Town Centre Core Activity - Stirling Street
TOWN CENTRE CORE ACTIVITY - STIRLING STREET

Historic Street Pattern

Existing Site

Proposed Site
SITE AERIAL AND DEMOLITION

Site

The development site is allocated as an area of Commercial Redevelopment, the proposal would offer a new landmark mixed use development comprising hotel accommodation with new function and conference space, providing food and beverage opportunity.

The site sits directly opposite the new transport interchange providing fantastic connectivity opportunities.

A rich landscape edge already exists along Gala Water which is otherwise inaccessible due to the position of the existing building on the site. The aspiration would be to reconnect people to the water through space, activity, route and connectivity.

Demolition Area

To appreciate the full potential of the site, the proposal is for full demolition of the existing B&M retail unit. This would then make way for a development which is more applicable to the area and take into consideration the emerging footfall exchange from the town centre, across the Gala Water, past the site edge heading towards the new Transport Interchange. This journey is currently past the car park of the existing retail unit, creating a rather un-inspirational arrival into Galashiels by train or bus.

The aspiration would be to transform this area into an international destination boasting of a new Railway Station, Transport Interchange, Civic Square, Hotel and Function availability maximising views of Gala Water and views to the hillside beyond.

The approximate area of building for demolition would be circa 1,700m².
SITE CONSIDERATIONS

Given the strategic importance of the site to the wider area and the developing Galashiels Masterplan, Stallan Brand demonstrate a commitment to developing a contextual response and a quality addition to the town centre. The above diagrams form part of the site analysis for this area which reflects the possible constraints and opportunities whilst rooted in local policy and urban design parameters.

The proposal will take into consideration the desire to create a new ‘pedestrian street’ extending from the transport interchange into the town centre. The new development will create new attractive and engaging spaces to draw and direct people over Douglas Bridge into the town centre. The development will be designed in such a way as to help activate the adjacent public space by providing and encourage external seating, high quality hard and soft landscape design and unique gathering spaces.

The site area identified in red above is 0.5ha

The importance of the waterfront edge will be given careful consideration. This area is currently closed off to pedestrians making it impossible to navigate along the river edge. A sensitive landscape proposal will ensure that this asset becomes a positive environmental and ecological feature. High quality architectural design and material selection, along side landscape improvements will ensure an attractive pedestrian experience.

The development form will contribute and take account of the existing dynamic skyline that already exists in Galashiels. The redevelopment opportunity will take account the proximity of the transport interchange and its importance as a key arrival node within the Town Centre.

The development design will safeguard the views into and out from the site. The building will present an open frontage to Gala Water, framing key views south and a more formal character and civic frontage to Stirling Street.

Access for services / drop off will be taken off Stirling Street to the site, taking account of the one way road network in this location. Activation on the western elevation is less important and so, if required, would suggest parking and deliveries on this edge, access taken from Park Street, this reduces pressures on Stirling Street which already has a frequent movement of traffic.

The site area identified in red above is 0.5ha
BUILT FORM CONSIDERATIONS

A  LOW-RISE
2 storeys option
No. of Units - 54
Total GFA - 2502m²

B  MID-RISE
5 storeys option
No. of Units - 80
Total GFA - 4060m²

C  HIGH-RISE
SITE A
7 storeys option
No. of Units - 72
Total GFA - 3815m²

D  HIGH-RISE
SITE B
7 storeys option
No. of Units - 72
Total GFA - 3815m²
Location Plan

Location Consideration

The area developing as ‘Interchange Plaza’ will connect directly with the Town Centre of Galashiels passing through a series of civic spaces and enjoying the crossing over Douglas Bridge with views east and west along Gala Water. Strong links and connections can be established in this location, passively guiding the visitor towards the hotel and waterfront.

Parking would best be located on the site of the old bus station. Parking improvements have already taken place in this location with parking already provided. The view to retain this as parking was favourable, during various consultation sessions it was noted that this area acts as a short term drop off and parking and could cater for the hotel also with specific/dedicated hotel parking. This would ensure that the area isn’t over dominated by vehicles whether it be for drop off, parking, bus movement and parking. 43no Parking spaces has provisionally been shown.

To reduced the impact of vehicles around the Interchange, service access serving the Hotel would be kept close to Park Street, with dedicated off street access for temporary maintained and refuse collection.
SITE PARKING CONSIDERATIONS

“The hotel is in a prime location right next to the new transport interchange, and is therefore ideally placed to benefit from the enhanced accessibility by bus and rail that its location affords. Any car parking strategy should take cognisance of this excellent multi-modal connectivity.

