

Stirling Street Redevelopment

Urban Design Framework

Supplementary Planning Guidance

October 2012



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Contents	Page
1 INTRODUCTION	5
Purpose of Framework	
Objectives	
2 CONTEXT	6
Local Plan Policy Context	
Site description	
Future change	
Forward planning	
Constraints	
3 URBAN DESIGN FRAMEWORK	18
Douglas Bridge/Transport Interchange Redevelopment area	
• Development Vision	
• Spatial principles	
• Land Use Options	
Stirling Street/Gala Water Redevelopment area	
• Development Vision	
• Spatial principles	
• Land Use Options	
Ladhope Vale/Stirling Street Redevelopment Area	
• Development Vision	
• Spatial principles	
• Land Use Options	
Residential/Non-residential development	
4 SUSTAINABLE DESIGN	26
Energy Efficient Design	
Renewable Energy	
5 ENVIRONMENTAL ASPECTS	27
Water Resources and Waste Management	
Archaeology	
Ecology	
Pollution Remediation / Demolition	
6 DEVELOPMENT CONTRIBUTIONS	28
APPENDIX	

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1 INTRODUCTION

Purpose of Framework

- 1.1 This Urban Design Framework sets out Scottish Borders Councils vision for the redevelopment of the Stirling Street area. It seeks to set the context for future redevelopment by:
- identifying key constraints and opportunities for the area
 - provide an outline framework for future redevelopment, in terms of urban design principles, land use options and planning issues.
 - identify anticipated requirements for development contributions
- 1.2 This Framework should be considered in conjunction with appropriate planning guidance given at the local and national level. A selection of related policy advice and guidance is referenced within this document, but this should not be regarded as exhaustive.
- 1.3 The overarching aim of this document is to ensure the delivery of a quality, contextual addition to the Galashiels townscape, enhancing the town centre environment and respecting the town's built heritage. It seeks to promote an appropriate form and range of uses that will reinforce the viability and vitality of the town centre whilst linking the new Transport Interchange to the heart of the town, maximising the benefits of the Borders Railway. This document is intended to provide clarity on the requirements of Scottish Borders Council, whilst allowing for adaptability and innovation in the detailed development of proposals.

Objectives

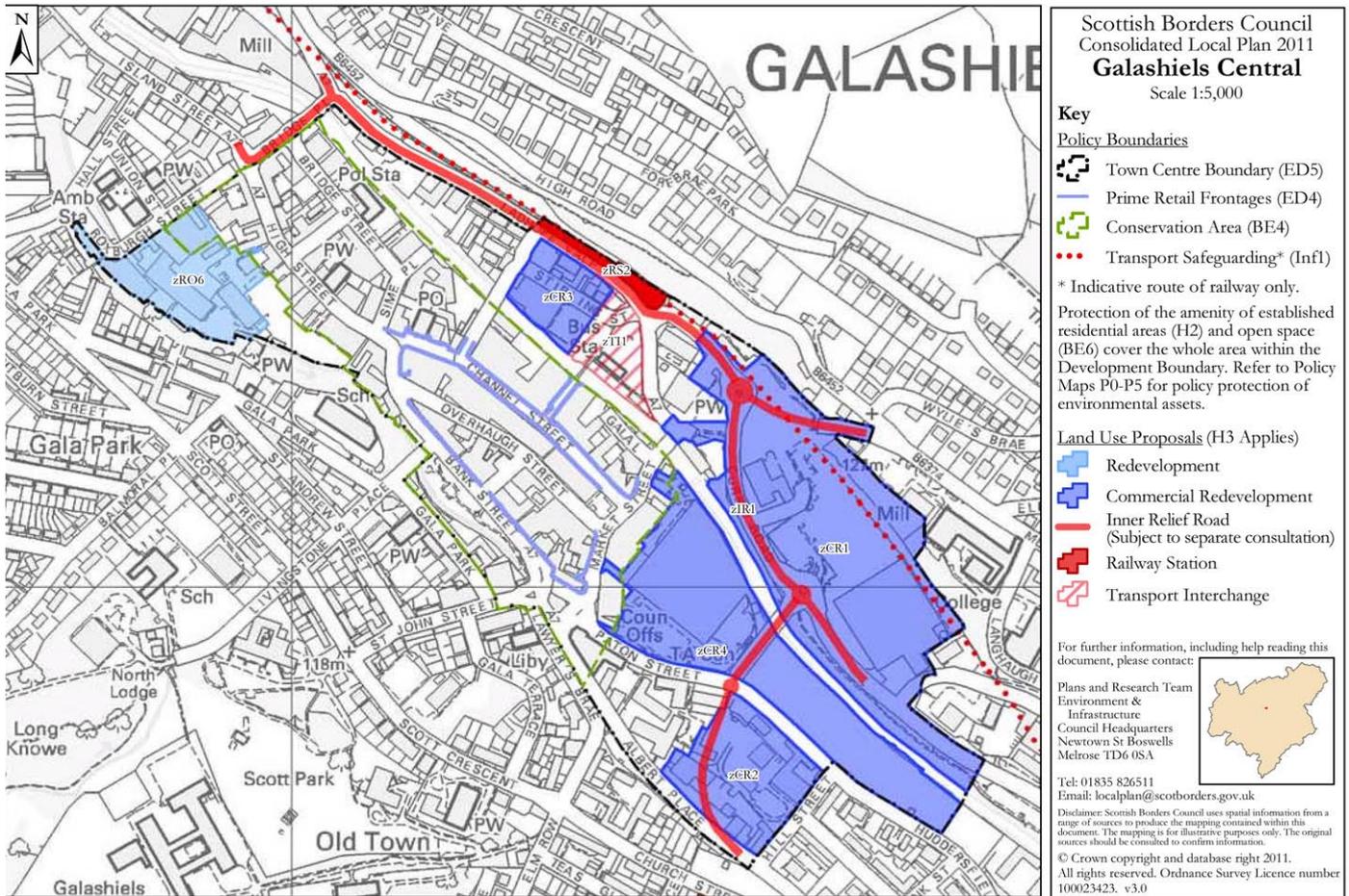
- 1.4 The Stirling Street area forms a prime location within Central Galashiels in the context of the proposed Borders Railway, the proposed Transport Interchange, the town centre and the Gala Water corridor(see Fig 2: Location Plan). The area forms a key arrival point into the town from all modes of transport:
- by car from the A7 north/southbound and A72 eastbound
 - by train from the proposed passenger rail halt (which will connect Galashiels regionally with Edinburgh & the Lothians, and locally with Tweedbank)
 - by bus from the proposed Transport Interchange (T.I)
 - by cycle/on foot via the Black Path and future improvements to the Gala Water Corridor
- 1.5 The Stirling Street area also plays a pivotal role as the link in 'stitching together' the town centre with the new public transport interchange and as an opportunity for opening up the currently underexploited frontage to the Gala Water within the town centre.

- 1.6 This strategic prominence of the area presents an opportunity for development to impact positively on the wider townscape and economic vitality of central Galashiels. The main objectives of this Framework and of any future development must be to ensure that an appropriately high standard of development is achieved that:
1. Relates positively to the proposed T.I (Transport Interchange) facility
 2. Represents a quality, contextual addition to the Galashiels townscape
 3. Complements existing town centre activity
 4. Creates a sense of arrival to Galashiels from the proposed T.I/A7 corridor/Black Path
 5. Provides an attractive and direct pedestrian link between the T.I and the town centre
 6. Creates an attractive waterfront edge to the Gala Water with pedestrian access and buildings + spaces that positively address the riverside, a currently underutilised asset within the town
 7. Ensures a range of uses is provided that is appropriate to the wider town centre area
 8. Accommodates ground floor active frontage to the primary routes/spaces, including the waterfront, Stirling Street, and the link between the T.I and the town centre
- 1.7 This Urban Design Framework sets out in principle the Council's vision for achieving these objectives and is a material consideration in determining any planning application.

2 CONTEXT

Local Plan Policy Context

- 2.1 The key driver to the urban design framework is the delivery of the Borders Railway and associated public transport benefits. The Council's Consolidated Structure Plan supports the reopening of the Borders Railway along with the protection of the associated station sites along the route. This is allied with the promotion of public transport provision.
- 2.2 In the Consolidated Local Plan the Council's policy position is given further detail in Policy Inf1 on Transport Safeguarding, and in the Galashiels settlement statement through the safeguarding of the railway route, the station site (site ref zRS2) and the linked transport interchange (site ref zTI1).
- 2.3 The Urban Design Framework incorporates a core area that includes the transport interchange site and a site on Stirling Street (site ref zCR3) allocated for commercial redevelopment.
- 2.4 As noted above the transport interchange site is safeguarded to allow delivery of the required interchange. The current plans for the Transport Interchange require only a proportion of the land identified by site zTI1. Therefore, any surplus land would require to be considered against the broad policy position applicable to the area. The site lies within Galashiels town centre and is covered by Policy ED5 on 'Town Centres'. This policy allows a range of uses appropriate to a town centre. This includes shops, offices, commercial leisure and entertainment, residential, health care, education and tourism. The policy seeks to maintain the character, vitality, viability and mixed use nature of the town centre and any proposed development that would create an unacceptable adverse impact on it would be refused.



*Fig 1 - Policy Context:
Extract from Consolidated
Local Plan 2011: Galashiels
Central Policy Map.*

- 2.5 The Stirling Street site is covered by policy H3 and allows for commercial redevelopment within classes 1-4 of the Use Classes Order. Any exceptions to commercial use are to be justified under section 5 of Policy H3, including the provision of significant community benefit outweighing the need to maintain the original proposed use.
- 2.6 Whilst a range of policies in the Local Plan may be applicable to any particular development, any development proposals should also take particular account of the following policy considerations:
- The Gala Water runs immediately to the south of the core area of the framework. The river is designated a Special Area of Conservation under European law and is covered by Policy NE1 'International Nature Conservation Sites' which requires any development proposals to be subject to an assessment of the implications on the site's conservation objectives.
 - The Galashiels Conservation Area lies immediately to the south of the river to the south of the framework area, and is covered by Policy BE4 'Conservation Areas'. This policy requires that any development adjacent to it does not have an adverse impact on the character and appearance of the Conservation Area.
 - The redevelopment area contains a Category C(s) Listed building on Ladhope Vale, and lies adjacent to the Category B Listed St Andrews Church.

