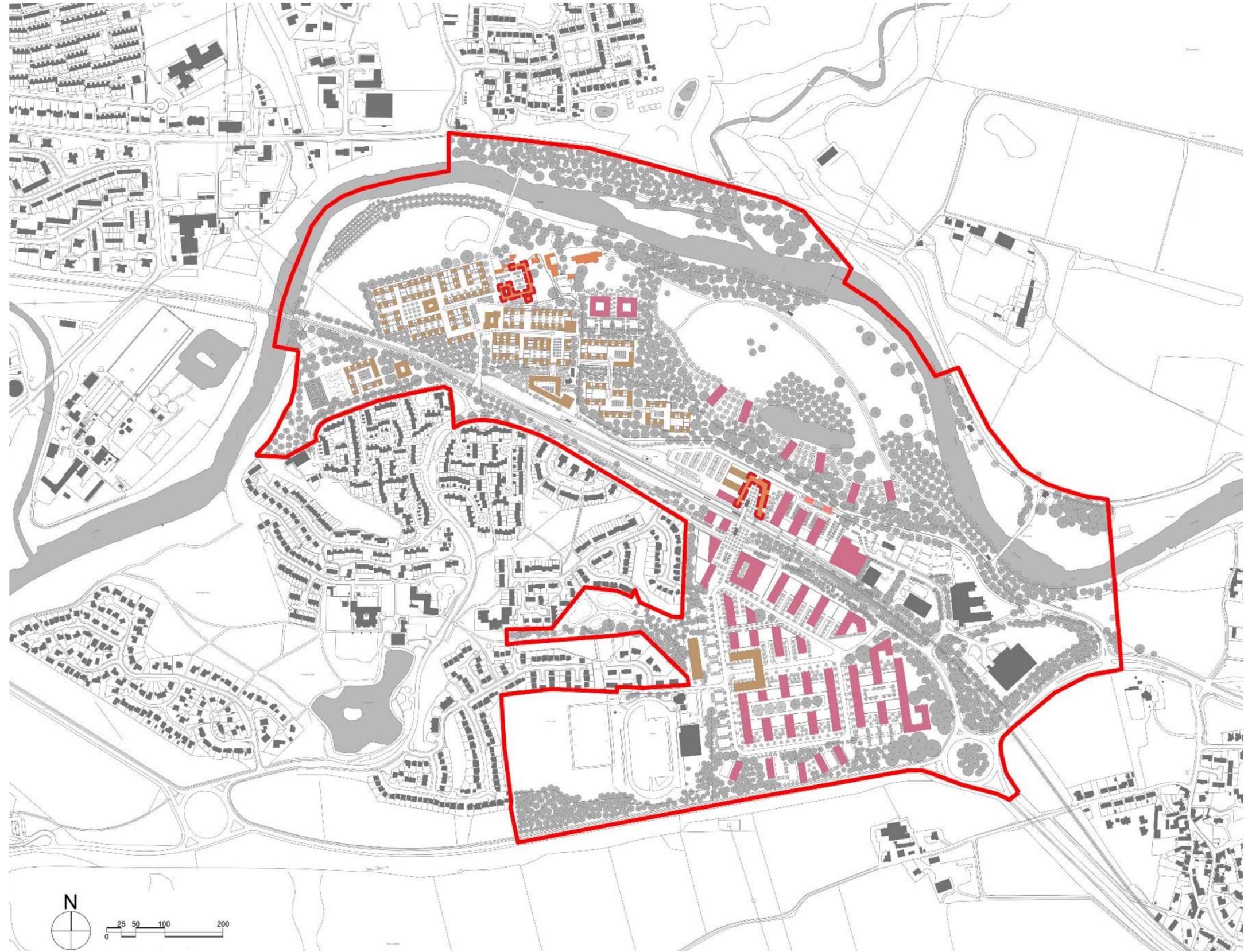
Similarly the upper floors around the proposed Station Square could accommodate residential or office use instead of the leisure use indicated on the proposed first floor plan.