In principle, the hotel site would fall into Accessibility Level C, as defined in the SESC Regional Parking Standards, which includes “centres of smaller built up areas where public transport is good but the choice of origin and destinations is limited”. On this basis the maximum recommended parking provision is 1 space per room plus 1 per 3 staff.

Three initial options have been considered for the hotel site and these are discussed more fully below.”

OPTION 1
No Additional Parking

In this option the proposal would be to make use of the existing adjacent Pay & Display car park on Stirling Street (approx. 45 spaces). The car park could either be shared between the public and the hotel or wholly dedicated to the hotel. The shared use option would require a suitable management regime to be put in place, whereas turning the car park over exclusively to hotel use would displace the public parking, which may prove controversial.

OPTION 2
30 Parking Spaces (Surface)

In this option the existing Pay & Display car park on Stirling Street would be retained and a new 30 space car park provided within the hotel site. A one-way system would operate, entering via Park Street and exiting via Stirling Street. This arrangement has a vehicle dominant frontage but would allow easier drop off and parking for the vehicle.

The building position would move towards Gala Water to allow adequate space for parking.

A high quality shared surface would be proposed to differentiate between the hotel parking and Stirling Street, making a more attractive streetscape. Planting may also be possible to separate the parking bays and differentiate it from Stirling Street.

OPTION 3
25 Parking Spaces (Undercroft)

The parking in this option would also be delivered within the site and below the room accommodation above. This would result in a slight change in the building form to accommodate that extra storey. This arrangement retains the civic street frontage by locating the parking in the building undercroft, this way the parking is also disguised reducing the already dominate vehicle presence in this location.

Vehicle access would be from Park Street directly into the building. Access for service would be in this location also, taking away any on street service requirements. A drop-off lay by would be provided at Stirling Street.

The provision of 25 spaces is proportionate given the excellent accessibility by other modes. The parking could be managed by the hotel at the time of booking, as routinely takes place at other town or city centre hotels.

The only disadvantage of this proposal is that hotel traffic leaving the car park will be constrained by the existing one-way system to travel via Channel Street. Consideration could be given to making the top end of Park Street 2-way to allow hotel traffic to exit to the north.
DESIGN ANALYSIS

Frontage & Orientation
Development extents with key street and river frontage maximising location potential. Corner frontage with cafe outlook.

CIVIC FOCAL POINTS
Civic space created with potential to connect into hotel facilities to ensure ground floor and street activation.

MOVEMENT
Riverside Walkway incl. flood defences and new tree planting. Reinforce route from Douglas Bridge.

EXTERNAL AMENITY
Provision of a new amenity deck will be created creating a link between the hotel facilities and Gala Water.
The development will present active frontage at the ground floor to the new pedestrian street, the Gala Waterfront and Stirling Street frontage. Consideration has been given to the internal configuration to ensure activity both internally and externally on the eastern edge to encourage adjacent engagement to the public realm spaces.
**Key Objectives**

- Strengthen the riverside frontage and connection to the Gala Water
- Create a strongly defined sense of arrival
- Create a useable, animated public realm linking between the interchange, hotel and town centre connection
- Improve accessibility and connectivity from the Interchange

**Key Landscape / Public Realm Projects**

- Water front environmental improvements
- Signage strategy
- Public Art strategy
- New public square and arrival point
**FLOOR PLAN SUMMARY**

**Total Room Provision**

Based on the attached plans:

- **Ground Floor**: 18
- **First Floor**: 36
- **TOTAL**: 54

If an additional storey is added, the following is achievable:
- **Second Floor**: 36
- **TOTAL**: 80

**Total Building GIFA**

- **Ground Floor**: 1278m²
- **First Floor**: 1224m²
- **TOTAL**: 2502m²

If an additional storey is added, the following is achievable:
- **Second Floor**: 1224m²
- **TOTAL**: 3726m²

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**GROUND FLOOR**

- GIFA - 1278m²
- 18no Studio Bedrooms: 18no x 26m² = 468m²

**FIRST FLOOR**

- GIFA - 1224m²
- 36no Studio Bedrooms: 36no x 26m² = 884m²
- 2no of which accessible: 2no x 33m² = 66m²

**NIFA - 950m²**
GROUND FLOOR PLAN

GROUND FLOOR

GIFA - 1278m²
18no Studio Bedrooms

Studio - 18no x 26m² = 468m²
FIRST FLOOR PLAN

FIRST FLOOR

GIFA - 1224m²
36no Studio Bedrooms
2no of which accessible

Studio - 34no x 26m² = 884m²
Accessible - 2no x 33m² = 66m²

NIFA - 950m²

 Movement
 Studio Bedrooms
 Passenger Lift
  Stairs
 Ancillary Space
PROPOSED TOWNSCAPE MASSING