Site description

- 2.7 The Stirling Street Redevelopment Area covered by this Urban Design Framework is situated within Galashiels town centre, north of the Gala Water. As summarised above the extents are defined by the sites allocated within Scottish Borders Council's Consolidated Local Plan (2011) as zCR3 and zT11, bounded to the north

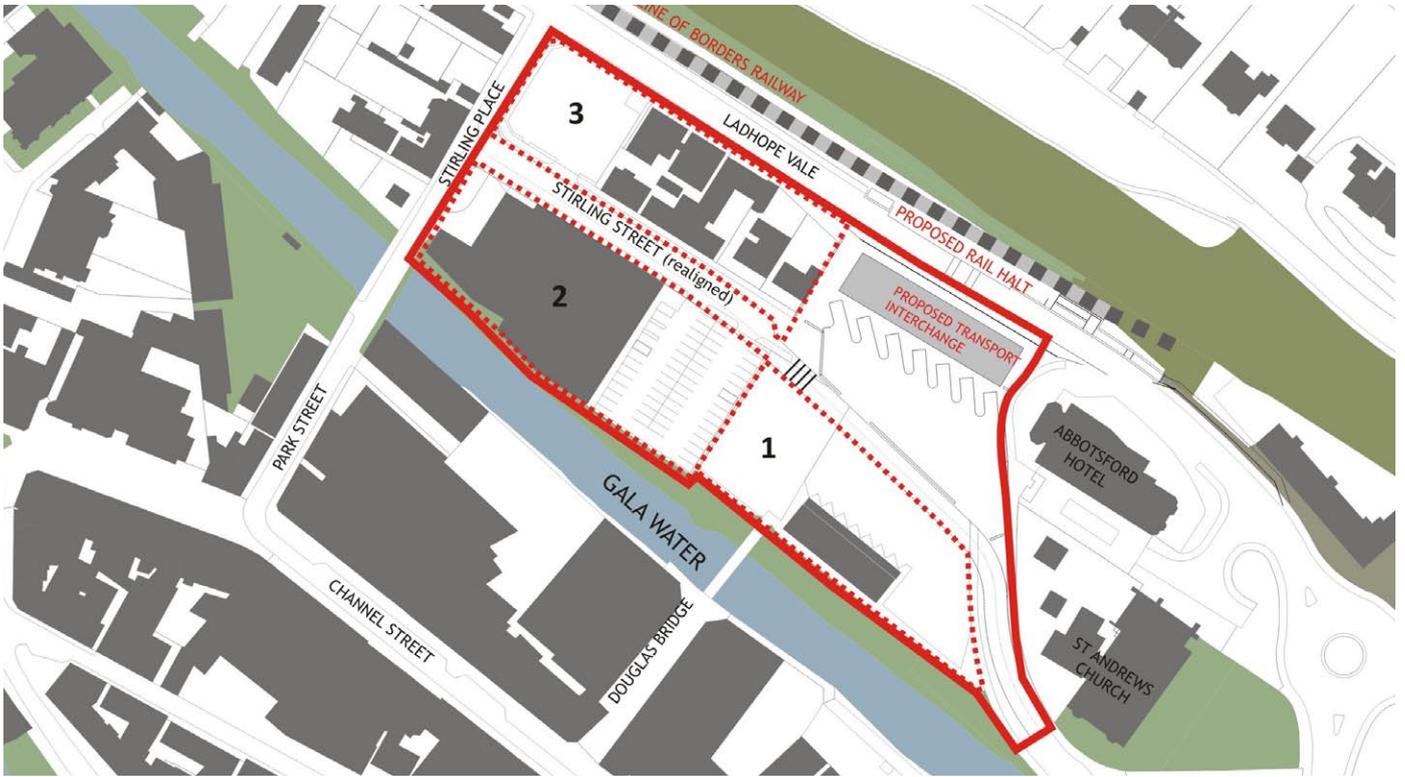


Fig 2 - Stirling Street Redevelopment Area, Central Galashiels: Location Plan

by Ladhope Vale and to the west by Stirling Place. The southern edge is bounded by the Gala Water, with the Abbotsford Hotel and St Andrew's Church forming the eastern edge. The study area extends to 0.9ha (including Stirling Street carriageway), broken down into distinct land parcels of the following approximate areas:

- 1 - 0.23ha
- 2 - 0.3 ha
- 3 - 0.26ha

Fig 3 - Historic maps of study area: shown indicatively in red:

1 - 1921

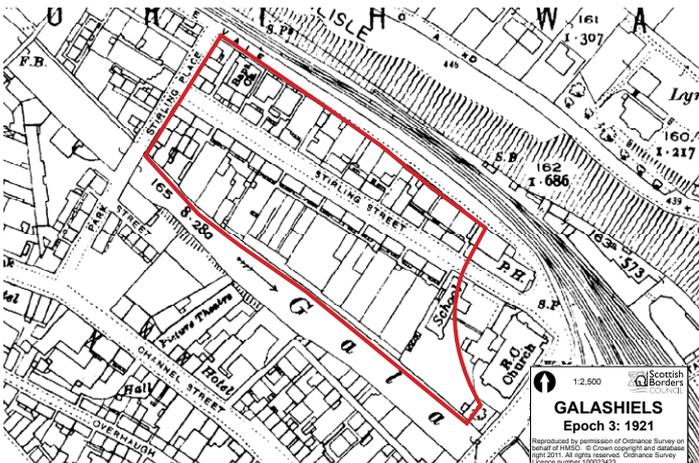
Original alignment of Stirling Street, terminating at the Church/Abbotsford Hotel/former Railway terminus; no footbridge connection to Channel Street.

2 - 1978

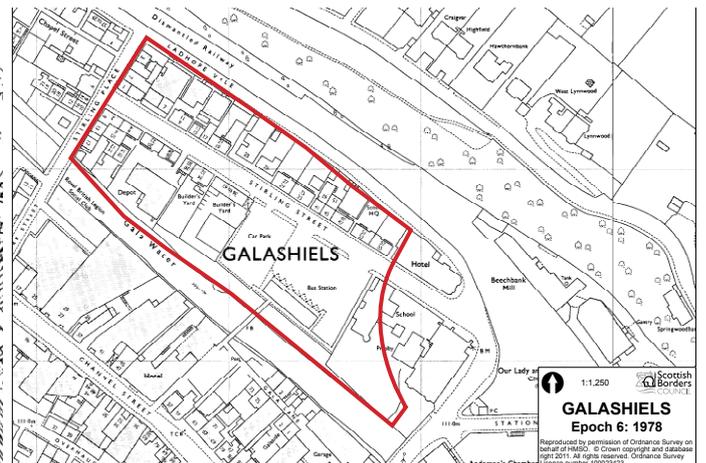
Closure of railway line; Stirling Street still fully intact; arrival of Bus Station and associated footbridge.

2.8

The area comprises a range of brownfield land, existing buildings, car parks and riverside land. With the arrival of the Transport Interchange the area will undergo transformational physical change as well as an altered relationship to the wider town centre, as a primary 'gateway' to the town. As such the study area has a strategically prominent role within the town centre, forming a key point of arrival by car, taxi, pedestrian, cycle, bus and – in the future – rail. For the purposes of this Framework, the area of land dedicated to the delivery of the Transport Interchange facility is not included in these recommendations as it is subject to the specific requirements of the T.I, however the detailed design of the T.I will be required to reflect the wider vision for the area as a cohesive part of the urban fabric as set out in this Framework.



1 - 1921



2 - 1978

2.9 The site was historically part of the 19th century planned expansion of Galashiels, designed to provide Mill worker's housing and associated shops and services. Stirling Street formed an axial spine, culminating in the former railway station, the (Category B Listed) St Andrews Church (known then as St Marys and St Andrews Church) and associated school. The area remained largely unchanged for 100 years. The bus station and footbridge link to the town was constructed in the mid-70's, around the same time as the railway was dismantled, with the later demolition of the school to accommodate the realignment of Ladhope Vale. The Abbotsford Arms Hotel sits on the original alignment of Stirling Street. There is only one Category C(s) Listed Building within the study area, the former Borders Textile and Engineering Supplies Company on Ladhope Vale.

Galashiels context

2.10 Galashiels town centre sits within the steeply sided Gala Water valley centred on the historic core. More recent expansion of the settlement has spread up the steep valley sides, creating a dramatic relationship between landscape and built form. The town centre boundary is defined to the north of the study area by a steep embankment and extensive brick retaining wall, the most recent version constructed in 1916 protecting the route of the railway line. The site lies just outwith the Conservation area which is immediately south of the Gala Water. The most direct physical link between the site and the heart of the town centre/conservation area is the pedestrian route of Douglas Bridge, which includes the footbridge and Douglas Bridge shopping area, a modern 1.5 storey retail development built in the early 90's.

2.11 The townscape of Galashiels town centre is characterised by 19th century buildings ranging from 2-5 storeys, often consisting of residential/office space above retail, while the former mill buildings that remain stand distinctly taller. The recently completed 7 storey Eildon Housing development at Laidlaw Court, just by the Gala Water about 300m upstream from the Stirling Street site, forms a modern response to the scale and massing of the former Mill buildings. Traditional materials such as greywacke sandstone and whinstone under Welsh slate roofs are typical to the area. Recent development has seen the arrival of large floorplate retail such as the retail parks to the east and west of the town centre, and even more recently the construction of the 24 hour Tesco and Asda stores, approximately 500 metres from the site.

Fig 4 - Galashiels town centre, 2011: traditional form, scale and materials (left - Channel Street, right - High Street)



Future change

2.12 The area is subject to significant future change in the next 5 years, with a number of major projects underway, namely:

- delivery of the Borders Railway, including the realignment of the Black Path walking/cycling route
- construction of a new multi-modal Transport Interchange facility
- completion of the Galashiels Inner Relief Road and associated town centre civic space improvements

A brief summary of these interventions is provided below, as context for the future vision contained within the Urban Design Framework.

Borders Railway

2.13 The construction of the Borders Railway will see the reinstatement of the original track bed immediately north of the site, following the base of the retaining structure/slope parallel to the Ladhope Vale road corridor. The railway line is programmed to be operational by 2014, connecting Galashiels and the wider Scottish Borders with Edinburgh and the Lothians, bringing passenger rail to the heart of the town. The arrival of this new infrastructure will impact on the physical form of the area as well as change people's perception, creating a new arrival point into the town and new patterns of pedestrian movement and activity. There are also associated Development Contribution requirements, as summarised in paragraph 6.2.