Key:

- Residential
- Hotel
- Community/ leisure/ retail
- Office/ light industrial
- Potential hotel locations



Chapter 5: Spatial Framework Land uses - First Floor Plan



- Key:
- Residential
 - Hotel
 - Community/ leisure/ retail
 - Office/ light industrial
 - Potential hotel locations

Chapter 5: Spatial Framework Parking

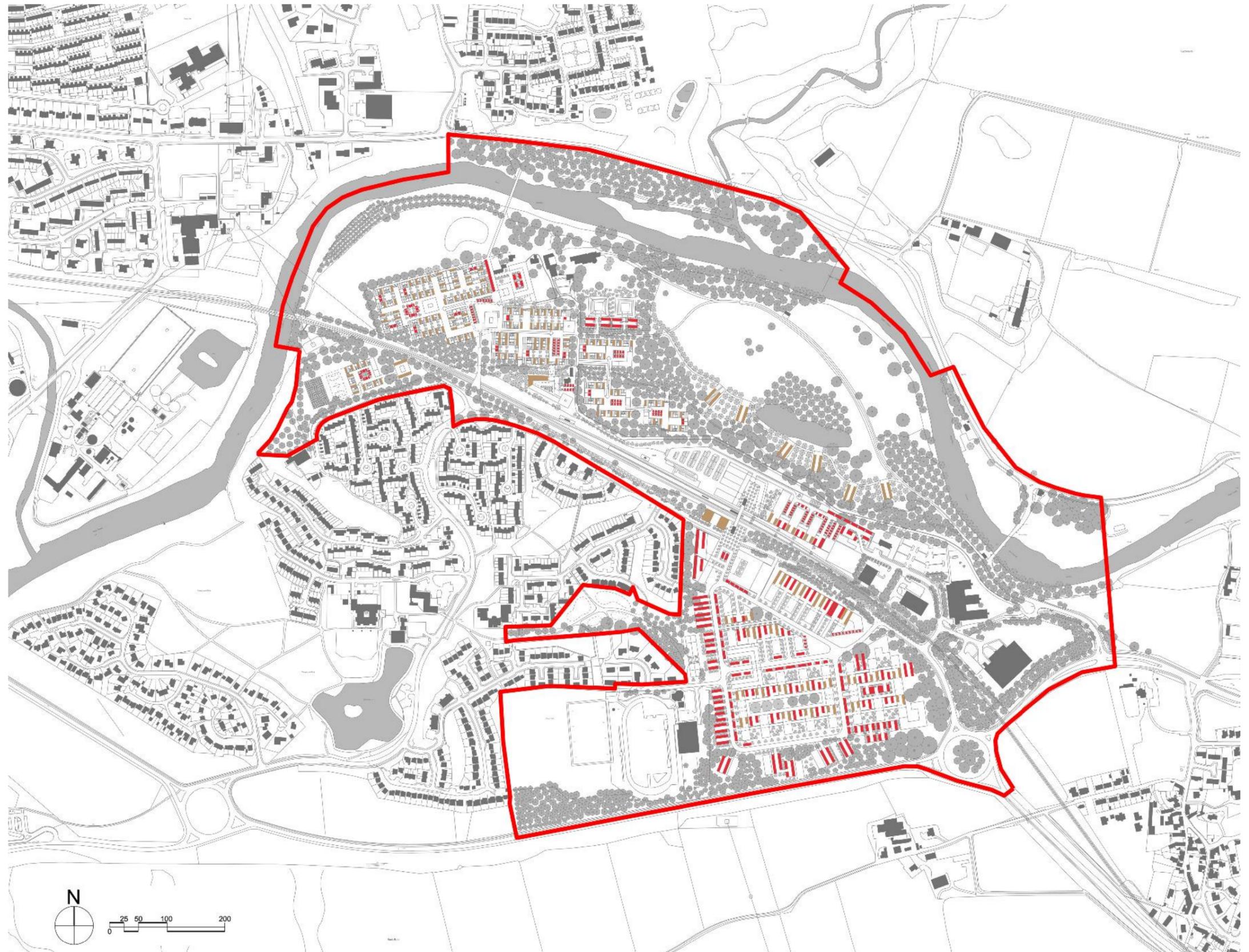
The parking in the Spatial Framework has been designed in accordance with the following standards:

- Residential: 1 parking space for 1 bedroom homes, 2 parking spaces for 2+ bedroom homes. An allowance has been made for visitor parking in residential areas.
- Business: 1 parking space per 35 sqm GFA.

This will require further refinement as each land parcel is developed to a detail design.

Different parking arrangements are suggested as part of the Spatial Framework in order to accommodate these parking requirements while minimizing the visual impact on the proposed townscape and sensitive landscape environment:

- Residential: predominantly on-plot parking within garages/ carports between dwellings with a limited amount of on-street, secure parking courts and undercroft parking for the apartment buildings.
- Business space: Undercroft and on-plot parking enclosed by stone 'sheiling' walls (refer to the diagram on the opposite page).



Key:

- Undercroft/ garage parking
- On-street parking