3D Townscape Massing - Draft
PROPOSED TOWNSCAPE MASSING

LANDSCAPE ROUTE ALONG RIVER

OUTDOOR SEATING TO ACTIVATE PLAZA

VIEW ALONG STIRLING STREET TOWARDS HOTEL ENTRANCE

VIEW TOWARDS TRANSPORT INTERCHANGE AND PLAZA

FUNCTION SPACE OVERLOOKING GALA WATER WITH OPEN ASPECT
HOTEL SITE OPTIONS APPRAISAL

We have reviewed various potential sites in and around the town centre that could be used to generate enough space for a hotel and its requisite parking and servicing. Different Operators require different numbers of rooms, food and beverage and ancillary space which would require further testing and detailed analysis.

A high level review for each site has been carried out to establish the size of each of the potential sites and therefore how much accommodation could be put on them and over how many floors. The bedroom size used to test each of the sites was based on a 3 star 27m² bedroom. Parking numbers vary between sites and have been maximised where possible. Close links to the Transport Interchange should help justify a reduced number parking scheme.

1. The site on Bridge Street is currently being used for retail and so large units hinder any opportunity to open up views to and from Gala Water. Should Farmfoods and Kwik-fit relocate this would become a positive contribution to the Town Centre opening up new pedestrian routes, creating new vantage points as well as opening up the possibility of a new river front restaurant/pub along the riverbank. The site also sits on the edge of the town centre and so offers excellent vehicle links.

2. The site of the existing Post Office would work well as a mixed use development with a hotel on upper floors. As part of the masterplan study we identified this site as key in developing a cultural hub and suggested a new Interpretation Centre be located here. This would house exhibition, education, workshop, retail and café space, having a hotel located above these facilities would allow a number of shard uses.

3. The site of the old Job Centre is within the town centre and would help regenerate that part of the town. The new Tapestry Gallery and Interchange is within walking distance and this coupled with the lade improvements would offer a great visitor destination.

4. The Burgh Primary School above the Bank Street Gardens could be the ideal hotel location situated within mature planting surrounded by gardens and within immediate links to the town centre and the new Tapestry Gallery. The existing building on the site currently operates as a primary school, therefore options to relocate or decant would need investigation.

5. The B&M site was previously the preferred location being adjacent to the Interchange building however we understand that the building may now be reused for retail. It may be that the developer in this instance considers a mixed use development with a hotel above?

6. The site of the old bus station is currently being used as the Interchange carpark and this combined with the site of the existing Abbotsford Arms hotel next to the Interchange might be large enough to create a hotel module and separate pub/restaurant offer.

7. The existing Abbotsford Arms site is tight for a hotel module and associated servicing and parking and so would recommend an arrangement as suggested above combining sites 6&7.

8. The Burgh Yards site could work as a hotel however this is just outside the town centre and as such is not quite as close to the Interchange.

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5. Stirling Street

- **Site 5**: Area: 3036m², 0.30ha, 0.12 acres
- **Ground Floor/Entrance**: 15 Units
- **GIFA per floor**: 762m²

6. Gala Bridge

- **Site 6**: Area: 1647m², 0.16ha, 0.07 acres
- **Ground Floor/Entrance**: 21 Units
- **GIFA per floor**: 762m²

7. Abbotsford Arms

- **Site 7**: Area: 2414m², 0.25ha, 0.10 acres
- **Ground Floor/Entrance**: 9 Units
- **GIFA per floor**: 571m²

8. Braw Lads Brae

- **Site 8**: Area: 10837m², 1.08ha, 0.44 acres
- **Ground Floor/Entrance**: 17 Units
- **GIFA per floor**: 826m²

**Notes**

- This drawing is based on dimensional survey information provided by others.
- The architect cannot accept responsibility for the accuracy of this survey information.
- All dimensions are shown in metric.

**Option 1 - 2 Stories, 40 Bedrooms, 40 Parking**

- **Option 1 - 4 Stories, 78 Bedrooms, 34 Parking**
- **Option 1 - 4 Stories, 54 Bedrooms, 22 Parking**
- **Option 1 - 4 Stories, 44 Bedrooms, 37 Parking**
- **Option 1 - 2 Stories, 40 Bedrooms, 40 Parking**

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**Client**: Stallan-Brand

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