Black Path Realignment

2.14 The Black Path forms a promoted walking and cycling route that links Galashiels with Tweedbank, following the line of the former rail track bed. As part of the Borders Railway project the Black Path is required to be replaced with an appropriate alternative route. The aspiration is for the path to follow the Gala Water for as much of the route as is possible, opening up the currently underexploited Gala Water as an accessible, attractive feature running through the centre of Galashiels, in much the same way as has been achieved at the Water of Leith in Edinburgh. There are real opportunities to realise this aspiration within the Urban Design Framework. While this path may be included within the confines of any required flood defences (see Constraints section below), flood gates will be required at either end of any access route as it passes through any flood protection measure.

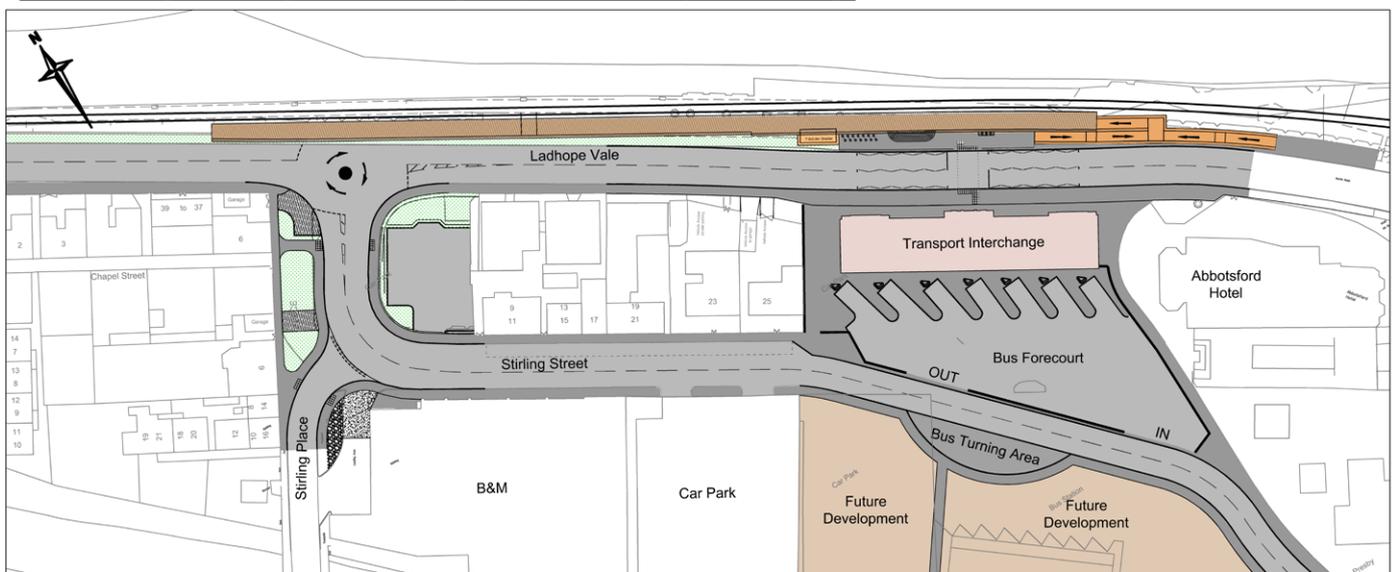
Fig 5 - Indicative layout for Galashiels Transport Interchange as at 2011.

Showing:

- the new road alignment passenger rail halt
- bus terminus layout
- and indicative building footprint.

Note: this is subject to detailed design during 2012-2013

Modified Design of Stirling Street Following Completion of Transport Interchange



Transport Interchange

- 2.15 In conjunction with the arrival of the Borders Railway there will be the construction of a new passenger rail halt and adjacent Transport Interchange for integrated Bus/Taxi/Rail travel. The T.I will provide passenger facilities on the ground floor with showers and lockers - to promote cycling and walking to the transport hub - as well as seating, tourist information and retail space. The TI will include two more floor of business space within the heart of the town with excellent transport links.
- 2.16 The T.I facility will form a high quality focal point, as the entrance to the Scottish Borders to create a positive impression for visitors and investors to the area. The design of the building and the public realm will seek to integrate the facility into its surroundings, creating visual and physical linkage to the heart of the town. The T.I is programmed to be completed by December 2014 and initial design development is included as an appendix to this SPG, which looks at the interface of the building with the wider redevelopment and townscape context.

The Galashiels Inner Relief Road (GIRR)

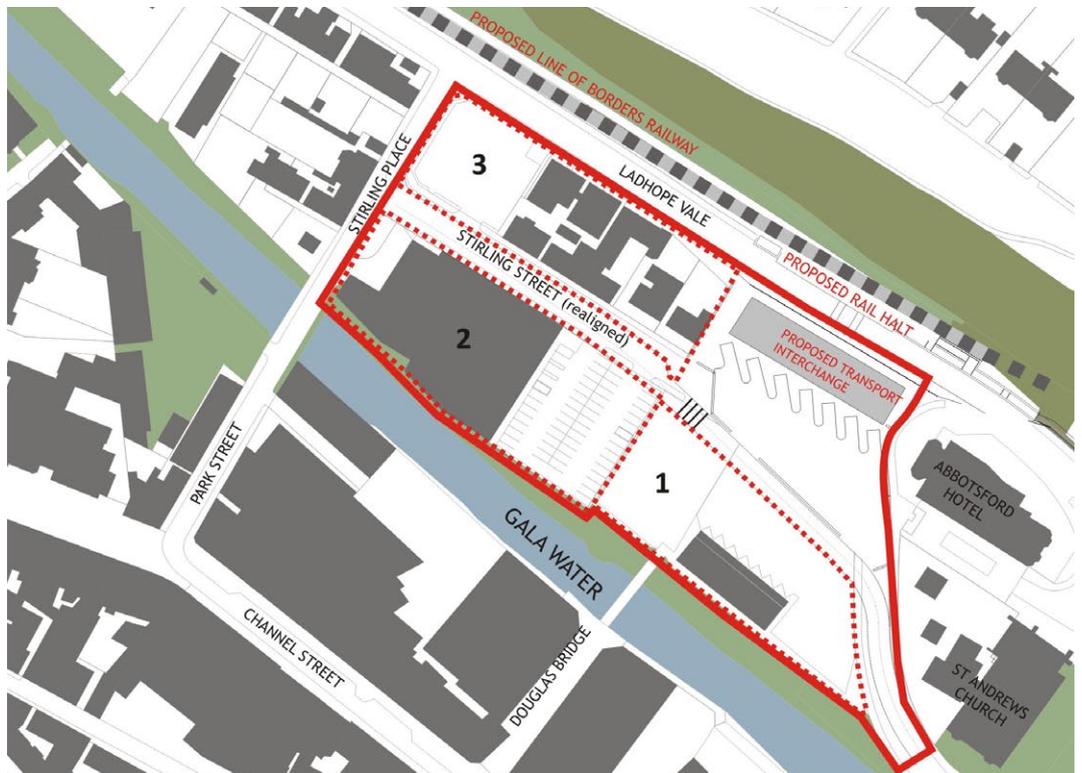
- 2.17 The development of a new relief road for Galashiels is designed to accommodate increased vehicular traffic on the A7 and A72 and rerouting this through traffic away from the centre to create an improved environment for residents and shoppers. The improvements open up development opportunities within the town and provide improved links to the new Transport Interchange. The GIRR project has been implemented in phases;
- 2.18 **Phase 1** consisted of the new road network from Station Brae to George Craig Bridge and provided the infrastructure for the adjacent retail developments (ASDA, Tesco and retail development on the former Lochcarron site)
- 2.19 **Phase 2** was opened in April 2009 and linked Phase 1 from Paton Street up to Albert Place/Abbotsford Road (Braw Lads Brae), via the former Scottish Borders Council depot site. This new road completed the relief road for southbound traffic from the A7 and A72, allowing the through traffic to negotiate Galashiels without entering the heart of the town creating the opportunity for pedestrian and parking improvements in Market Street.
- 2.20 **Phase 3** of the Inner Relief Road returns Ladhope Vale back to a two-way road, closes the Market Street junction with Ladhope Vale and improves the junction configuration at the top and bottom of Bridge Place. Vehicular access to the town centre is via a new mini roundabout at the Stirling Place / Ladhope Vale Junction, onto Stirling Street and Market Street. The closure of the Market Street junction will create space needed for the new Transport Interchange, adjacent to the new passenger rail platform on Ladhope Vale. This phase has just commenced at the time of writing this Urban Design Framework and is programmed to be complete Summer 2012.
- 2.20 **Phase 4** (GIRR 4 town centre improvements) - the final infrastructure improvement scheme of the Galashiels Inner Relief Road is GIRR 4, which builds on the benefits of removing through traffic from the centre of town via road and civic space improvements. With the reduction in traffic through the centre of town some of the road carriageway is returned to the pedestrian and more on street parking is provided. The road improvements extend to Market Street, Bank Street and High Street, while civic spaces at Market Square, Channel Street and Cornmill Square are subject to public realm improvement works. These improvements are scheduled to be fully complete by the end of 2012.

Forward Planning

2.21 Future change in this area is, as outlined, subject to a range of factors which will alter the nature and form of the area. The redevelopment of the Stirling Street area will be incremental, subject to market factors and the delivery of the Transport Interchange. Reflective of this the Urban Design Framework considers the 3 sites as discrete but inter-related parcels of development:

- 1 **Douglas Bridge/Transport Interchange redevelopment area:** this area is integral to the delivery of the Transport Interchange (and its linkage to the town centre) and as such is considered as a 'first phase' redevelopment area to maximise the benefits of the Borders Railway.
- 2 **Stirling Street/Gala Water redevelopment area:** this area is currently home to a retail store and a car park, the redevelopment of which will be subject to market demand for change as a longer term redevelopment.
- 3 **Ladhope Vale/Stirling street redevelopment area:** this area contains a range of premises and historic buildings, and redevelopment will by the nature of the site be required to be smaller scale interventions subject to market demand and also considered a longer term redevelopment area

Fig 6 - Breakdown of redevelopment areas within site



Constraints

2.22 The Stirling Street Redevelopment Area is subject to a range of constraints, summarised below.

Site Ownership

2.23 The area is under ownership of various landowners. While the detailed ownership arrangement is more complex, the main land ownership titles are detailed below:

1 Douglas Bridge/Transport Interchange redevelopment area

Multiple ownership: the existing car park area and the area adjacent to the existing footpath entrance from the east are under SBC ownership. First Bus owns the area north of the existing footpath to rear of bus station

2 Stirling Street/Gala Water redevelopment area

Owned by Co-operative Group

3 Ladhope Vale/Stirling street redevelopment area

Multiple ownership, including adopted Council car park.

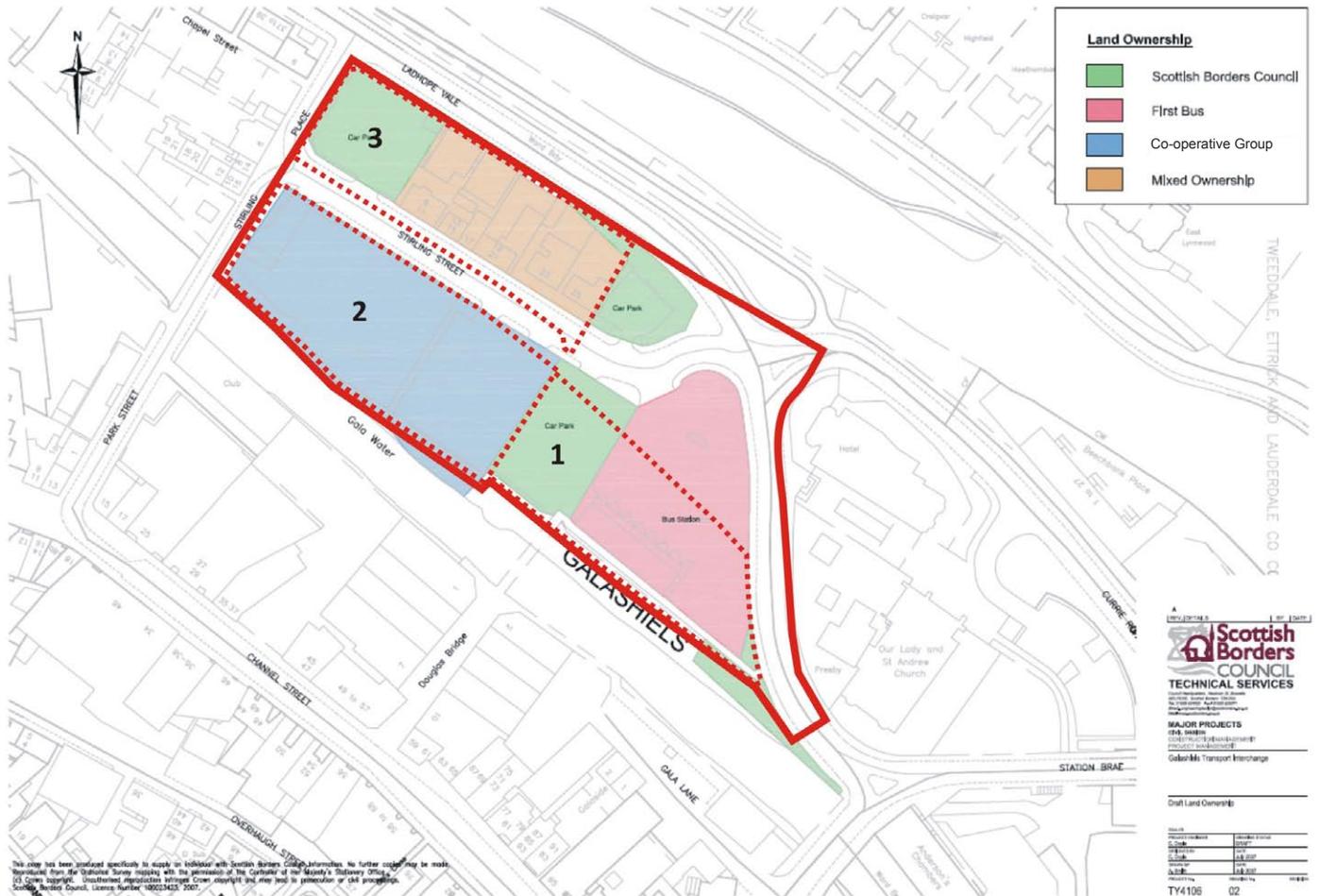


Fig 8 - Indicative Land Ownership

Views

- 2.24 As a result of the dramatic valley formation, many inward views to the town are from above, creating a highly visible and distinctive roofscape. Any design will be required to present a carefully considered roofscape to these views, with a clear design rationale. Expansive floorplates with monotonous flat roofing of the kind often associated with 'big box' retail will not be allowed. Similarly views from the key vistas of the town centre along Douglas Bridge and from the T.I./Ladhope Vale/ Station Brae area are all key considerations.



KEY	
	VIEWS
	LANDMARKS: VISUAL
	LANDMARKS: PERCEPTUAL
	BARRIER: SEVERANCE
	MAIN RETAIL CORE
	RESIDENTIAL
	MIXED OFFICE/COMMERCIAL/INSTITUTIONAL
	REDEVELOPMENT/TRANSPORT INTERCHANGE AREA

Fig 9 - Site appraisal



View along Douglas Bridge towards site



Ladhope Vale corridor/new flattened development in background



Gala Water



Douglas Bridge Shopping area: pedestrian frontage to waterfront



Site boundary wall to east: pedestrian access to Bus Station/Bridge



Existing site frontage to Gala Water

Gala Water

2.25 The Redevelopment sites lie immediately adjacent to the Gala Water corridor, part of the Tweed SAC (Special Area of Conservation). This presents an opportunity in terms of opening up a currently underutilised asset, but careful consideration is required as to how any new development relates to the riverside area. Development should seek to encourage people and activity in and around the riverside area, creating opportunities for active frontage, overlooking and even outdoor civic space. Any development that turns its 'back' to the water will not be considered acceptable, and as such the treatment of the riverside elevation will be a key consideration. Any impacts on the SAC should be minimised through sensitive design.

Fig 10 - Key features/views within surrounding area

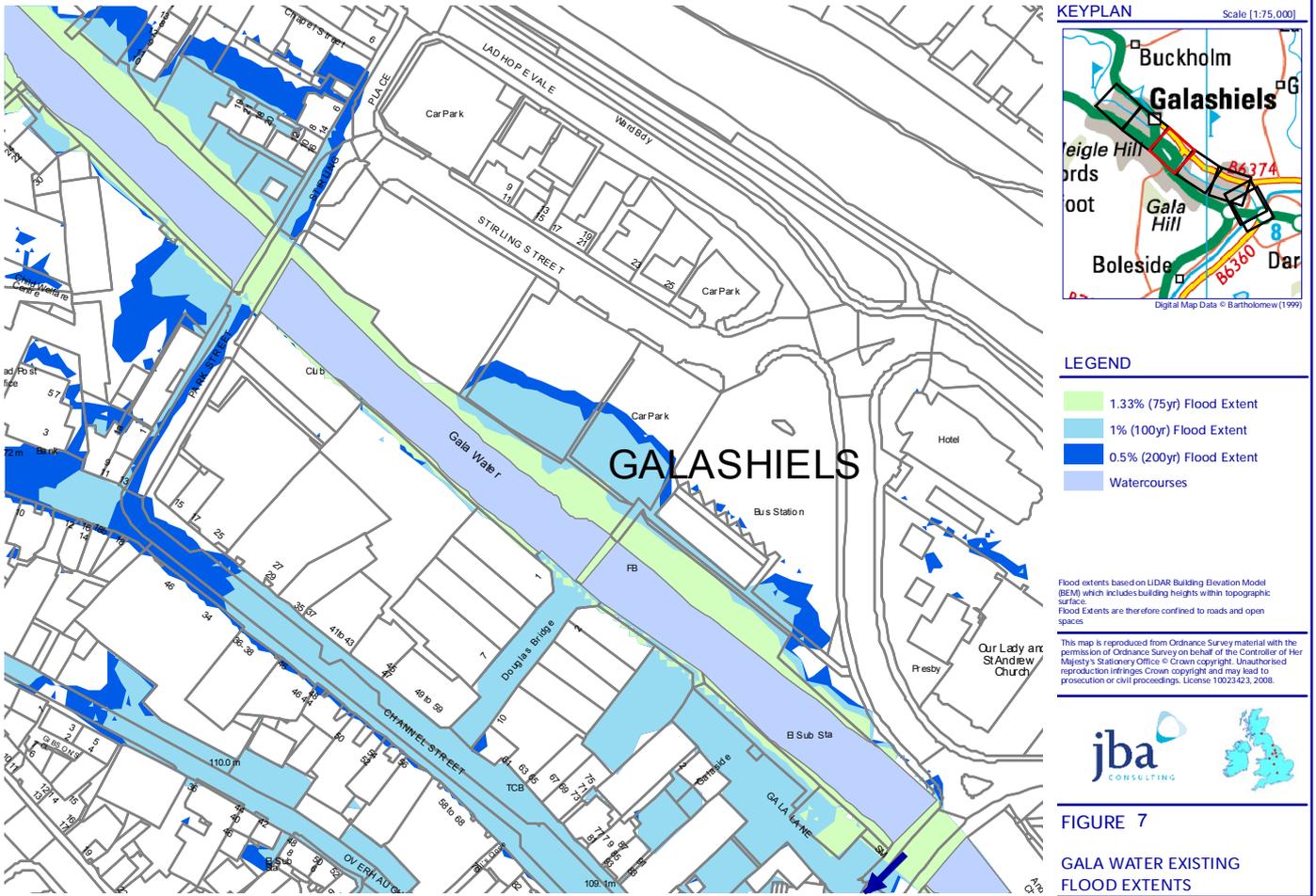


Fig 11 - Flood Mapping extract

Flooding

2.26 The Stirling Street development area lies within the 1 in 200 year flood envelope of the Indicative Flood Mapping developed by SEPA. Any development at this location would require flood protection measures to protect against flood risk up to a magnitude of 1 in 200 year plus climate change. In accordance with Scottish Planning Policy any development that is undertaken on the functional flood plain is required to have associated compensatory storage provided upstream.

For the purpose of this site the easiest way to protect any proposed development would be to construct a floodwall with associated flood gates around the site, this could be a stand alone wall or the development could be designed in such a manner where buildings act as the flood protection barrier. Compensatory storage would have to be provided as a requirement, upstream of the proposed development site. The Galashiels Flood Prevention Scheme, which is currently being developed, has highlighted twelve potential compensatory storage/washland areas located upstream of Galashiels in agricultural land. The developer of this site would be required to negotiate with any landowner and fund compensatory storage creation on farmland.

To accurately determine the flood risk to this area and any flood protection measures required, a Flood Risk Assessment is required to be provided by the developer.

Access & Parking

- 2.27 Vehicular access to the redevelopment area is taken off Stirling Street. Given the relatively narrow width of the three development sites, one of the challenges in developing the site will be providing internal access and/or circulation space whilst maintaining a positive street frontage, dependant on the nature of proposed development.
- 2.28 Pedestrian access and movement between the town centre, the T.I and the Gala Water is a key consideration for any development and must inform any proposals from the outset. The standard and detailed alignment will be set by the initial Transport Interchange development.
- 2.29 Parking provision for the redevelopment area will be considered in the context of the wider town centre parking provision: as a key development site within the town centre and in conjunction with the strategic sustainable transport hub of the Transport Interchange, this wider context provides opportunities for considering parking provision holistically for the three sites, dependant on the proposed end use and taking cognisance of the opportunities for modal shift from cars to alternative forms of transport.
- 2.30 There are opportunities to enhance existing parking in and around the town centre to compensate for any shortfall in parking, such as provision of a footpath/cycle path link (including bridge) between the existing Ladhope Vale Car park and the centre of town via Sime Place

Contamination

- 2.31 The site does not have a recent history of industrial use. However, appropriate investigation works should be carried out to ascertain any possible contaminants present. Given the proximity to the Gala Water any development must demonstrate appropriate measures to contain any potential contamination source-s and ensure surface water run off is managed, all in full consultation with SEPA and the local planning authority.

3 URBAN DESIGN FRAMEWORK

3.1 Given the strategic importance of this site to the wider area and the Council's commitment to a quality, contextual addition to the town centre - and reflecting the constraints and policy context previously outlined – the following Development Vision, Spatial Principles and Land use Options have been developed for each of the 3 development parcels. Any proposals for development within this area are required to reflect the principles outlined below.

KEY

-  KEY VIEWS TOWARDS SITE
-  KEY CORNER FRONTAGES
-  CIVIC FOCAL POINTS
-  INDICATIVE FLOOD DEFENCES
-  NOTIONAL TREE PLANTING
-  BLACK PATH REALIGNMENT
-  DEVELOPMENT EXTENTS (KEY FRONTAGE TO STREET = )
-  LONGER TERM REGENERATION
-  BUILDINGS OF TOWNSCAPE VALUE ( = CATEGORY C(S) LISTED)
-  HIGH QUALITY PEDESTRIAN ROUTE/CIVIC SPACE
-  RIVERSIDE WALKWAY
-  WATERFRONT CIVIC SPACE



Fig 12 - Urban Design Framework

1 Douglas Bridge/Transport Interchange redevelopment area



Development Vision

- 3.2 A new 'street' extending the urban fabric of Douglas Bridge across and linking the transport interchange with the heart of the town centre, defined by two development blocks. The new development will draw people from the Transport Interchange, creating an attractive direct link to the town centre. The redevelopment of this area must also seek to open up the Gala waterfront, creating 'active' frontage and civic space that positively addresses the riverside.

Spatial Principles

- 3.3 Development of this site is required to form a new section of 'street', defined by the built form, providing a direct link from Douglas Bridge to the Transport Interchange entrance. This pedestrian-only 'street' could be incorporated as an internal or external route, dependant on the nature of development proposed. The developable area, less the landtake required for this access route is approximately as follows:

1a (west) – 0.04 ha

1b (east) – 0.14 ha

1 Building Line

- The new development must deliver a 'perimeter block' form, giving careful consideration to the creation of a positive frontage to the new pedestrian route, the Gala Water and to Stirling Street.
- Development of the site should achieve overall continuity in the design of the elevations to Gala Water/Stirling Street to ensure a strong civic presence and quality addition to the townscape of central Galashiels. Even if the site is subject to subdivision, development must consider this frontage in its entirety.
- Building design should incorporate key corner frontage onto the Douglas Bridge/Stirling Street entrances to the new 'street' (see 'Focal Points' below)

2 Storey heights

- Development of the site must include buildings no less than 2 storeys and no more than 4 storeys in height (unless in exceptional circumstances) relating to the Transport Interchange. The overall massing must relate to context, with a clear design rationale that is sensitive to the adjacent buildings, waterfront and the adjacent St Andrews Church.

3 Frontage activity

- The built form must present 'active' frontage at the ground floor to 1) the new pedestrian street, 2) the Gala Water and associated pedestrian access and 3) the Stirling Street frontage, with careful consideration given to creating an animated edge to the adjacent public realm, as appropriate to the end use.
- The western area, 1a, is considered in the context of the adjacent Commercial Redevelopment site, therefore frontage to the western boundary is less important as this will be 'internal' to the larger streetblock in the longer term.

4 Access & Parking

- The 'new street' required to link Douglas Bridge with the T.I is to form a primary pedestrian route that stitches the T.I into the heart of the town. As such it is required that this route forms a high quality pedestrian environment, with a quality public realm relating to the new civic spaces associated with the T.I, lined with active frontage that incorporates a range of uses and activities.

- The opening up of the Gala Water to pedestrian access is a wider aspiration for the town, in the context of the Black Path realignment. The waterfront to this site presents an immediate opportunity to deliver a section of this. In this context, provision of an attractive pedestrian route defined by sensitively designed built frontage with an appropriate setback is required.
- Access for services/ parking provision can be taken off Stirling Street to the site, preferably via a pend access that retains a continuity in the frontage to the street.
- Parking levels should preferably be as detailed in Scottish Borders Council's Standard for Development Roads, the SEStran Parking Standards and the Local Plan and is dependant on the type of development proposed. Given the constrained nature of the site and the central location in the context of sustainable transport opportunities, consideration may be given to relaxation of parking standards provided that this can be demonstrated to be in wider interests of the proper planning of the area and in the context of the sustainable transport opportunities being made available via the T.I
- Please note that a Transport Assessment will be required for the redevelopment area, which will assess and resolve any issues relating to the local road network and sustainable travel patterns.

5 Key focal points

The development of the site must contribute positively to the existing townscape of Galashiels and the strategically important arrival point of the T.I, serving to 'stitch' the two together. There are key focal points that should be expressed in order to enhance this;

1. The corner frontages that address the Gala Water/new pedestrian street, framing views towards the T.I and punctuating the route between the T.I and the town centre
2. The corner frontage(s) that address Stirling Street/new pedestrian street when viewed from the T.I, serving to draw people into the town centre as they emerge from the T.I
3. The riverside pedestrian environment and adjacent elevations, drawing activity to the waterfront and exploiting a currently underutilised asset within the town centre whilst mitigating impact on the Gala Water as part of the River Tweed SAC
4. The setting of St Andrews Church, including the built frontage to the Church/ Stirling Street and the pedestrian entrance to the Gala Water walkway
5. The roofscape as viewed from surrounding steep valley sides to the north and south of the town centre

Land use

- 3.4 The site in its current form is deemed appropriate for development of the following uses, either singly or as a mixed use development, provided proposals are in accordance with Policy ED5 on 'Town Centres' and Policy H3, with the exceptions outlined in paragraph 2.5:
 - Office (Class 2, Class 4)
 - Hotel (Class 7)
 - Retail (Class 1)
 - Leisure (Class 11)
 - Class 3 (Food and Drink)

An appropriate quality and form of development, comprising some/one of these uses, will reflect the strategic importance of this site to the town centre and the integration of the new T.I.

2 Stirling Street/Gala Water redevelopment area



Development Vision

- 3.5 The site comprises 0.29 hectares of waterfront land that provides a central location for a range of appropriate uses. The vision for the site is to comprise a medium-high density development that responds to the existing townscape and the newly opened Gala Water riverside, creating animated frontage to the river and Stirling Place/Stirling Street, enriching existing town centre activity.

Spatial Principles

- 3.6 Development of this site is required to follow the 'grain' of the existing street pattern, relating to the streetblock and creating an attractive edge to Gala Water/Stirling Place/Stirling Street. Given the dimension of the site (approx. 35m across) this could be achieved in a variety of ways depending on end use.

1 Building Line

- The new development must deliver a positive frontage to Gala Water and the associated new riverside walkway
- The building line should present a positive frontage to Stirling Street and Stirling Place – dependant on the land use/layout proposed and constrained by the relatively narrow width of the site, this can be achieved through a variety of means either as a perimeter block or an arrangement of linked building groups in the form of courtyards or terraces.
- Development of the site should be considered in conjunction with the adjacent development of site 1 to ensure overall continuity in the elevations to Gala Water/Stirling Street, creating a quality addition to the townscape of central Galashiels. Even if the site is subject to subdivision, development must consider this frontage in its entirety.

2 Storey heights

- Development of the site must include buildings no less than 2 storeys and no more than 4 storeys in height unless in exceptional circumstances. The overall massing must relate to context, with a clear design rationale that is responds to the wider townscape, waterfront and the T.I./St Andrews Church area. Given the narrow width of the site and the optimum distance between buildings in new development, the 'perimeter block' form (figure xx) could only be accommodated by 2 storey buildings – see figures xx and xx for further explanation. Given the historic and townscape context, the site would lend itself well to mews-style 2 - 2.5 storey mixed use development.

3 Frontage activity

- Any form of development is required to present an animated ground floor frontage to the street/waterfront to enliven the public realm and ensure a sense of connectedness between the development and its surroundings. Dependant on end use the means of achieving this will range from simple door/window openings (with little/no setback of the building line) for residential properties to shopfront/office/hotel facades.

4 Access & Parking

- Access to the site for parking/services can be taken off Stirling Street. Depending on the proposed form of development a single or dual point of access may be appropriate, preferably via a pend.
- Parking should be accommodated within an internal courtyard where possible, containing the cars and retaining a strong building line to the street.
- The opening up of the Gala Water to pedestrian access is a wider aspiration for the town, in the context of the Black Path realignment. The waterfront to

this site presents an immediate opportunity to deliver a section of this. In this context, provision of an attractive pedestrian route defined by sensitively designed built frontage with an appropriate setback is required whilst mitigating impact on the Gala Water as part of the River Tweed SAC. There is an opportunity for ecological interpretation of the Gala Water and its wider SAC context.

- Parking levels should preferably be as detailed in Scottish Borders Council’s Standard for Development Roads, the SEStran Parking Standards and the Local Plan and is dependant on the type of development proposed.
- Please note that a Transport Assessment will be required for the redevelopment area, which will assess and resolve any issues relating to the local road network and sustainable travel patterns.

5 Key focal points

- The key focal points for the development of this site are:
 1. The waterfront edge: the sensitive handling of this in relation to the opportunity of opening up the waterfront as a currently underexploited asset and access route
 2. Frontage to Stirling Street: as a backdrop to the town centre and to arrival views into the town from Ladhope Vale (via car) or the reopened Railway line (via train). This elevation must therefore be designed as a coherent whole, regardless of any possible subdivision of development/land use, to ensure a quality addition to the townscape is achieved.

Figure 13 - Urban Design Framework
extract showing waterfront treatment - see relevant sections, opposite

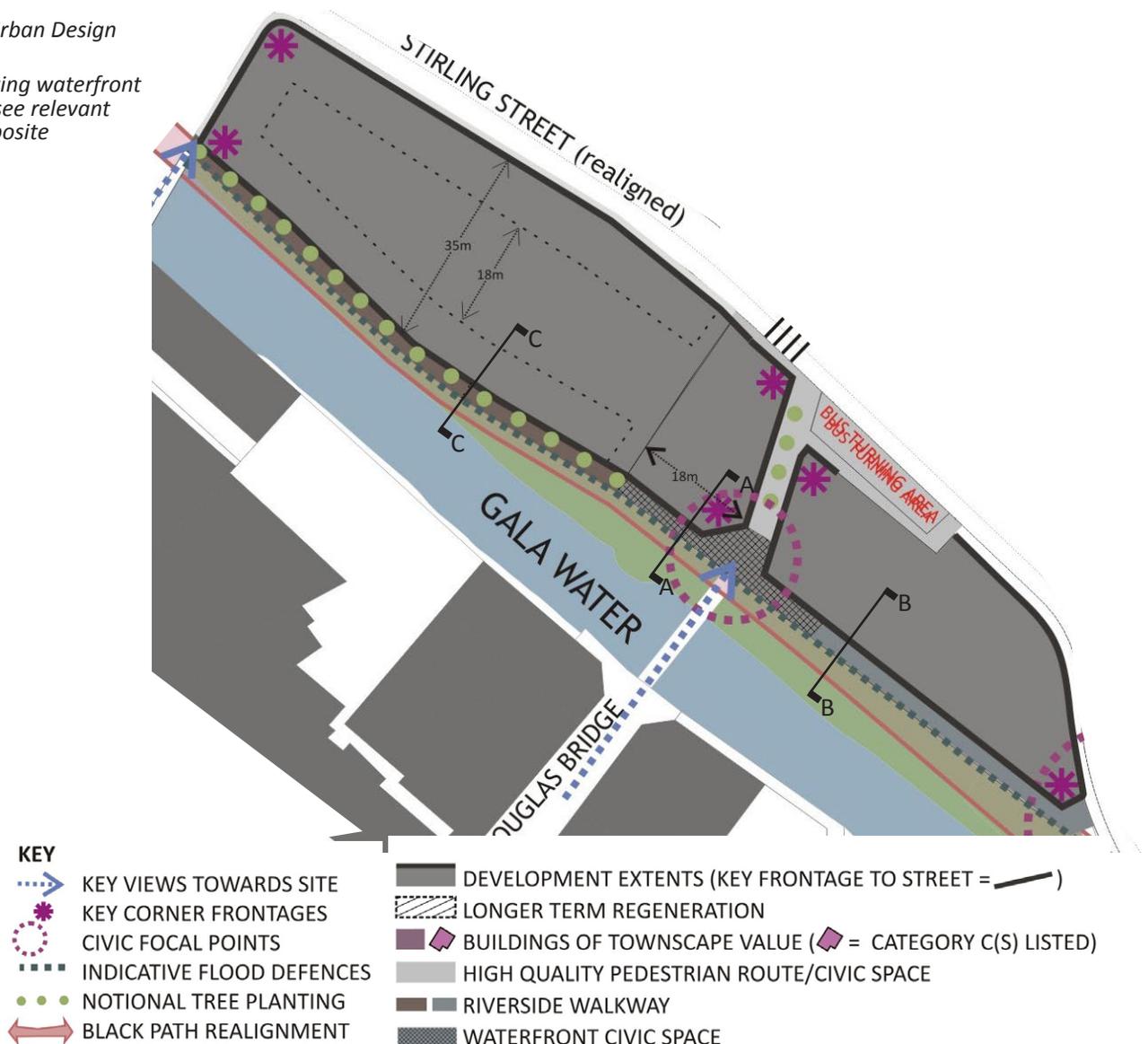
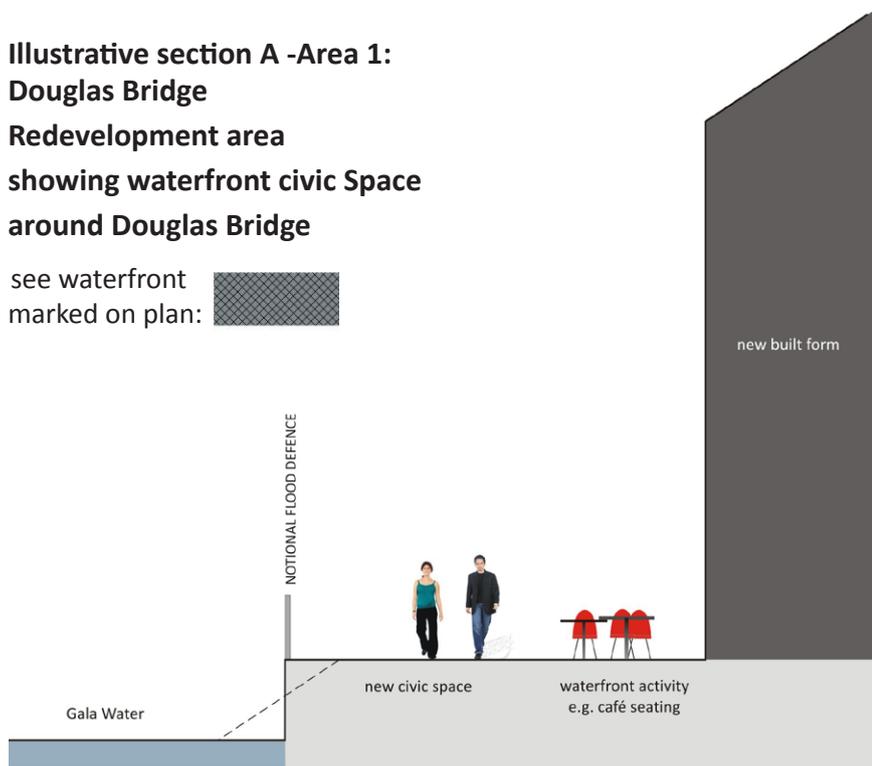


Figure 14 - Indicative sections through Redevelopment sites and their interface with Gala Water riverside

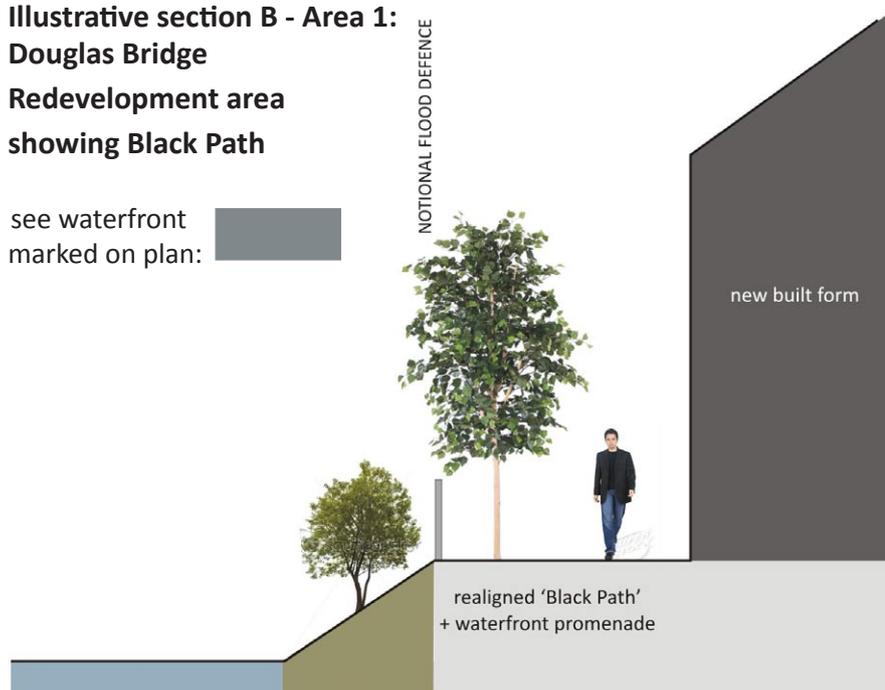
**Illustrative section A - Area 1:
Douglas Bridge
Redevelopment area
showing waterfront civic Space
around Douglas Bridge**

see waterfront marked on plan: 



**Illustrative section B - Area 1:
Douglas Bridge
Redevelopment area
showing Black Path**

see waterfront marked on plan: 



**Illustrative section C - Area 2:
Stirling Street/Gala Water
redevelopment area
showing Black Path informal
walkway**

see waterfront marked on plan: 

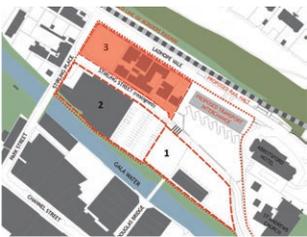


3. The roofscape, in views across/towards the town centre from the surrounding valley sides, has the potential to form a visually prominent feature dependant on the end scale and massing of development. Therefore consideration must be given to the roofscape within the wider townscape.

Land use

3.7 This site is allocated as an area of Commercial Redevelopment and as such site is deemed appropriate for development of the following uses, either singly or as a mixed use development, provided proposals are in accordance with Policy H3, with the exceptions outlined in paragraph 2.5:

- Office (Class 2, Class 4)
- Hotel (Class 7)
- Retail (Class 1)
- Leisure (Class 11)
- Residential (Class 9)
- Residential institution (Class 8)
- Non residential institution (Class 10)
- Class 3 (Food and Drink)



3 Ladhope Vale/Stirling street redevelopment area

Development Vision

3.8 The vision for this site seeks a sensitive infill development that works with the remaining built fabric. The former Borders Textile and Engineering Supplies Company on Ladhope Vale is a Category C(s) listed building, while the surrounding built fabric is largely intact. Any new development should seek to retain and reuse these existing buildings, working with the historic fabric, and any deviation from these principles requires a full justification of demonstrable benefit to the wider town centre to be made. The car park site adjacent to Stirling Place represents an infill opportunity that should seek to present a positive frontage to Ladhope Vale, celebrating its corner site and marking the beginning of the streetblock that contains the Transport Interchange.

Spatial Principles

1 Building Line

- The building line for any new development must seek to continue to relate to the Ladhope Vale/Stirling Street frontage, as the existing fabric does. The corner site at Stirling Place requires frontage to address all 3 street elevations, and as such requires sensitive handling. The building line to the east should be aligned to enclose the 'street' and create a positive relationship with the adjacent Transport Interchange civic space.

2 Storey heights

- Development of the site must include buildings no less than 2 storeys and no more than 4 storeys in height (unless in exceptional circumstances) relating to the Transport Interchange. The overall massing must relate to context, with a clear design rationale that is sensitive to the adjacent buildings.

3 Frontage activity

- Any new development is required to present an animated ground floor frontage to the street, particularly to the new Transport Interchange and the Stirling Place/Ladhope Vale corner frontages. Dependant on end use the means of achieving this will range from simple door/window openings with little/no setback of the building line (for residential properties) to shopfront/office/hotel facades with no setback.

4 Access & Parking

- Access to this redevelopment area is restricted by the street geometry and the plot width.
- Parking provision will be based on the nature and scale of development

5 Key focal points

- The key focal points for the development of this site are:
 1. The Stirling Place/Ladhope Vale corner
 2. Existing buildings retained on Ladhope Vale/Stirling Street.
 3. The frontage to the new Transport Interchange: there is a real opportunity to enhance the setting of the Transport Interchange and provide a sense of enclosure to the civic space around the T.I

Land use

3.9 The site in its current form is deemed appropriate for development of the following uses, either singly or as a mixed use development, provided proposals are in accordance with Policy H3 and the exceptions outlined in paragraph 2.5:

- Office (Class 2, Class 4)
- Hotel (Class 7)
- Retail (Class 1)
- Leisure (Class 11)
- Residential (Class 9)
- Residential institution (Class 8)
- Non residential institution (Class 10)
- Food and Drink (Class 3)

Non-residential redevelopment

3.10 For non-residential uses, (Office, Hotel, Retail, Leisure & Non-residential Institution), the major implications will need to be addressed through appropriate studies. In this and the above policy contexts, proposals incorporating substantive retail development should be accompanied by a retail impact appraisal where appropriate. It is noted that for sites 1, only non-residential uses are deemed appropriate given the strategic importance of the site to the wider town and T.I. Generally, though not exclusively, development contributions will not be sought in respect of proposed new business or industrial developments. Notwithstanding, it is recommended that commercial development proposals are discussed with the Development Negotiator at an early juncture to identify any potential contribution requirements.

Residential development

3.11 While a mixed use development would be preferable and would be consistent with the terms of the Local Plan, where a case has been made, and provided that other requirements of the SPG are met, single residential use may be appropriate for site 2. Upper floor residential may be appropriate in accordance with Policy ED5 on Town Centres, in any of the 3 areas.. Any proposals will be required to satisfy prevailing development contribution policy objectives. The nature and extent of such contribution requirements will reflect the anticipated impacts of development proposals upon service, infrastructure and facility provision. SBC publishes Supplementary Planning Guidance (SPG) to assist with the provisional assessment of contribution liabilities. SBC's Development Negotiator can also supply provisional assessments of policy implications if provided with relevant information. The early clarification of development contribution policy implications is recommended in all instances.

4 SUSTAINABLE DESIGN

Energy Efficient Design

- 4.1 The Scottish Borders Council Supplementary Planning Guidance (SPG) on Placemaking & Design sets out guidance on 'designing out' energy needs and creating sustainable new development. The SPG requires that new development is as efficient as is practicably possible in the use of natural and man-made resources. These principles apply to the building design, construction and operational energy requirements. This includes considering the site layout (microclimate, building orientation, water handling and use of sustainable resources) and the individual building design. Any new development on the site will have to demonstrate comprehensive integration of these principles to both the site layout and the individual building design.

Renewable Energy

- 4.2 There is a Scottish Government commitment to increasing the amount of renewable energy generated through appropriately designed buildings (see Scottish Planning Policy and advice). The council has prepared an SPG on Renewable Energy that requires an Energy Statement to be prepared for all new development (see below).
- 4.3 The Scottish Borders Structure Plan (adopted by Scottish Ministers in 2001) Policy 121 "Small Scale Renewable Energy Technologies" states:
"Proposals for community and small scale renewable energy generation (or related techniques) will be encouraged where they have no significant adverse impact on the natural and built environment or amenity of the area."
"All developers, whatever the nature of their proposals, will be encouraged to consider the potential to use materials, designs and technologies which either reduce the impact of energy consumption or reduce the environmental impact of energy generation when formulating proposals."
- 4.4 The Local Plan (LP) 2011 Principle 1 (Sustainability) states:
"In determining planning applications and preparing development briefs, the Council will have regard to the following sustainability principles which underpin all the Plan's policies and which developers will be expected to incorporate into their developments..."
"... (5) the efficient use of energy and resources, particularly non-renewable sources."
- 4.5 The LP policy G1 (5) states:
"...in terms of the layout, orientation, construction and energy supply, the development (should) demonstrate that appropriate measures have been taken to maximise the efficient use of energy and resources, including the use of renewable energy and resources and the incorporation of sustainable construction techniques."

Energy statement

- 4.6 Scottish Borders Council requires an energy statement to be provided for development whose total floorspace is equal to or greater than 500sq. m. This should set out clearly how the building has been designed and will be constructed to minimise energy needs whilst maximising efficiency, as well as detailing any provision made for renewable energy. See Supplementary Planning Guidance (SPG): Renewable Energy (2007) for more details. Developers must demonstrate how they comply with these policies.

5 ENVIRONMENTAL ASPECTS

Water Resources and Waste Management

- 5.1 There may be capacity regarding the water supply network. Current waste water capacity may be adequate. A Drainage Impact Assessment may be required for this site. Consultation will be required with Scottish Water regarding the capacity of foul sewage disposal. Depending on the programme for development, development contributions may be required to ensure appropriate public foul sewer connection is achieved.

An appropriate Sustainable Urban Drainage System (SUDS) is required to conform to SEPA, Scottish Water and the local planning authority standards and will require appropriate consultation. Due to the limited space that will be available for the development a sensible approach in relation to SUDS would be underground attenuation tanks. Consultation with SNH will also be necessary.

Archaeology

- 5.2 Before any new development, the appropriate archaeological surveys and monitoring should be carried out and 'buried' remains of structures should be expected. As outlined above the study area formerly comprised of predominantly Mill workers housing, built as a planned settlement expansion in the 19th century around Stirling Street as the axial spine. Some of this remains intact on the Ladhope Vale/Stirling Street site.

Ecology

- 5.3 To meet European and national legalisation, and the requirements of the Council's Biodiversity policy, new development requires a bat and breeding bird survey where relevant. The Council's Ecology Officer should be contacted for more information (see contacts below). The appropriate design of bat boxes, bat bricks and bird boxes, including for swifts, needs to be incorporated into the design of the new buildings. Appropriate mitigation measures will be required to avoid significant adverse effects on the integrity of the Gala Water as part of the River Tweed SAC (Special Area of Conservation). Otter and bat surveys of river bank and lade structures may also be required. Opportunities for enhancement of the riparian habitat through measures such as planting of appropriate species (e.g. grey willow, common alder, downy birch as appropriate) must also be considered to ensure any new development contributes positively to the wider habitat network and environmental quality of the town centre.

Pollution Remediation / Demolition

- 5.4 The site may contain contamination from historic industrial land uses. To ascertain the nature and extents of this a detailed survey will be required in advance of preparing any development proposals. The specific manner in which SEPA requires its Pollution Prevention Guidelines to be implemented on this site will need to be observed.

Sustainability

- 5.5 Any proposed development should incorporate provision for waste and recycling facilities in the layout and design of the site in accordance with PAN 63 Waste Management Planning.

The minimisation of waste during the construction phase should also be outlined as part of development proposals, demonstrating that:

- Construction practices minimise the use of raw materials and maximise the use of secondary aggregates and recycled or renewable materials;
- Waste material generated by the proposal is reduced and re-used or recycled where appropriate on site (for example in landscaping not resulting in excessive earth moulding and mounding). There may be opportunities to utilise surplus soils for sustainable purposes elsewhere.

6 DEVELOPMENT CONTRIBUTIONS

- 6.1 Depending upon the nature and extent of development proposals, contributions towards the expansion of existing or new infrastructure, services and facilities may be required.

SBC publishes Supplementary Planning Guidance (SPG) enabling stakeholders to provisionally assess contribution requirements. There are specific SPGs for:

- Development Contributions
- Affordable Housing
- Green Space

- 6.2 The Development Negotiator will also provide additional support to help identify and quantify development contribution policy implications.

At the time of writing, it is envisaged that contributions may be sought towards:

- Affordable Housing – 25% on-site provision
- Borders Railway Line Re-instatement
- St Peter’s Primary School – new school rate
- Galashiels Academy – extension rate
- Central Borders Road Traffic Infrastructure
- Open Space – potential on-site provision or contribution via a commuted sum to off-site provision
- Play Facility – potential on-site provision or contribution via a commuted sum to off-site provision

APPENDIX POLICY CONTEXT

Scottish Government

- Designing Places
- Designing Streets
- Scottish Planning Policy
- Planning Advice Note (PAN) 33: Development of Contaminated Land
- PAN 42: Archaeology - the Planning Process and Scheduled Monument Procedures
- PAN 45 Annex 1: Planning for Micro Renewables
- PAN 51: Planning, Environmental Protection and Regulation
- PAN 52: Planning in Small Towns
- PAN 61: Planning & Sustainable Urban Drainage Systems
- PAN 65: Planning and Open Space
- PAN 67: Housing Quality
- PAN 68: Design Statements
- PAN 77: Designing Safer Places
- PAN 78: Inclusive Design
- PAN 2/2010: Affordable Housing & Housing Land Audits

Scottish Borders Structure Plan 2001-2018

- Policy N16: Archaeological Evaluation, Preservation & Recording
- Policy N20: Design
- Policy H7: Affordable & Special Needs Housing – Proportion
- Policy H8: Affordable & Special Needs Housing – Assessment
- Policy C6: Open Space
- Policy C7: Play Areas
- Policy C8: Access Network
- Policy I5: Cycling
- Policy I7: Walking
- Policy I11: Parking Provision in New Development
- Policy I15: Flood Risk Areas

Scottish Borders Consolidated Local Plan (2011)

- Policy G1: Quality Standards for New Development
- Policy G4: Flooding
- Policy G5: Developer Contributions
- Policy BE1 Listed Buildings
- Policy BE2: Archaeological Sites & Ancient Monuments
- Policy BE4 Conservation Areas
- Policy NE3: Local Biodiversity
- Policy NE4: Trees, Woodlands & Hedgerows
- Policy NE5: Development Affecting the Water Environment
- Policy H1: Affordable Housing
- Policy Inf2: Protection of Access Routes
- Policy Inf3: Road Adoption Standards
- Policy Inf4: Parking Standards
- Policy Inf6: Sustainable Urban Drainage
- Supplementary Planning Guidance (SPG) Placemaking & Design
- SPG Affordable Housing
- SPG Developer Contributions
- SPG Biodiversity
- SPG Designing Out Crime in the Scottish Borders
- SPG Renewable Energy
- SEPA Pollution Prevention Guidelines
- PPG 1 General guide to the prevention of pollution
- Trees/Landscape BS Standard 5837: 2005 'Trees in Relation to Construction' (Arboricultural Association 2005).

CONTACTS WITHIN SCOTTISH BORDERS COUNCIL

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- Carol Cooke (Urban Designer), Council Headquarters, Newtown St Boswells, TD6 0SA
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- Mark Douglas (Principal Officer Built Heritage & Biodiversity), Council Headquarters, Newtown St Boswells, TD6
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- Tel: 01835 826563 E-mail: MTDouglas@scotborders.gov.uk

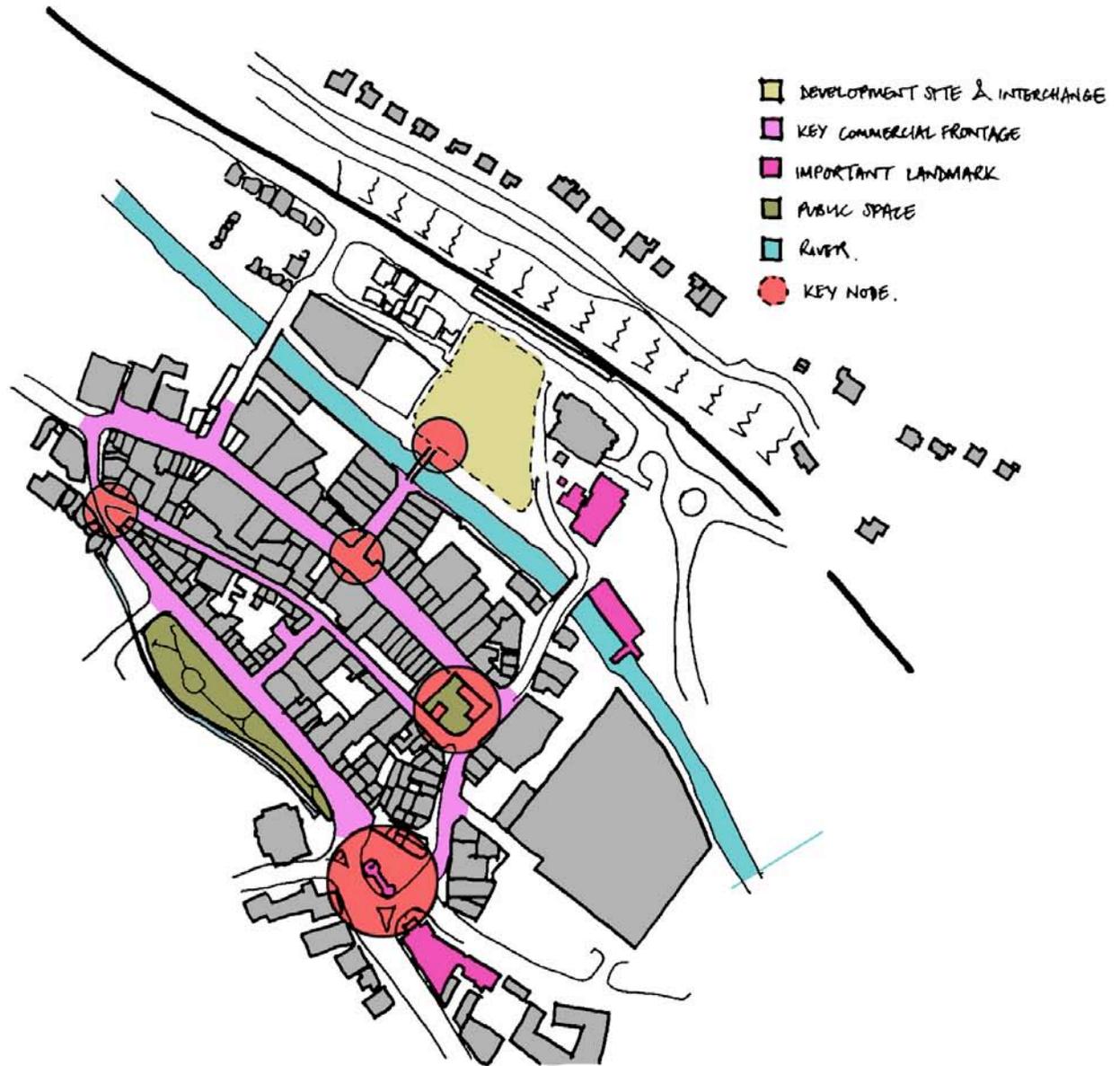
- David Green (Flood Protection Programme Manager) Council Headquarters, Newtown St Boswells, TD6 0SA
- Tel: 01835 825180 E-mail: dgreen@scotborders.gov.uk

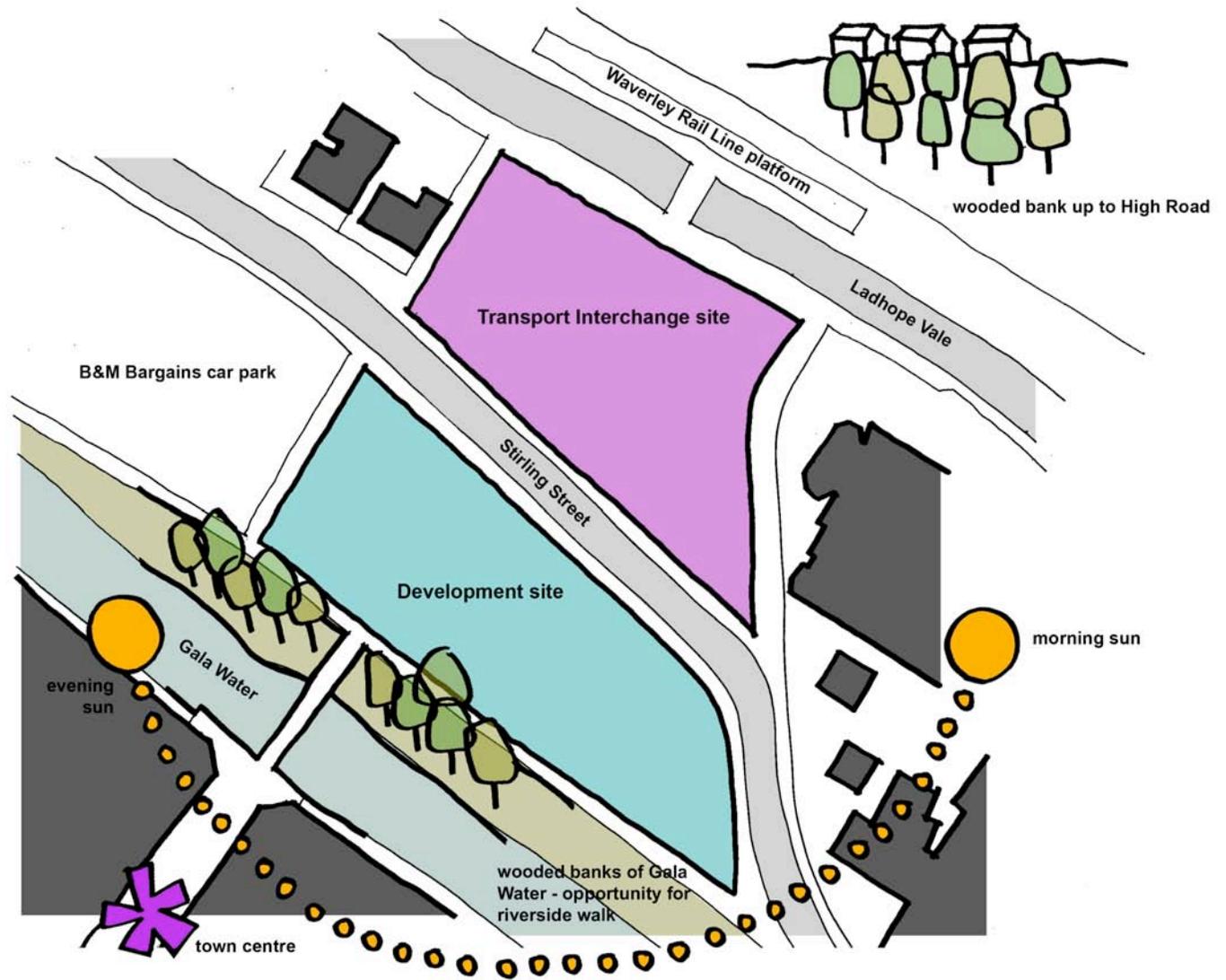
- Annette Patterson (Asset Development Manager), Council Headquarters, Newtown St Boswells, TD6 0SA
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APPENDIX
Galashiels Transport Interchange
Initial Design Development
March 2012

Galashiels Transport Interchange
Initial design development

26 March 2012





Galashiels Transport Interchange



